

# Rushmoor Plan

*PLANNING FOR RUSHMOOR'S FUTURE*



## Core Strategy

Adopted October 2011

**RUSHMOOR**  
BOROUGH COUNCIL

SUPERSEDED

## Foreword

The Council has adopted this Core Strategy as the key document to provide the overarching strategy for planning policies in further subsidiary Rushmoor Plan documents.

This document will influence where you shop, where you work, and what new development will look like. It sets out the Council's approach on key local issues such as development at the Aldershot Urban Extension, and the future use of Farnborough Airport. It also addresses our local response to important national issues such as economic development and climate change.

This Core Strategy was subject to extensive consultation with residents and other stakeholders and also to an examination in public by an independent inspector who found it to be "sound".

**Cllr Roland Dibbs**  
Deputy Leader of the Council  
Environment Portfolio Member

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**Core Strategy Adopted October 2011**

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## 1 Introduction

### 1 Introduction

**1.1** Rushmoor Borough Council is preparing new planning documents which will guide the scale, type and location of future development in the Borough. Planning is important because it affects many aspects of our lives. It influences where we live and work, the facilities and services to which we have access, and how we spend our leisure time.

**1.2** These new planning documents will together be known as the **Rushmoor Plan**. The policies and proposals in these new Rushmoor Plan documents will influence how Aldershot and Farnborough develop up to 2027, and will gradually replace the policies in the Local Plan (see Appendix C).

**1.3** This document is the **Rushmoor Core Strategy**. The Core Strategy is the key policy document in the Rushmoor Plan and will be used to:

- guide the location, scale and type of future development in Rushmoor Borough up to 2027;
- help deliver land use elements of other plans and strategies which affect the Borough;
- make decisions on planning applications; and
- help us prepare more detailed planning policies in future Rushmoor Plan documents, for example design guidance for development at the Aldershot Urban Extension.

#### **How was the Core Strategy Development Plan Document prepared?**

**1.4** This is the final version of the Core Strategy that has been informed by previous consultations and an extensive range of evidence (as set out in Section 3 of this document).

**1.5** The Council undertook consultations between 2005 and 2009 that assisted with the development of the Preferred Approach Core Strategy, which was published in January 2010. That document set out different options for dealing with the issues facing the Borough, and highlighted the Council's preferred way of addressing them. The consultation lasted for six weeks and the Council took a proactive role to engage as many residents and stakeholders as possible.

**1.6** The feedback from this consultation informed the draft submission version of the document that was published in November 2010. Comments were received over a six week period, and these formed the basis for discussion at an examination in public in June 2011. **The Core Strategy was adopted as part of the Development Plan on 6th October 2011.**

## Contact us

**1.7** If you have any queries regarding this document, or other Planning Policy documents, please do not hesitate to contact a member of the Planning Policy team.

By email at: [plan@rushmoor.gov.uk](mailto:plan@rushmoor.gov.uk)

By phone on: 01252 398789

By post to: Rushmoor Borough Council  
Planning Policy and Conservation  
Council Offices  
Farnborough Road  
Farnborough  
Hampshire  
GU14 7JU

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## 2 The Rushmoor Plan

### The Structure of this Document

**2.5** The following section (Section 3) provides some background on the policies and strategies that have informed the Core Strategy and the consultation which has taken place to date.

**2.6** Section 4 then highlights the key issues facing Rushmoor. In order to decide what the Borough should be like in 2027, it is first necessary to understand its current position, and we have identified 16 key challenges that the Core Strategy can help to address.

**2.7** The understanding of these challenges has helped us to develop a vision for the Borough in 2027 (Section 5). In order to deliver the vision and address the key challenges, a set of measurable objectives has been developed (Section 5).

**2.8** The subsequent sections then provide the policies that will deliver these objectives. Section 6 is the Spatial Strategy for the Borough which sets out the big picture of how much development will happen and where it will be located. Section 7 then sets out policies for the parts of the Borough where most change is expected to happen. This includes specific policies on the future of our town centres, the Aldershot Urban Extension and Farnborough Airport. Section 8 sets out Borough-wide 'Core Policies' that are essential to the delivery of the strategy and will shape all new development.

**2.9** Section 9 then sets out how the policies will be monitored so we can understand whether the Core Strategy is achieving its objectives.

## 3 Context

**3.1** In preparing the Core Strategy we needed to consider a number of other issues which would affect the future of the Borough. These included other Council plans and strategies, consultation feedback and national and regional policy guidance. This section sets out the context against which this Core Strategy has been prepared.

### What has informed the Core Strategy?

**3.2** As mentioned above, in preparing the Core Strategy we have had to consider a number of other issues including:

- National and regional policies and guidance
- Social, environmental and economic issues affecting the Borough
- Local plans and strategies
- Background evidence
- Feedback from previous consultations
- Sustainability appraisal
- Cross boundary issues

**3.3** These are discussed in more detail in the following pages. Further information as to how these documents have informed the Core Strategy is available in a supporting background document, Generating Options for the Core Strategy (January 2010) and the Summary of the Evidence Base Topic Paper (March 2011).<sup>(1)</sup>

### Timescale

**3.4** The Core Strategy covers the period up to **2027** since it needs to demonstrate how new homes will be delivered over a fifteen year period from the date of its adoption.

### 3.1 National Planning Policies and Guidance

**3.5** National planning policy and guidance covers topics such as housing, employment, town centres, heritage, aviation and climate change. Rushmoor Plan policies must be consistent with national planning policy but should not repeat it. The role of the Rushmoor Plan is to translate national policy into local circumstances. Some of the key messages from national policy guidance include:

- Focusing development on brownfield land
- Ensuring that development takes place in sustainable locations
- Providing a choice and mix of housing that meets local needs
- Ensuring that development avoids and mitigates against the impact of climate change
- Delivering the regeneration of town centres with an appropriate mix of uses
- Protecting and enhancing biodiversity
- Protecting and enhancing heritage assets

1 These documents are both available on the Council's website at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).

## 3 Context

**3.6** Relevant parts of national guidance are referred to in this document as appropriate. These are generally referred to as Planning Policy Guidance Notes (PPGs) or Planning Policy Statements (PPSs). Full copies of national planning policy guidance can be viewed at [www.communities.gov.uk](http://www.communities.gov.uk). It is the Coalition Government's intention to replace all PPGs/PPSs with a National Planning Policy Framework (NPPF). In July 2011, a consultation draft of the NPPF was published. The Inspector considered representations on the relationship between the Core Strategy and emerging national policy in the draft NPPF before publishing his report into the soundness of the Core Strategy.

### 3.2 Regional Planning Policies and Guidance

**3.7** Regional planning policies are set out in a document known as the South East Plan, which was adopted in 2009. This sets out the vision for planning for the region up to 2026. The policies in the South East Plan form part of the Development Plan for Rushmoor, which means that they are an important consideration when deciding planning applications and preparing new planning policies. Rushmoor Plan policies must reflect regional policies but should not repeat them.

**3.8** The South East Plan identifies Aldershot and Farnborough as secondary regional centres, and therefore the focus for town centre uses<sup>(2)</sup> and Farnborough as a transport interchange where accessibility and interchange is of regional significance and should be protected and enhanced.

**3.9** Some other key points from the South East Plan relevant to Rushmoor are:

- The Borough must plan for 6,200 dwellings between 2006 and 2026, of which 4,500 are identified to be at the Aldershot Urban Extension. A proportion of all new dwellings must be for affordable housing;
- Policies on climate change and renewable energy;
- Policies on providing infrastructure;
- Policies on protecting and enhancing biodiversity.

### 3.3 Cross Boundary Issues and Partnership Working

**3.10** The Borough does not exist in isolation and cross boundary issues are the subject of regular discussions with other local authorities. As Rushmoor is a small urban authority lying on the edge of Hampshire and adjacent to Surrey, cross boundary issues with neighbouring local authorities in both Counties are particularly relevant.

**3.11** Examples of cross boundary issues relevant to the Core Strategy include: the need to protect the Thames Basin Heaths Special Protection Area, infrastructure provision and capacity, transport infrastructure, and the provision of transit sites for gypsies and travellers. Farnborough Airport also has economic impacts in adjoining local authorities as well as flight related impacts on those who live under, or close to, the flight path. The Council works closely with neighbouring local planning authorities in considering these issues and has consulted closely with them in preparing the Core Strategy.

**3.12** A number of background studies have been undertaken jointly with other local authorities including those relating to housing need, to employment land, to water issues and to renewable energy as set out in Appendix B. A number of working groups exist which consider cross boundary issues. These include:

<sup>2</sup> Town centre uses include retail, leisure and entertainment facilities, offices, residential and arts, cultural and tourism uses.

- **North Hampshire and M3 Corridor Economic Board** - joint working on a number of priority projects including skills and employment, inward investment and promotion of transport and infrastructure.<sup>(3)</sup>
- **Blackwater Valley** - close working on countryside management and planning policy along the valley of the River Blackwater, including joint work on a Green Infrastructure Plan.<sup>(4)</sup>
- **Thames Basin Heaths Joint Strategic Partnership** - joint working on preparing and implementing the Delivery Framework between the affected authorities, Natural England and other interest groups on measures to protect the Thames Basin Heaths Special Protection Area (TBH SPA).<sup>(5)</sup>
- **Single Conversation** - the preparation of a joint local investment plan in order to prioritise resource allocations.<sup>(6)</sup>

**3.13** Implementation of the Core Strategy will rely on close working with other partners. In particular, as Rushmoor Borough Council is part of a two tier county and district structure, it does not have responsibility for the full range of local authority functions as some of these lie with Hampshire County Council (HCC). Joint working with HCC on for example, highways and transport issues, minerals and waste, and education, will therefore continue to be essential. New arrangements for joint working are being proposed by the coalition government, and the Core Strategy is considered to be flexible enough to deal with these changes.

### 3.4 Local Plans and Strategies

**3.14** The Core Strategy policies have also been prepared in the context of other local plans and strategies including those prepared by Rushmoor Borough Council and by other partners, for example the Primary Care Trust and Hampshire County Council.

**3.15** These include:

- The Hampshire Local Transport Plan - Hampshire County Council;
- Rushmoor Housing Strategy 2008 - 2011 - Rushmoor Borough Council;
- Rushmoor Biodiversity Action Plan 2009 - Rushmoor Borough Council;
- Primary Care Commissioning Strategy May 2009 - NHS Hampshire.

3 **Key Partners**- Hampshire County Council, Basingstoke and Deane Borough Council, Hart District Council, Test Valley Borough Council, Surrey Heath Borough Council.

4 **Key Partners** - Hart, Surrey Heath, Wokingham, Bracknell Forest, Guildford and Waverley Councils, Blackwater Valley Countryside Partnership, Natural England.

5 **Key Partners** - Hart, Surrey Heath, Waverley, Bracknell Forest, Wokingham, Guildford Councils, Hampshire County Council, Surrey County Council, West Berkshire, Windsor and Maidenhead Councils, Natural England, RSPB.

6 **Key Partners** - Basingstoke and Deane Borough Council, Hart, Winchester City, Surrey Heath, Test Valley and East Hampshire Councils, Hampshire County Council, Homes and Communities Agency, Defence Estates, Highways Agency, Environment Agency, Natural England and National Housing Federation.

## 3 Context

### Sustainable Community Strategy

**3.16** Rushmoor Plan policies must also help to deliver the vision and objectives set out in the Rushmoor Sustainable Community Strategy 2010 - 2026, prepared by the Rushmoor Strategic Partnership (RSP)<sup>(7)</sup> (available at [www.rushmoorsp.com](http://www.rushmoorsp.com)) and the Hampshire Sustainable Community Strategy (available at [www3.hants.gov.uk/localareaagreement/hampshirescs.htm](http://www3.hants.gov.uk/localareaagreement/hampshirescs.htm)).

**3.17** The **Rushmoor Strategic Partnership** (RSP) is responsible for producing and implementing the Rushmoor Sustainable Community Strategy. In 2009, the RSP held a series of visioning workshops with the community and stakeholders to prepare a refreshed vision for a review of the Rushmoor Sustainable Community Strategy. This resulted in the following high-level vision for the Borough up to 2026 in the Rushmoor Sustainable Community Strategy:

### Rushmoor Sustainable Community Plan Vision

**A thriving, innovative and attractive Borough, proud of its heritage**

**Rushmoor a place:**

**Where people are happy, healthy, safe and have a bright future**

**Which is green, open and bright**

**Which is easy to get around**

**Which has great places to go and lots to do**

**With a prosperous and sustainable economy**

**3.18** The Rushmoor Strategic Partnership has also identified the following key priorities for Rushmoor. Many of these priorities support the Hampshire Local Area Agreement:

- To take a neighbourhood renewal approach to improving Mayfield, North Town and Heron Wood
- To encourage a healthy weight in both children and adults
- To improve the level of educational achievement at NVQ Levels 3 and 4
- To support an increasingly diverse community
- To understand and reduce mental health problems
- To reduce alcohol abuse and related admissions to hospital
- To reduce the level of violent crime, burglary, sexual and drug offences
- To tackle the perception of crime and anti-social behaviour
- To encourage economic recovery from the recession
- To mitigate and adapt to climate change

**3.19** The **Hampshire Sustainable Community Strategy 2008 - 2018** sets out a vision that **Hampshire will continue to prosper, providing greater opportunity for all without risking the environment**. To support this there are eleven long-term ambitions:

<sup>7</sup> The Rushmoor Strategic Partnership is a group of key organisations and people from the public, private, voluntary and community sectors to help develop and implement a community strategy for the Borough.

## Context 3

- Hampshire is a globally competitive environment for business growth and investment, where everyone has the opportunity to develop their skills and everyone plays a full part in the county's success
- Hampshire provides excellent opportunities for children and young people
- Infrastructure and services are developed to support economic and housing growth whilst protecting the environment and quality of life
- Social and affordable housing needs are met, including provision to support rural communities
- Hampshire's communities are cohesive and inclusive, and vulnerable people are safeguarded
- Hampshire and its partners work to reduce inequalities in outcomes for residents according to individual need and through a focus on specific areas of multiple disadvantage
- Hampshire's communities can feel safe and can expect not to suffer violence or anti-social behaviour
- Hampshire's residents can make a choice to improve their health and well-being
- Hampshire's environment and cultural heritage are enjoyed and celebrated
- Hampshire is acclaimed for conserving and using natural resources more efficiently, and for reducing and adapting to the effects of climate change
- Hampshire's residents receive excellent public services and value for money

**3.20** The Core Strategy supports delivery of the priorities in the Hampshire Sustainable Community Strategy, and the Council will continue to work with the Hampshire Senate in delivering these priorities.

### 3.5 Background evidence

**3.21** As well as considering national, regional and local policies, the Council must base future plans on an up to date evidence base which looks in more detail at local issues. In preparing the Core Strategy, the Council has gathered a range of evidence including studies relating to retail, employment, housing and aviation issues. These background studies are identified in Appendix B, and are available on our website at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).



Evidence base documents

## 3 Context

### 3.6 Consultation

**3.22** A number of consultations have been carried out by the Council which have helped to inform this document. These include:

- Consultation on the Core Strategy Preferred Approach 2010 (including published documents, meetings, exhibitions and workshops)
- Consultations on the Vision for Rushmoor carried out by the Rushmoor Strategic Partnership in 2009
- Place Survey 2008
- Consultation on the future of the Farnborough Airport and surrounding sites carried out between December 2008 - February 2009
- Ongoing meetings and workshops with key stakeholders
- Consultations on the future of surplus Military land in Aldershot 2002 - 2008
- Consultation on the future development of Aldershot town centre 2008
- Consultation on the future development of Farnborough town centre 2007
- Consultations on the preparation of the previous Core Strategy (2004 - 2006)
- Publication of the Draft Submission Core Strategy 2010 and consultation for six weeks

**3.23** Further detail on the consultation undertaken to inform the Core Strategy can be found in the Statement of Consultation, available on our website at [www.rushmoor.gov.uk/rushmoorplan](http://www.rushmoor.gov.uk/rushmoorplan).

### 3.7 Sustainability Appraisal

**3.24** The Core Strategy was assessed to ensure that it would contribute to sustainable development. The overall strategy, and different policy approaches to deliver that strategy, must be tested against a number of social, economic and environmental objectives, for example 'how will the approach/option improve accessibility for all to services, employment and recreational opportunities' and 'how will the approach/option improve energy efficiency, reduce waste, reduce greenhouse gas emissions and air pollution, and ensure air quality continues to improve'. The strategy must also be tested against national planning policy guidance and local aims and objectives.

**3.25** The first stage of the Sustainability Appraisal was the production of a Scoping Report in October/November 2007, followed by a Consultation Draft Sustainability Appraisal alongside the Core Strategy Preferred Approach January 2010. This stage assessed a number of different alternatives towards the overall approach to future development and then considered different policy approaches which might help to deliver that development where realistic alternatives existed.

**3.26** Following the feedback from consultation and further evidence, the Preferred Approaches were developed into specific policies which were then tested to ensure that they contribute to sustainable development principles. The final draft Sustainability Appraisal was published for comment alongside the Draft Submission Core Strategy.

**3.27** Reference is made to the findings of the Sustainability Appraisal where appropriate in this document.

**3.28** The full version of the final Sustainability Appraisal is available on the website at [www.rushmoor.gov.uk/corestrategy](http://www.rushmoor.gov.uk/corestrategy).

**3.29** The Council has also produced a Habitats Regulation Assessment (HRA) to support the Core Strategy. This can also be viewed on the website at [www.rushmoor.gov.uk/corestrategy](http://www.rushmoor.gov.uk/corestrategy). The objective of the HRA was to identify any areas of the Core Strategy that have the potential to cause an adverse effect on Natura 2000 or European Sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar Sites), either in isolation or in combination with other plans and projects, and to devise appropriate mitigation strategies where such effects were identified.

**3.30** The HRA concluded that future water resources required for the housing allocations can be met without an adverse effect on European Sites. It also concluded that no adverse urbanisation or recreational pressure effects will occur on protected sites provided that the Borough can provide appropriate Suitable Alternative Natural Greenspace (SANG), and ensures that adequate developer contributions are sought towards strategic access management and monitoring measures. It also concluded that an effective policy framework exists to enable the delivery of sustainable transport measures to mitigate the effects of development within the Core Strategy of any adverse air quality effect associated with increased traffic on roads that traverse the protected sites.

## 3.8 Monitoring and Implementation

**3.31** The Annual Monitoring Report (AMR)<sup>(8)</sup> will indicate what impact the Core Strategy policies are having on national and local targets, specifically in relation to housing delivery, and also on meeting the Core Strategy objectives and vision.

**3.32** The key ways in which each policy will be achieved are set out under the relevant policy in the "implementation" box. The objectives table in Appendix D identifies the links between the challenges and the objectives and identifies some of the key delivery plans and strategies (for example the Rushmoor Infrastructure Plan and the Local Transport Plan) which will enable the delivery of this strategy. Section 9 (Monitoring) identifies the indicators to be used to assess the delivery of each of the objectives.

### What happens if we need to change the Core Strategy before 2027?

**3.33** There are a number of things which may happen which could mean that all or part of the Core Strategy will need to be reviewed before 2027. Factors which may lead to a review include significant changes to national planning policy, or the results of monitoring which shows that the Core Strategy objectives are not being met.

**3.34** Section 9 identifies some of the risks to delivering this Core Strategy and how we can seek to minimise those risks.

8 The Council is required to produce an Annual Monitoring Report as part of the Rushmoor Plan. This can be viewed at [www.rushmoor.gov.uk/amr](http://www.rushmoor.gov.uk/amr).

## 4 Meeting Challenges and Looking Ahead

### 4 Meeting Challenges and Looking Ahead

**4.1** The following section sets out a brief description of Rushmoor Borough today, identifying some of the current and future characteristics that were relevant to the development of the Core Strategy.<sup>(9)</sup> This information was used to identify the key challenges that the Core Strategy can help to address.

**4.2** The challenges were used to help to define the right long term vision for future development in the Borough and to identify relevant objectives to help to deliver that vision. The challenges also helped to identify the key issues that need to be addressed by Core Strategy policies.

#### The Plan Area

**4.3** The Borough of Rushmoor lies approximately 30 miles south-west of London in north-east Hampshire adjacent to the Surrey and Berkshire borders. It is a relatively small (3,905ha), highly urbanised, and densely populated Borough with a comparatively well-defined built up area made up of two major settlements whose boundaries adjoin one another:

- Aldershot in the south of the Borough (population 37,000)
- Farnborough in the north of the Borough (population 59,000)<sup>(10)</sup>

**4.4** Aldershot Military Town lies to the north of Aldershot town centre, and is known as the 'home of the British Army'. About 4,000 troops<sup>(11)</sup> are stationed here when not on a tour of duty. In addition to service personnel, the Military Town is also home to 763 civil servants, 749 permanent contractors and approximately 4,500 military dependants.

**4.5** Farnborough is known internationally for British aerospace research, and Farnborough Airport, the UK's first airfield, celebrated 100 years of continuous operation in 2008. The Airport lies to the south of Farnborough and was originally a government airfield. Having been declared surplus to requirements in 1994, it then developed into a business aviation centre, and is now the UK's only dedicated business airport and home to the biennial Farnborough International Airshow.

**4.6** The northern and eastern parts of the Borough are mainly urban in character. The Borough is bounded on the east by the Blackwater Valley relief road. The land in the west of the Borough has, in general, an international, national or local nature conservation designation, is Ministry of Defence training land or part of Farnborough Airport.

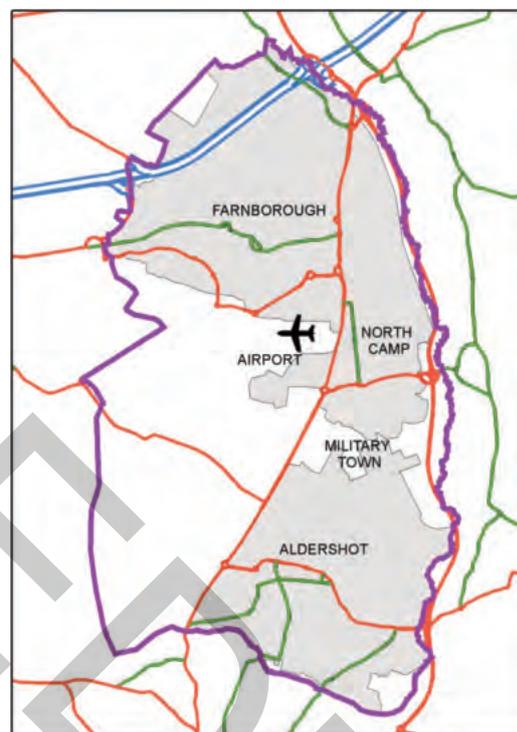


Figure 2 A simplified map of Rushmoor Borough

9 Further statistical data can be found in the Rushmoor Fact Pack and the Rushmoor Strategic Partnership Portrait of the Borough (available at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers)). Baseline data for the Borough is also set out in the Rushmoor Plan Sustainability Appraisal.

10 Source: HCC's 2009-based Small Area Population Forecasts 2010.

11 Source: DASA TSP10, July 2009.

## Meeting Challenges and Looking Ahead 4

## Transport Links

4.7 The area benefits from good strategic road and rail links to London, the Midlands and the south coast. There is good access to Heathrow and Gatwick Airports by rail and Southampton Airport by road. Locally, Farnborough Airport is important for business travel. The M3 links the area to the south coast, the ports of Portsmouth and Southampton and the west of London. The close proximity to the M4, M25, A34 and A303 means that the area is well connected to the strategic road network in all directions.

## Rushmoor in the Blackwater Valley

4.8 Rushmoor lies at the heart of the Blackwater Valley which was identified as part of the Western Corridor and Blackwater Valley sub-region in the South East Plan. Farnborough is the largest town in the Blackwater Valley.

4.9 The Blackwater Valley has seen rapid growth in the past 30 years in response to previous regional policy. The area is characterised by a buoyant economy, with high technology industries strongly represented. It is strategically well-placed with good access to airports, the national rail network and a strategic road network which provides particularly good access to Europe, London and the Thames Valley and other parts of the South East.

4.10 Figure 4 shows the location of the Borough relative to the other authorities in the Western Corridor and Blackwater Valley sub-region, and Figure 5 shows the extent of the Blackwater Valley area. The small urban nature of the Borough means that it has a close relationship with neighbouring authorities.

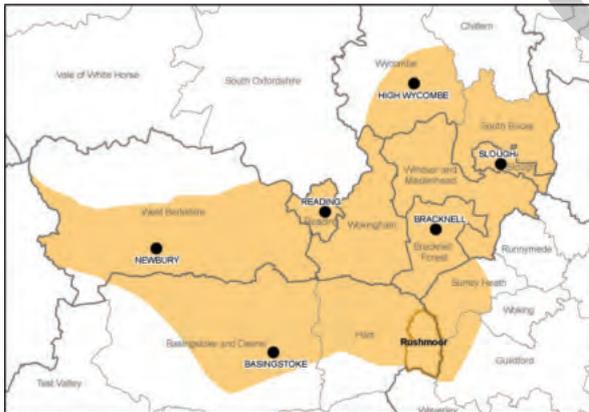


Figure 3 Rushmoor in the Western Corridor and Blackwater Valley sub-region (as defined in the South East Plan)

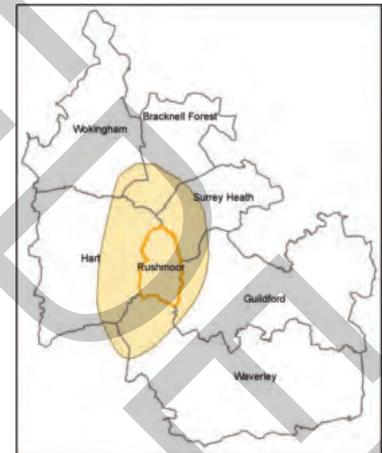


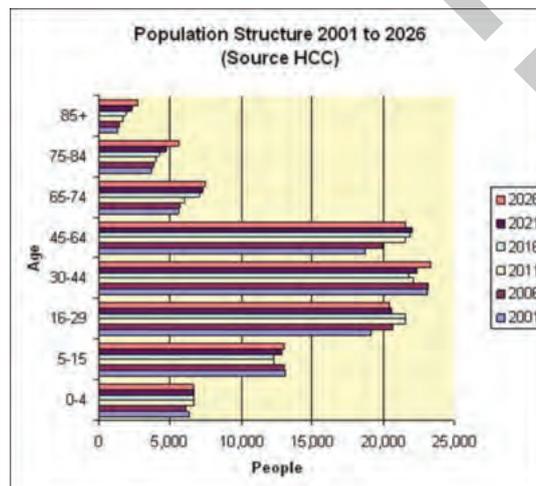
Figure 4 Rushmoor in the Blackwater Valley

## 4 Meeting Challenges and Looking Ahead

### An Overview of the Borough

**4.11** The following tables provide an overview of the Borough, setting out the main issues and challenges which are relevant to the Core Strategy. Whilst they are set out under different topic areas, many of the issues are inevitably interlinked. Unless otherwise stated, all statistics include army personnel.

Population and Households	
<b>Current Issues</b>	
<p>County Council forecasts suggest that by 2026 the population in the Borough will have increased to 100,727 people from 90,987 in 2001 and to 44,129 dwellings from 36,131. The population in Rushmoor is younger than the national average but the proportion of older persons is set to increase from 12% of the total population in 2006 to 15% in 2026 (an additional 5,350 people over 65).</p> <p>The Borough is ethnically diverse with 19.8% of school children and young people being from an ethnic minority.<sup>(12)</sup> Recent inward migration from Nepal is anticipated to increase significantly over the plan period, but the scale of this growth is currently uncertain so this is not included in the population figures.</p>	
<b>Evidence links</b>	Statistical information
<b>Key Challenge 1</b>	<b>Accommodating the needs of the future population profile</b>
<b>Role of the Core Strategy</b>	Reflect the future population profile in the provision of new homes, social and physical infrastructure, and planning for new employment development



**Figure 5** How Rushmoor's population is expected to change over the Core Strategy period.

## Meeting Challenges and Looking Ahead 4

Housing	
<b>Current Issues</b>	
<p>There are just over 37,000 homes in Rushmoor, of which 5000 are socially rented affordable homes and 1000 are other affordable tenures.<sup>(13)</sup> Rushmoor's average house price has risen significantly over the last ten years, taking almost all market housing out of the reach of first time buyers. The rate of increase is below the regional average and national rates, but the need for affordable homes in the Borough is still much greater than supply.</p> <p>The current housing stock contains a high proportion of semi-detached and terraced houses with only a very small proportion of bungalows.<sup>(14)</sup> Rushmoor has a significantly lower level of detached properties (at 20%) than the sub-region (37%) and South East region (29%).</p>	
<b>Evidence links</b>	National and regional guidance / Local consultations / Local plans and strategies / Statistical information / Background studies
<b>Key Challenge 2</b>	<b>Meeting housing needs</b>
<b>Role of the Core Strategy</b>	<p>To identify how much, how and where new housing will be delivered in the Borough</p> <p>To establish an appropriate proportion of different housing mix and tenures, including meeting the forecast increase in older persons</p> <p>To secure the delivery of affordable housing</p>



New housing in Rushmoor

13 Source: VOA list and Rushmoor Borough Council Housing.

14 Source: Building Class from Cities Revealed, January 2008.

## 4 Meeting Challenges and Looking Ahead

Retail	
<b>Current Issues</b>	
<p>Retail provision in the Borough is provided in Aldershot and Farnborough town centres, North Camp district centre and a range of local centres as indicated on the Key Diagram. Bulky goods are provided in a number of out of centre locations including Farnborough Gate (also known as Blackwater Retail Park) and Solatron Retail Park in Farnborough.</p> <p>There is a need to attract additional retail investment to Aldershot and Farnborough town centres to underpin their regeneration. At present there is a significant outflow of comparison shopping expenditure from Rushmoor to competing towns such as Camberley, Basingstoke and Guildford and there is therefore a need to strengthen the roles of Farnborough and Aldershot town centres both within the Blackwater Valley and as secondary centres within the South East region.</p> <p>It is important to retain the role of North Camp as a district centre and as a provider of a range of specialist retailers particularly small independent traders.</p>	
<b>Evidence links</b>	Consultations / Local plans and strategies / National and regional guidance / Background studies
<b>Key Challenge 3</b>	<b>Regeneration of Aldershot and Farnborough town centres</b>
<b>Role of the Core Strategy</b>	<p>Identify the future role of each centre and appropriate levels and types of development</p> <p>Require a high quality environment</p> <p>Promote accessibility/transport improvements</p> <p>Protect and enhance the vitality of the town centres</p>



Shopping in North Camp

## Meeting Challenges and Looking Ahead 4

## Employment

### Current Issues

Rushmoor is a strong business location due to its access to London, proximity to Heathrow Airport, Gatwick Airport and Farnborough Airport, comparatively low costs compared to neighbouring authorities, and its positive image boosted by links to Farnborough Airport and the Airshow. Farnborough is recognised as a strong office location with a number of high quality out of town developments, including Farnborough Business Park, whilst Aldershot has a greater reliance upon industrial uses.

The Borough has a higher proportion of employees working in knowledge-based industries<sup>(15)</sup> than the national and regional averages, and there are a relatively large number of medium and large knowledge-based employers. Rushmoor has a particular strength in the research and development sector, particularly in aeronautics and defence. The airport is one of the Borough's largest employers, with 1,100 jobs currently based there. However, this will increase over the Plan period given the permitted increase in annual flight movements to 50,000 by 2019. Operations at the Airport have been estimated to generate almost £26m of income annually to the local economy and £85m at a regional level.<sup>(16)</sup> The Inspector's Report into the 2010 Airport appeal recognises that it makes a significant contribution to the economic well-being of Rushmoor and the surrounding area, and that growth up to 50,000 annual flight movements will produce significant employment benefits to Rushmoor and the surrounding area. Commercial offices form the largest proportion of the Borough's employment space with factories and warehousing comprising lower proportions.

Historically, the Borough has had low unemployment rates but not unexpectedly these have risen in times of recession. Residents of Rushmoor are generally relatively well paid compared to the South East of England. However, they are not as well paid as the average for people who work in Rushmoor, indicating that some of the higher paid jobs are filled by people who live outside the Borough.

<b>Evidence Links</b>	Employment Land Review (2009) and earlier Council studies / National and regional guidance / Statistics
<b>Key Challenge 4</b>	<b>To deliver an appropriate supply and mix of employment land and premises and to create a buoyant and diverse local economy</b>
<b>Role of the Core Strategy</b>	<p>Protect existing, and provide additional, employment opportunities of an appropriate mix and type to provide a balanced economy</p> <p>To provide an appropriate mix of jobs for local residents to reduce the need to commute</p> <p>Support the development of existing businesses and provide opportunities for new businesses to locate into the area</p> <p>Encourage social enterprise</p>

15 Knowledge Based industries are those sectors of the economy where value-added is derived from the intensity and accumulation of knowledge.

16 The Economic Impact of Business Aviation at Farnborough Airport, Nathaniel Lichfield and Partners, May 2009.

## 4 Meeting Challenges and Looking Ahead

### Education, Training and Skills

#### Current Issues

Although they are not poorly qualified, Rushmoor's residents are not as well qualified as residents of neighbouring local authorities. There are particular differences in the proportions of residents attaining the highest qualification levels (that is degree and /or qualified professions). There is also a greater proportion of residents that do not have any qualifications. Low attainment levels in the Borough correspond to local areas of deprivation.

These lower skill levels mean that the wages of people living in Rushmoor are significantly lower than people working in the Borough. It is important to ensure that training meets the needs of local employers, and that it engages all ethnic groups.

The majority of primary and secondary schools currently have surplus spaces, which has resulted in the planned closure of Oak Farm School (secondary). However, the forecasts for pupil numbers show increasing pressure on places in reception year (year R), the age of admission of 4 year olds to schools. It is likely that there will be a requirement for additional school places during the period covered by the Core Strategy. Forecast growth indicates the need for additional primary and pre-school facilities in conjunction with 4,500 new homes in Aldershot. Increased demand for secondary places will be accommodated within existing school sites.

Higher education provision consists of Farnborough College of Technology (including Aldershot College), and Farnborough Sixth Form College. The Sixth Form College has been ranked as one of Britain's top sixth form colleges and was one of the first four colleges in the country to be awarded Learning and Skills Beacon status.

<b>Evidence Links</b>	Statistical information
<b>Key Challenge 5</b>	<b>Improved education and skills levels</b>
<b>Role of the Core Strategy</b>	To provide support to, and opportunities for, the development of improved/additional education and training opportunities at all levels



Farnborough College of Technology



Farnborough Sixth Form College

## Meeting Challenges and Looking Ahead 4

## The Built Environment

### Current Issues

The urban areas of Rushmoor have distinctive local characteristics that relate to the Borough's history and how and when the towns have developed.

The development of Aldershot is intrinsically linked to the growth of the army. The Aldershot Camp was established as a permanent military barracks to house troops returning from the Crimean War. Gradually the camps were provided with facilities and infrastructure such as schools, a hospital and a power station. Some of the roads were even built wider than usual to accommodate a marching army. Much of this built form remains today, and includes important individual buildings such as the Grade II Listed Cambridge Military Hospital.

At the start of the 20<sup>th</sup> century, His Majesty's Balloon Factory was set up on army training land in Farnborough, and the first recorded flight with a powered aircraft took place, led by Samuel Cody. Individual buildings, such as the wind tunnels on IQ Farnborough, provide important links to this aviation history.

The growth of these settlements led to new commercial centres being built and new streets being laid out to the north of the camp in the area now known as North Camp. There was an expansion of the residential areas in Farnborough and Aldershot to support the camp and the commercial centre. These new residential areas were of a typical Victorian character.

In the 20<sup>th</sup> Century, Aldershot and Farnborough have expanded rapidly with the in-filling of empty plots and a number of large new housing estates with a range of densities and housing types.

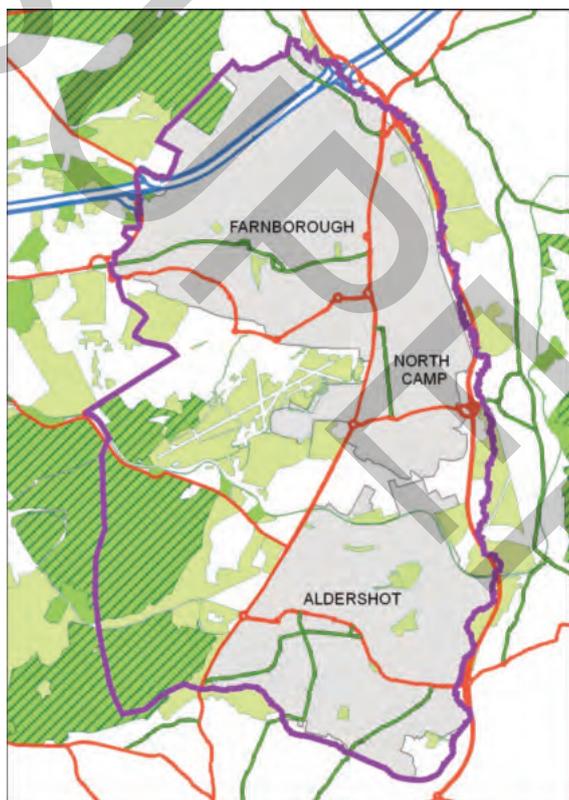
In Rushmoor there are 94 (November 2010) Listed Buildings and structures, and eight designated Conservation Areas.

<b>Evidence</b>	National and regional guidance / Local plans and strategies
<b>Key Challenge 6</b>	<b>To protect and enhance the unique character of different parts of the built-up area. To protect, enhance and find long term uses for the Borough's historical assets</b>
<b>Role of the Core Strategy</b>	<p>To guide development away from sensitive locations</p> <p>To ensure that development maintains and enhances the quality and character of the built and historic environment</p>

## 4 Meeting Challenges and Looking Ahead

### The Natural Environment

#### Current Issues



**Figure 6 Nature conservation designations shown in green (SPA hatched, SSSI dark green and SINC light green)**

Before 1850, the majority of the area covered by the Borough was heathland common which would traditionally have been farmed. Some of this heathland is part of the Thames Basin Heaths Special Protection Area, which lies partly within the Borough boundary. This is protected by European legislation because of the importance of the habitat for populations of Woodlark, Nightjar and Dartford Warbler.

The Borough also contains areas designated as Sites of Special Scientific Interest (SSSI), because of their importance at a UK level. These include the Basingstoke Canal and Foxlease Meadows. Of the 11 SSSI units in the Borough, two are identified as being in unfavourable condition and in decline. Locally important examples of habitats and species are protected through the designation of Sites of Interest for Nature Conservation. In total 930 hectares of the Borough is designated for its nature conservation value.<sup>(17)</sup>

The green spaces in the urban area, and the green corridors that link them, also provide a valuable amenity that benefits biodiversity and provides recreational opportunities.

The Borough's countryside also provides important social and economic opportunities.

#### Evidence

European, national and regional guidance / Local plans and strategies

#### Key Challenge 7

#### Protection and enhancement of important natural assets

#### Role of the Core Strategy

- To guide development away from sensitive locations
- To ensure that development maintains and enhances the quality and character of the natural environment
- To protect and enhance urban green spaces and green infrastructure

17 It should be noted that parts of the Special Protection Area and Sites of Special Scientific Interest overlap.

## Meeting Challenges and Looking Ahead 4

## Climate Change

## Current Issues

The implications of climate change have been set out in the UK climate projections (UKCP09, June 2009). This concluded that without action, summer temperatures in 2080 would rise, and the extent of this is, 'very unlikely to be less than 2°C and very unlikely to be more than 6.4°C'. The 'central estimate' also predicted a 22% decrease in summer rainfall and a 22% increase in winter rainfall with increased climatic extremes. These changes would be likely to pose risks to the diversity of wildlife species and habitats, water supplies and human health. There is therefore a clear risk to the UK, and likely to be a significant impact upon Rushmoor.

The Government has set a legally binding target to reduce CO<sub>2</sub> emissions by 80% on 1990 levels by 2050 with an intermediate target of 34% by 2020.<sup>(18)</sup> The UK Low Carbon Transition Plan plots out how this will be met. Like the rest of the UK, the reduction of carbon dioxide and other greenhouse gases is a major challenge. The most recent government data<sup>(19)</sup> indicates that each of Rushmoor's residents accounted for 6.5 tonnes of carbon in 2007 which was less than the national average of 7.4 tonnes p/c.

Nationally, almost 27% of the UK's carbon emissions come from new homes. Private sector dwellings in Rushmoor have an average SAP energy efficiency rating of 54, which is better than the national average.<sup>(20)</sup> This is in part due to the age of the Borough's housing stock, with relatively few older, inefficient dwellings. However, the Council has identified<sup>(21)</sup> that there are 2600 dwellings (9.1%) in fuel poverty.<sup>(22)</sup>

There is currently little renewable or low carbon energy being produced in the Borough, limited to a handful of small-scale micro-generation installations.

<b>Evidence</b>	National and regional guidance / Local plans and strategies
<b>Key Challenge 8</b>	<b>To deliver sustainable development, reduce carbon dioxide emissions and to mitigate the impacts of climate change, and adapt to the effects of climate change</b>
<b>Role of the Core Strategy</b>	<p>To improve the sustainability of new built development and where appropriate existing development, in terms of their location and built form</p> <p>To encourage the production of renewable energy</p> <p>To mitigate the impacts of climate change and adapt to the effects of climate change</p>

18 Climate Change Act 2008.

19 National Indicator 186 (Per capita CO<sub>2</sub> emissions in the Local Authority area).

20 The SAP Rating is the government's standard methodology for measuring of the energy efficiency of a dwelling. Houses are rated from 0 (least efficient) -100 (most efficient).

21 Private Sector House Condition Survey 2010.

22 Fuel poverty is defined as when the occupiers would need to spend more than 10% of their net household income on heating and hot water to give an adequate provision of warmth and hot water.

## 4 Meeting Challenges and Looking Ahead

### Flooding and Water Issues

#### Current Issues

The principal water courses in the Borough are the River Blackwater and the Cove Brook. The Basingstoke Canal crosses the Borough at the southern end of Farnborough Airport.

The majority (90%) of the Borough is in flood risk Flood Zone 1 where there is a low probability of river flooding.<sup>(23)</sup> Only about 3% of the Borough is in Flood Zone 3 where the probability of flooding is high. However, climate change is likely to make fluvial flooding more frequent with higher peak flows.

The greatest risk of flooding in Rushmoor is from surface water. The majority of the soils in the Borough are very permeable, and in places the water table is high, leading to the saturation of the soil and high surface water run off. Climate change is due to exacerbate this problem, with increased amounts of water flowing into drainage systems both in intense summer storms and prolonged winter storms, causing greater rates and volumes of run off.

Surface water flooding also affects water quality. The pollutants in this surface water, combined with the low level of natural flow from the River Blackwater and the large number of sewerage treatment works that discharge into it, have resulted in water quality issues in the River Blackwater and Cove Brook. These watercourses have been targeted for improvement to meet the requirements of the Water Framework Directive.<sup>(24)</sup>

There are also challenges based around water supply and water use. The South East of England is recognised as an area with ‘Serious’ levels of water stress<sup>(25)</sup> because it is one of the driest parts of the country, and has the highest population density and household water use. Rushmoor’s water is supplied by South East Water, and across this area, residents use 10 litres/person/day higher than the national average. Water resource pressure is due to further increase as a result of increasing population and from climate change, which is expected to bring higher summer temperatures and decreased summer rainfall.<sup>(26)</sup> Plans for future water supply are set out in South East Water’s Water Resource Management Plan.

<b>Evidence</b>	National and regional guidance / Local plans and strategies
<b>Key Challenge 9</b>	<b>To reduce the risk of flooding to people and property, ensure the supply of water, and improve water quality</b>
<b>Role of the Core Strategy</b>	To deliver measures to reduce the risk of flooding to people and property and to ensure new development would not be susceptible to flooding  To protect and enhance water quality

23 In Flood Zone 1, there is an annual probability of river flooding of less than 1 in 1000 in any year.

24 The Water Framework Directive requires that there is no deterioration in the status of water bodies, and that they should achieve good ecological status by 2027.

25 Source: Environment Agency, ‘Water Resources in England and Wales – current state and future pressures’ (December 2008).

26 Source: UKCP09.

## Meeting Challenges and Looking Ahead 4

### Flooding and Water Issues

To improve the water efficiency of new built development and to reduce demand

To ensure new development is safe for its users during a flood event and does not increase flood risk elsewhere

To ensure water infrastructure is provided to meet existing and future demands

### Deprivation

#### Current Issues



**Figure 7 Showing the Super Output Areas in the lowest national quintile for deprivation**

Rushmoor is ranked as the 87th least deprived authority out of 354 local authorities. However, there are some small pockets of deprivation masked by the general prosperity seen by Borough residents. The Borough contains three pockets or 'super output areas' (SOA's) which are in the 20% most deprived nationally. These are in the North Town, Mayfield and Heron Wood wards shown on the adjacent map.

#### Evidence

Statistical information / Local plans and strategies / Consultations

#### Key Challenge 10

**To reduce inequalities across the Borough**

#### Role of the Core Strategy

To deliver development of a type that will meet local needs, including opportunities for employment, and improve quality of life

## 4 Meeting Challenges and Looking Ahead

### Health and Well-being

#### Current Issues

The health of people in Rushmoor is generally better than the England average with low levels of deprivation and child poverty. However there are pockets of health inequalities within the Borough. For example, life expectancy for men living in the least deprived areas is more than 8 years higher than for those in the most deprived areas. Four pockets in Rushmoor (in North Town, Heron Wood, Wellington and Mayfield wards) are classed as being within the 20% most health deprived areas in England. North Town contains the most health deprived area in Rushmoor, and is also the second most health and disability deprived pocket in Hampshire.

Death rates from all causes combined have fallen in the last ten years with early death rate from heart disease and stroke below the England average. However, there are some issues relating to obesity with the proportion of children in Reception Year in the Borough that could be classified as obese being higher than the national average and the level of physical activity in children being below the England average, as it is also estimated to be for adults.

#### Evidence

Rushmoor Strategic Partnership priorities / Statistical information / Local plans and strategies / National and regional guidance

#### Key Challenge 11

#### Improve health outcomes

#### Role of the Core Strategy

- To ensure access to open space and leisure
- To enable opportunities for walking and cycling
- To provide a good quality living environment
- To ensure access to health facilities



Green space alongside Cove Brook

## Meeting Challenges and Looking Ahead 4

## Transport and Accessibility

### Current Issues

The Borough has good road and rail links. The A331 Blackwater Valley Road runs along the eastern side of Farnborough and Aldershot, providing a link between the A31 and M3. Four rail stations serve the area, with Farnborough Main providing high frequency services to London Waterloo and the south coast. Farnborough North and North Camp stations provide frequent services to Reading, Guildford and Gatwick Airport, although North Camp station is just outside the Borough boundary. Aldershot provides services to London Waterloo, Alton and Guildford.

A good network of cycle facilities serves many parts of the urban area. This has resulted in a high modal share by cycle with close to 5% of commuters cycling to work.

On average there is more than one car per household (2001 Census), however car ownership levels are lower than adjacent Districts. 23,700 residents travel out of the Borough to work and 26,500 travel into the Borough for work. Most of those travelling out of or into the Borough travel to, or from Surrey, London and Hart District.

The urban nature of the Borough means that residents are better able to access a range of facilities by walking and public transport than Hampshire as a whole and most Hampshire Districts with the exception of access to hospitals.

Modelling has indicated that if existing car usage trends continue in the Borough, and only planned investment in the motorway network is completed, then by 2026 the M3 to the north of the Borough will not be able to cope with demand. In addition, there are rising levels of peak hour congestion, both on rail and road networks. As a cross boundary issue, joint working is taking place on future transport issues around the M3 in partnership with the Highways Agency, Surrey and Hampshire County Councils and Hart District and Surrey Heath Borough Councils.

Most rail services are full in the peak periods and there is a need to invest in new capacity.

Farnborough Airport is the UK's only dedicated business aviation airport with permission to handle up to 50,000 flight movements a year by 2019. The planning permission places a number of controls over the use of the Airport relating to the number of flight movements, hours of operation, noise and safety controls, aircraft weight and air quality monitoring.

<b>Evidence</b>	Regional guidance / Local evidence / Statistical information / Local plans and strategies
<b>Key Challenge 12</b>	<b>To promote and enable sustainable transport</b>
<b>Key Challenge 13</b>	<b>To guide future development at Farnborough Airport</b>
<b>Role of the Core Strategy</b>	To provide opportunities to reduce the need for people to travel by car by providing development in accessible locations where there are a choice of transport modes

## 4 Meeting Challenges and Looking Ahead

### Transport and Accessibility

To ensure appropriate investment in transport infrastructure  
 To manage future growth at Farnborough Airport

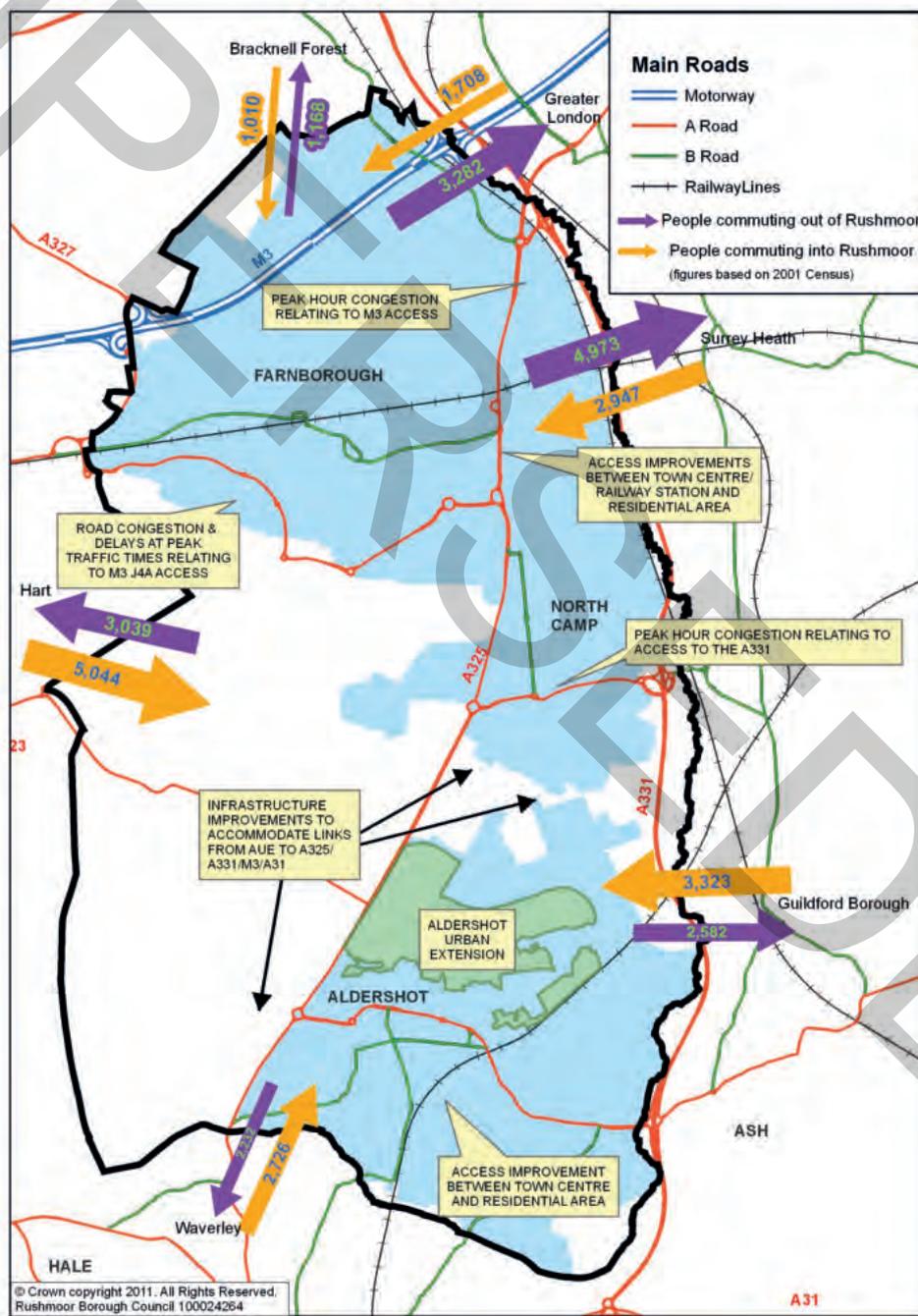


Figure 8 Transport Infrastructure and Improvements

## Meeting Challenges and Looking Ahead 4

## Leisure and Recreation

## Current Issues

Rushmoor has a good range of public and private recreational facilities. These include Aldershot Pools, the Aldershot Lido, Southwood Golf Course, Aldershot Alpine Snow Sports, Farnborough Leisure Centre (including Farnborough Bowl) and Connaught Leisure Centre. Sporting facilities for the army and the public are also provided at Aldershot Garrison Sports Centre and there are a range of private health clubs.

Theatre and arts facilities are provided in Princes Hall and the West End Centre in Aldershot.

Planning permission exists for multi screen cinemas in both Aldershot and Farnborough town centres.

Play provision includes fixed facilities such as skate parks, staffed services such as youth clubs, and support services such as children's resource centres. The Borough includes 28 parks and over 35 playgrounds and the surrounding countryside also provides leisure opportunities.

A £5.9 million grant has recently been awarded from the Department for Children, Schools and Families (DCSF) to build a state of the art outdoor activity centre at Runway's End, in Aldershot, aimed mainly at people aged 8 - 19.

<b>Evidence</b>	Consultations / National and regional guidance / Local plans and strategies / Background evidence
<b>Key Challenge 14</b>	<b>To provide an appropriate range of open space, sport and recreational facilities</b>
<b>Role of the Core Strategy</b>	To protect facilities from inappropriate development To ensure adequate provision/enhancement of new facilities



Farnborough Recreation Centre



Aldershot Lido

## 4 Meeting Challenges and Looking Ahead

### Military Land and Population

#### Current Issues

The presence of the army in Aldershot has a significant effect on the population profile of the Borough, including increasing the proportion of males in the Borough, and has implications for housing and community needs.

The release of surplus military land has enabled the identification of 150 hectares of land for a mixed use residential development.

The identification of Aldershot's role within the South East Super Garrison, and the presence of the resettlement centre in Aldershot which serves a wide area, offer opportunities to raise the profile of Aldershot and for improved integration of the military with civilian communities.

#### Evidence

Regional guidance / Local statistics / Local plans and strategies

#### Key Challenge 15

**To meet the future Ministry of Defence needs and integrate the armed forces and civilian communities**

#### Key Challenge 16

**To deliver a sustainable urban extension on surplus Ministry of Defence land (known as the Aldershot Urban Extension)**

#### Role of the Core Strategy

Provide development that meets the MoD needs

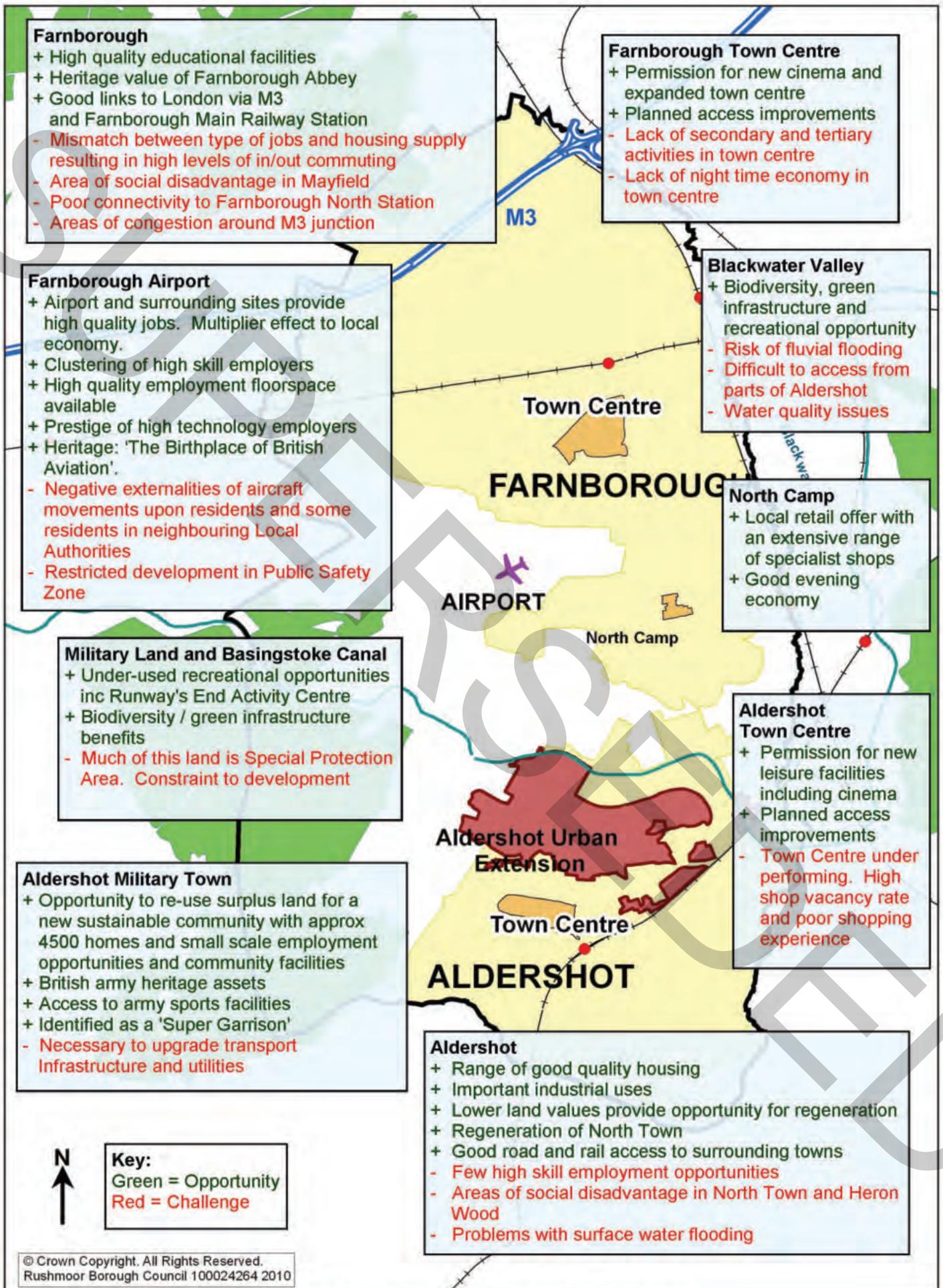
Provide support for, and opportunities to improve, integration of defence personnel within the civilian community

Provide a planning framework to deliver development at the Aldershot Urban Extension including the delivery of appropriate infrastructure



The Smith Dorien





Opportunities and Challenges in Rushmoor

## 4 Meeting Challenges and Looking Ahead

### Cross Cutting Themes

**4.12** There are several cross cutting themes which arise out of the challenges which will feature throughout the rest of this Strategy but which do not necessarily have a specific policy. These are issues that are priorities at a national, regional and local level. Where policies address these challenges, they will be identified by the following symbols:



**Climate Change.** Our strategy must ensure that development and use of land in Rushmoor contributes to the mitigation of, and adaptation to, climate change.



**Health and Well-being.** Planning has a significant role to play in improving the health and well-being of our residents through, for example, access to open space and recreational facilities, increasing opportunities to walk and cycle, provision of a range of accessible housing, and in providing job opportunities.



**Inclusive Communities.** Our policies must recognise the future population mix in terms of age and make-up. As set out earlier, whilst the population in Rushmoor is younger than the national average, it is ageing and our policies must recognise this and the implications that this may have on, for example, the need for specialist housing.



**Economic Well-being.** Many policies contribute directly or indirectly to the economic well-being of the Borough and its residents.



**Natural Environment.** Many policies contribute directly or indirectly to the protection and enhancement of the natural environment.

## 5 Vision and Objectives

**5.1** In order to decide what might be the right approach to policies that guide the type and scale of development in the Borough, it is important to be clear about how the Borough should change in the future. The Rushmoor Strategic Partnership vision (see Section 3) has been developed into a more detailed vision for future development for the purposes of the Rushmoor Plan (links to the Rushmoor Strategic Partnership vision are set out in **bold**).

## 5 Vision and Objectives

### RUSHMOOR PLAN VISION - RUSHMOOR 2027

By 2027 Rushmoor will have a prosperous and healthy local economy. High employment rates will have been sustained and the role of the Borough at the heart of the Blackwater Valley strengthened. The Borough will be recognised as a centre of excellence for knowledge based industries with a spirit of innovation and entrepreneurialism that encourages businesses of all sizes to thrive. Farnborough Business Park, Cody Technology Park and Farnborough Aerospace Centre will provide business accommodation in a first class environment to build on Farnborough's reputation for high-tech research and development (**thriving, innovative, bright future, prosperous and sustainable economy**).

Farnborough Airport will continue to be a business aviation facility of the highest quality. Partnership working will secure the safe operation of the Airport, and minimise environmental impacts, including noise (**thriving, prosperous and sustainable economy**).

Aldershot will continue to have a strong army presence. An urban extension to Aldershot on surplus public sector land will be delivered, providing a sustainable mixed community of about 4,250 new homes of which a significant proportion will be affordable. This development will provide an exceptional living environment and provide opportunities for improved integration between the military and civilian communities (**innovative, healthy, safe, bright future**).

Rushmoor's environmental assets, both natural and man made, will be maintained and enhanced to provide a sustainable environment for present and future generations (**healthy, green, open**). This includes the parks of Aldershot and Farnborough and other green infrastructure such as the internationally important heathlands and important watercourses in the Borough (**green, open, great places to go, lots to do**).

Town centre investment and regeneration in Aldershot and Farnborough will provide for a mix of uses to create attractive and successful town centres (**thriving, attractive, prosperous and sustainable economy**) thereby encouraging greater use by local residents. Accessibility to the town centres and across the Borough will be improved through the implementation of town access plans and other measures to improve access by means other than the car.

The continuation of the biennial Farnborough International Airshow and year-round use of the exhibition space will further Farnborough's reputation as a world class aerospace centre and major visitor attraction, securing benefits for the local economy. Together with the Aldershot Urban Extension and the South East Super Garrison, this will raise the profile of the Borough as a place to live, work and visit (**great places to go, lots to do, prosperous and sustainable economy, bright future, easy to get around**).

Development will be designed and built in a sustainable way (**easy to get around**) protecting and enhancing historic and environmental assets in the Borough, and promoting local identity, particularly that relating to the Borough's military and aviation history (**great places to go, lots to do**).

New development will be located and designed in a way which meets the challenges of climate change, minimising carbon dioxide emissions and maximising energy efficiency and the use of alternative energy technologies.

A programme of neighbourhood renewal and community development will be implemented. Long term priorities will include building community cohesion in Mayfield and Grange, social infrastructure improvements in Heron Wood, and residential-led regeneration in North Town (**happy, healthy, safe, bright future**).

## Vision and Objectives 5

## Objectives

**5.2** In order to deliver the vision, a set of objectives has been prepared for the Core Strategy based on the key challenges and vision. In preparing these objectives, the Council has had regard to the issues set out in Sections 3 and 4, the priorities of the Rushmoor Strategic Partnership, and feedback from consultation. Appendix D provides full details how each of the objectives have been developed from the key challenges.

**Objective A** - To address the housing needs of residents by planning for a minimum of 6,350 new homes<sup>(27)</sup> of an appropriate mix and tenure between 2010 and 2027

**Objective B** - To deliver a sustainable urban extension of about 4,250 new homes at Aldershot by 2027

**Objective C** - To support the continued economic performance of the Borough by identifying and safeguarding an appropriate range of employment sites

**Objective D** - To enhance the vitality and viability of Aldershot and Farnborough town centres through delivery of planned regeneration

**Objective E** - To encourage the continuation of business aviation flying at Farnborough Airport

**Objective F** - To ensure the provision of infrastructure, including green infrastructure, in line with levels of new development

**Objective G** - To ensure high quality, well designed development is delivered in the Borough

**Objective H** - To improve quality of life for residents, minimising inequalities across the Borough and particularly to focus on reducing pockets of multiple deprivation in Mayfield, North Town and Heron Wood

**Objective I** - To maintain and improve the built and natural environment, including areas of ecological and historical value

**Objective J** - To minimise the impact of climate change on new and existing development in the Borough, to reduce the contribution of new and existing development in the Borough to the causes of climate change, and to ensure adaptation to forecast climate change impacts

**Objective K** - To encourage sustainable solutions to movement in and out, and around the Borough

## 6 What will Happen and Where - the Spatial Strategy

### 6 What will Happen and Where - the Spatial Strategy

**6.1** One of the purposes of a core strategy is to make choices about where future development should go. This means that the Rushmoor Core Strategy must identify where major development for new homes, jobs (employment) and shops (retail) will take place up to 2027 - the 'spatial strategy'. Regional guidance (in the South East Plan) sets out how many new homes the Council needs to plan for but there is less specific guidance for new jobs and shops. This will need to be based on more local studies as listed in Appendix B. Due to the number of new homes that have already been built in the Borough, compared to the South East Plan allocation, the proposed number of new homes to be built up to 2027 has also been based on local evidence.

**6.2** The background studies on housing, economy and employment land, and retail, examine future requirements and how they can be met. All three studies conclude that identified requirements can be met from within the existing urban areas and this is reflected in the principles of Policy SS1.

#### What do we know is likely to happen?

**6.3** It is already known where some new development in the Borough will take place. This is because there are a number of sites which already have planning permission and there is a commitment to provide new homes at the Aldershot Urban Extension.

**6.4** Table 1 sets out the amount of housing, retail and employment development expected to come forward over the Core Strategy period from sites with existing planning permission.<sup>(28)</sup> In terms of new homes, jobs and shopping development, the following locations and scale of development are expected:

Location	Housing (net gain from sites with permission/adopted guidance)	Employment (net gain) (sqm) (includes sites with a gross floorspace gain of 200 sqm)	Retail (gain sqm)
Aldershot	200	22,600	7,552 convenience floorspace
Aldershot Urban Extension	4,250 <sup>(29)</sup>	An enterprise centre of between 2,000 and 2,500 sqm	Small scale retail and leisure as part of a new neighbourhood centre
Farnborough	920	141,400	5,000 comparison floorspace in Northern Queensmead

**Table 1 Likely development arising from existing permissions and other specific planning guidance as at April 2010.**

**6.5** The geographical distribution of major housing, retail and employment sites under construction, or with planning permission, is set out on the following map.

28 The Local Plan sites anticipated to come forward over the plan period are identified as part of the Strategic Housing Land Availability figures in Table 5.

29 Aldershot Urban Extension has a total capacity of 4500 dwellings. The final dwellings are scheduled to be delivered in 2027/28.

## What will Happen and Where - the Spatial Strategy 6

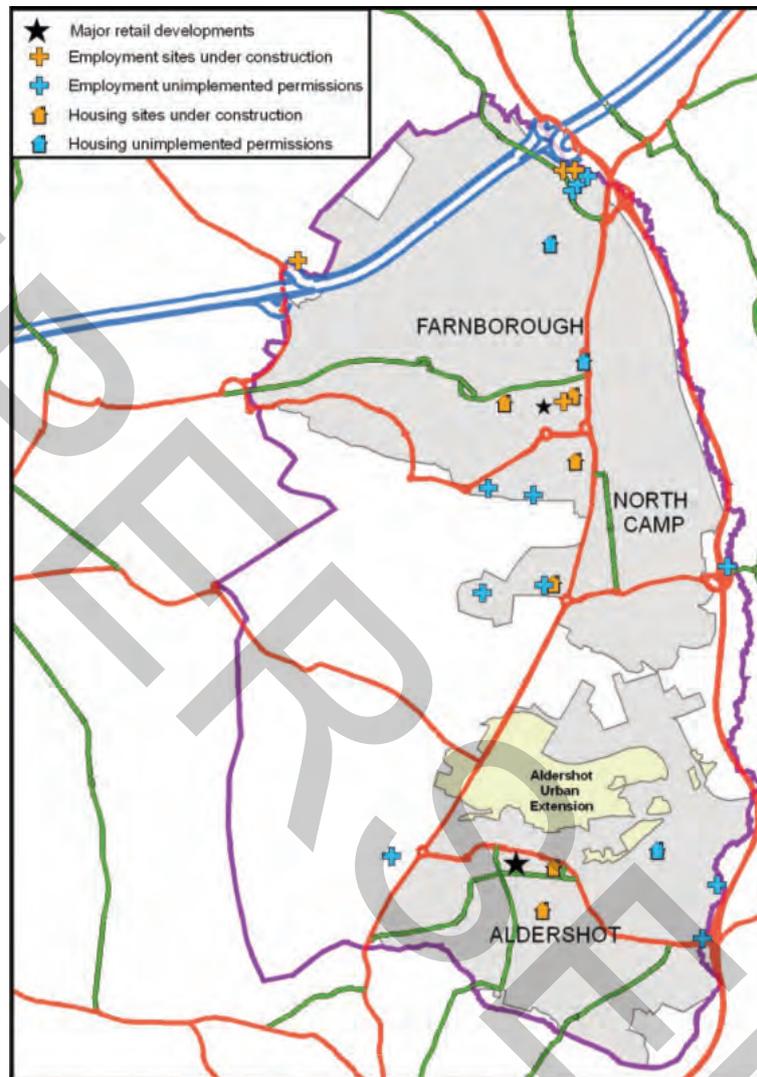


Figure 9 The geographical distribution of major housing, retail and employment sites under construction or with planning permission. Also showing the Aldershot Urban Extension.

### What else do we need to plan for?

**6.6** The background evidence base that has been prepared, in particular the Strategic Housing Market Assessment 2008, the Strategic Housing Land Availability Assessment 2010, the Employment Land Review 2009 and the Rushmoor Retail and Leisure Study 2010, provides indications as to the amount of additional development that might be needed/provided to meet the longer term needs of residents and to help to meet some of our key challenges.

## 6 What will Happen and Where - the Spatial Strategy

### The Provision of New Homes

**6.7** Planning for future homes in the Borough is a key role of this Strategy. A range of housing is needed to meet the future needs of the population in Rushmoor. This includes homes for families and for the elderly, as well as for those looking to buy their first home. There is a particular need to provide affordable housing to meet the needs of those who cannot afford to buy. In addition, the provision of new homes in the Borough contributes to social and economic objectives including through the regeneration of existing housing stock and contributing to neighbourhood renewal, supporting the regeneration of town centres and ensuring the retention of a skilled local workforce.



**Concept House Farnborough**

**6.8** The South East Plan identified that Rushmoor must plan for the provision of 6,200 new homes in the Borough between 2006 and 2026. 4,500 of these new homes were identified to be delivered at the Aldershot Urban Extension (as set out in more detail in Section 7 of this strategy). This means that 1,700 needed to be provided elsewhere in the Borough between 2006 and 2026.

**6.9** Between 2006 and 2010, 1,968 net new homes have been built in the Borough thereby exceeding the 1,700 anticipated in the South East Plan. Table 1 (previously) identifies that from sites under construction and with planning permission an additional 200 new homes are likely to be built at Aldershot (excluding at the AUE) and 920 at Farnborough. Recently completed sites include 253 new homes at Concept House, Farnborough.

**6.10** As the South East Plan allocation for new homes in the Borough (outside the Aldershot Urban Extension) has already been met, the proposed number of new homes to be planned for in the Borough up to 2027 is based on local evidence. This is set out in summary in Table 2 below.

Housing Need	The Strategic Housing Market Assessment 2008 identified an annual need of 329 market homes and 681 affordable homes in the Borough.
Housing Capacity	The Council completed a Strategic Housing Land Availability Assessment in September 2010. This indicated that there was capacity for about 1,950 new homes in the urban areas over the plan period (includes sites with planning permission), and potential for about 4,250 new homes at the Aldershot Urban Extension.
Community and Stakeholder priorities	The Rushmoor Sustainable Community Strategy 2010 to 2026 identifies a range of social, economic and environmental priorities. Comments on new housing have been sought in previous consultations, including the Core Strategy, the Housing Strategy and the Older Persons Strategy.
Constraints	Opportunities for residential development are limited through factors such as transport capacity, the need to preserve urban

## What will Happen and Where - the Spatial Strategy 6

	greenspace, flood risk, integration with the historic environment, character of the area and other infrastructure capacity.
SPA mitigation	The whole of the Borough lies within 5km of the Thames Basin Heaths SPA (see Policy CP13) and therefore new residential development will have to provide, or contribute to, mitigation in the form of Suitable Alternative Natural Greenspace (SANG). In an urban Borough like Rushmoor, opportunities for SANG are limited and although the Council is working actively with neighbouring authorities on this issue, this is a significant constraint to new residential development. If current/proposed SANG sites are implemented then this would provide mitigation for around 1,160 new homes.

**Table 2 Key evidence informing the number of new homes to be built in the Borough.**

**6.11** Further detail on these issues is set out in the Housing Supply Topic Paper available at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).

**6.12** On the basis of this evidence, including the need to deliver appropriate levels of Thames Basin Heaths Special Protection Area (TBHSPA) avoidance and mitigation measures in line with new housing, the Core Strategy plans for a further 6,350 new homes to be built within the Borough, including about 4,250 new homes at the Aldershot Urban Extension (up to 2027). This supply is likely to be met from the following sources:

<b>Delivering the Housing Allocation</b>	
<b>Source of new homes likely to come forward before 2027</b>	
Aldershot Urban Extension	4,250 <sup>(30)</sup>
Sites under construction and with unimplemented permissions as at 1 April 2010	1,100
Additional dwellings indicated by the Strategic Housing Land Availability Assessment (not included above)	800
Estimate based on small sites windfall for last 7 years	200
<b>Total anticipated delivery (including the AUE) 2010 - 2027</b>	<b>6,350</b>

**Table 3 Delivering the Housing Allocation**

**6.13** As advised in national guidance an estimate for windfall sites has not been included in the above for the first ten years. However, this table includes an estimate for small windfalls (less than 5 net dwellings) for the last 7 years of the plan period (2020 - 2027). Over the last 4 years this has provided an average

30 Aldershot Urban Extension has a total capacity of 4500 dwellings. The final dwellings are scheduled to be delivered in 2027/28.

## 6 What will Happen and Where - the Spatial Strategy

of 28 net completions per year. Subject to the availability of appropriate mitigation for the TBHSPA it is considered that because of the urban nature of the Borough there is no reason why this source of supply should not continue.

**6.14** Detailed housing completion projections are shown in the housing trajectory in Appendix E.

### Housing Delivery at the Aldershot Urban Extension

**6.15** The MoD has identified about 150 hectares of surplus military land at Aldershot. Known as the Aldershot Urban Extension (AUE), the South East Plan identified this area to deliver about 4,500 new homes up to 2026. The current economic circumstances, coupled with the complexities of bringing such a large site forward, have meant that there have been some delays in the original timetables. Indicative delivery timetables now suggest that full completion of the site is likely to extend beyond 2027 into the next year. Previous work has suggested a capacity of about 4,500 new homes on this site. However, the final number of new homes and exact timings will be dependent upon the final operational requirements of the MoD, detailed design and layouts by the chosen developer, the ability to ensure no adverse effect on the integrity of the TBHSPA, housing need, housing demand, and the final mix of uses on the site. It is anticipated that about 4,250 new homes will be accommodated on the site over the plan period as set out in the indicative timetable in Table 4 below.

**6.16** The Council is working closely with the owners, Defence Estates, the Homes and Communities Agency, and the other stakeholders to deliver this large brownfield development within the plan period with first completions currently anticipated towards the end of 2014/15 and the remainder likely to be as follows:

2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
100	300	350	350	350	350	350

2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
350	350	350	350	350	350	250

**Table 4 Delivery of new homes at the Aldershot Urban Extension**

**6.17** In view of the recent level of housing completions and the existing level of commitments, it is not proposed to make any strategic housing allocations in the Core Strategy other than at the Aldershot Urban Extension. Any subsequent allocations for housing or other uses will be made in the Delivering Development Plan Document (DPD). It has been previously recognised (in the South East Plan) that it would not be appropriate for the proposed number of new homes at the AUE to be provided elsewhere in the Borough should development at the AUE be delayed.

### Retail (Shopping)

**6.18** The Rushmoor Retail and Leisure Study 2010 identifies the future capacity for more retail floorspace. The following figures are rounded to the nearest 100 sqm.

## What will Happen and Where - the Spatial Strategy 6

Type of retail		2010	2016	2019
Convenience goods sales floorspace (sqm net)	Large stores	0	500	1,200
	Small stores	0	1,300	2,800
Comparison goods sales floorspace (sqm net)		0	6,600	19,600

**Table 5 Potential for additional shopping floorspace**

**6.19** In the longer term the study identifies that there could be a total theoretical capacity for more comparison retail floorspace across the Borough of about 80,000 sqm net between 2010 and 2027, but long-term projections beyond 2019 are indicative only and should be treated with extreme caution. Future retail capacity after 2019 will therefore be identified through a future retail capacity study. Sites for future retail development up to 2019 will be allocated in the Delivering Development DPD and from 2020 in future reviews of that DPD.



**The Arcade Aldershot**



**Princes Mead Farnborough**

### Town, District and Local Centres

**6.20** Feedback from public consultation, from the evidence base and from the Council and other partners' priorities, has demonstrated the need for investment within Aldershot and Farnborough town centres in order to strengthen their roles as shopping destinations, and to contribute to the delivery of sustainable development in the Borough by reducing the need to travel.

**6.21** Town and district centres are the focus for a wide range and mix of activity, including retail, leisure, employment, housing and public transport services. Aldershot and Farnborough town centres should function as the main comparison shopping destinations in the Borough, and also the main destinations for leisure, entertainment and cultural activities that serve a Borough wide catchment area. The two town centres will be the focus for all large scale retail and leisure proposals, for example, development that has a relatively wide catchment area (see Policies SP3 and SP4). The town centres are defined on the Proposals Map.

## 6 What will Happen and Where - the Spatial Strategy

**6.22** New retail development will be focused within the primary shopping areas of these town centres. For the purposes of this policy these are the Shopping Cores defined on the Proposals Map. Both centres are currently undergoing regeneration schemes, and detailed boundary reviews of the town centres and primary shopping areas will take place as part of the Delivering Development DPD. If sites within the primary shopping areas are not suitable, available and viable then sites for retail development will be assessed sequentially in accordance with national policy.<sup>(31)</sup> This sequential approach requires all in-centre options to be thoroughly assessed before less central sites are considered. Where it has been demonstrated that there are no town centre sites to accommodate a proposed development, preference will be given to edge of centre locations, which are well connected to the centre by means of easy pedestrian access. The last option will be the consideration of out-of-centre sites.

**6.23** There are current plans for significant town and edge of centre developments in both towns. These schemes will improve the retail and leisure offer of the town centres. The Council's Retail and Leisure Study 2010 sets out an indicative capacity for about 19,600 sqm net<sup>(32)</sup> of new comparison floorspace by 2019 with 1,400 sqm in Aldershot town centre and 18,200 sqm in Farnborough town centre. This retail development will need to contribute to the vitality and viability of the town centres and be of an appropriate mix and scale.

**6.24** North Camp is a district centre which provides a good range of local shops, services and restaurants for residents in south Farnborough. North Camp also has a number of specialist independent shops which attract customers from a wider catchment area (see Policy SP5).

**6.25** There are also a series of local shopping centres across the Borough. Local shopping centres are small groups of shops which serve the local neighbourhood. Local shopping centres perform an important function in providing locally accessible facilities, which reduce the need to travel and contribute towards creating sustainable communities. The detailed policy approach to specific local shopping centres will be set out in the Delivering Development DPD.

**6.26** The Retail and Leisure Study 2010 identifies that both Aldershot and Farnborough town centres remain vulnerable and susceptible to retail impact. It identifies out of centre non-food retail development is a threat to the health of the town centres. The most significant threat to vitality and viability is from non-food non-bulky retail floorspace and in particular fashion and clothing. Blackwater Valley Retail Park (also known as Farnborough Gate), is an example of an out-of-centre retail park which includes a significant element of clothing floorspace. The strategy is for further non-food development, particularly in fashion and clothing, to be directed to the town centres and any development that fails to maintain the vitality and viability of the town centres will be resisted, in line with national policy.

### Employment

**6.27** Rushmoor is located within the Blackwater Valley, which is characterised by good connectivity, highly skilled residents and high economic growth with a high concentration of knowledge-based firms. Rushmoor has particular strengths in defence, aerospace, computing and research and development activities.

31 Planning Policy Statement 4, (PPS4).

32 bulky and non-bulky comparison floorspace.

## What will Happen and Where - the Spatial Strategy 6

### Employment Land Supply and Demand

**6.28** Rushmoor Borough Council has undertaken an Employment Land Review (ELR, 2009) jointly with Hart District Council and Surrey Heath Borough Council.<sup>(33)</sup> The ELR considered whether the study area would provide sufficient employment floorspace<sup>(34)</sup> to meet the needs of employers up to 2026 and whether it would be of the right type. The study identified that the majority of the supply of employment land would come from existing permissions,<sup>(35)</sup> but that there was also some vacancy in the existing stock. It identified that together these would provide 227,200 sqm (net) of additional floorspace in the Borough, with the greatest proportion used for offices.<sup>(36)</sup>

**6.29** The study concluded that it was necessary to protect our most important employment sites to ensure a sufficient supply of land for B-class uses over the Plan period. In doing so, it recognised that there could be an oversupply of space for offices and a shortfall in the supply of industrial floorspace. In recognition that this is a long term prediction in an uncertain economic climate, Policy CP8 includes flexibility to increase industrial uses on office sites and allow other uses, where appropriate. This will be informed by monitoring future changes in the supply of B-class employment land and premises in the Borough.

### Locations of employment development

**6.30** The majority of future employment development in Rushmoor is likely to be focused on the large sites on the perimeter of Farnborough Airport.<sup>(37)</sup> The greatest amount of office floorspace is likely to come forward on IQ Farnborough (assessed by the ELR to be one of the best in the Borough in terms of accessibility and market attractiveness), and there is potential for some industrial uses to be located on the Civil Enclave and Queens Gate sites. Work by the Hampshire Economic Partnership<sup>(38)</sup> has identified the importance of these sites and their assessment has identified that they are well suited to modern business requirements. In the interim, proposals for these sites should be assessed against Policy CP8 (Supporting Economic Development), and the saved Local Plan policies. More detailed policies regarding the future development of sites will be set out in a subsequent Rushmoor Plan document.



Offices at IQ Farnborough

**6.31** The study concludes that the office sites in the Borough are generally of a high quality (considered using an assessment of their access, site characteristics and market attractiveness).

33 Available at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).

34 For the purposes of this document, 'employment' uses are those that fall within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2006.

35 Available Employment Space was based upon Hampshire County Council's monitoring data, 1 April 2009.

36 It should be noted that employment floorspace figures elsewhere in the Core Strategy differ from these as they use a base date of April 2010.

37 Outline planning permission for 'Development of 155,350sqm of B1 floorspace with up to 6000sqm of ancillary development' (Ref. 99/00744). Time for submission of Reserved Matters applications extended to November 2017 by planning application 06/00362. Approximately 45,000 sqm built at 1 July 2010.

38 Hampshire Economic Partnership, Employment Land in Hampshire: Large Site Assessment Study 2009 [www.hep.uk.com](http://www.hep.uk.com).

## 6 What will Happen and Where - the Spatial Strategy

**6.32** The report identified that even the sites of 'lower' quality still had a useful economic function and/or were fully occupied. Of the lower ranking sites, Brook Trading Estate, Springlakes and Redan Road function well despite their constrained locations, Hollybush Lane meets a clear need for bad neighbour uses,<sup>(39)</sup> and Wyndham Street is fully occupied. Generally, these served industrial uses, for which the supply of land is already constrained.

**6.33** It is therefore considered that the 21 key sites (set out in Policy SS1 and shown on the Proposals Map) have particular roles in meeting the Borough's employment needs. The Spatial Strategy therefore protects the employment function of these sites and supports their redevelopment subject to site-specific guidance in saved policies and future Rushmoor Plan documents.

**6.34** Although it is recognised that Farnborough Airport is a driver for the local economy and a major employer, it would not be appropriate to include the Airport in this policy, as this could potentially undermine its function as an Airport. Core Strategy Policy SP6 (Farnborough Airport) provides detail about its future use.

### Countryside

**6.35** Rushmoor is an urban area, with pockets of countryside. The small areas of countryside surrounding the urban areas of Aldershot and Farnborough are particularly important as a resource for Rushmoor residents and a buffer between urban areas. The countryside will therefore be protected from inappropriate development. New development in the countryside will be strictly limited to that which the Council considers requires a countryside location as set out in Policy SS1. Further guidance for development in the countryside is included in Policy CP14.

**6.36** The built up area boundary is defined on the Proposals Map and will be reviewed in the Delivering Development DPD. All areas outside the built up area are defined as countryside, except Queens Parade in Aldershot Military Town. It is not considered that there are any issues arising from the Core Strategy which warrant any changes to the built up area boundary shown on the Proposals Map.

### The Spatial Strategy

**6.37** Having regard to these findings, which form the supporting text for Policy SS1, and to the challenges set out in Section 4, the following overarching statement summarises the overall strategy for delivering development up to 2027 in the Borough. This will be detailed more fully through following chapters of the Strategy.

39 A site-specific policy will be included in a future Rushmoor Plan document to retain Hollybush Lane as a site for 'bad neighbour uses'. In the meantime, Local Plan Policy E8 will be saved.

## What will Happen and Where - the Spatial Strategy 6

### What will Happen and Where? - the Spatial Strategy for Rushmoor

The Council's overarching strategy for the Borough to 2027 is to focus new development within the built up areas of Aldershot and Farnborough, thereby encouraging urban regeneration and preserving the surrounding countryside.

The majority of the Borough's new residential development is to be built in an urban extension of about 4,250 new homes on former military land at Aldershot.<sup>(40)</sup> This will also include small scale employment and retail facilities and supporting physical and social infrastructure. In the remainder of the built up area, a minimum of 2,100 dwellings will be built between 2010 and 2027.

A target of 35% of new homes will be sought as affordable housing including at the Aldershot Urban Extension. The type of new housing will recognise the needs of the future population including provision for a growing elderly population, and the need to provide family accommodation.

Major existing employment areas will be retained as the focus for future development. The majority of new employment development will take place on the employment sites on the perimeter of the Airport and through the more efficient re-use of existing sites.

The future development of the employment sites will be progressed in line with this strategy, and where appropriate, in more detail through a further Development Plan Document. Detailed development on employment sites around Farnborough Airport will be progressed through the Farnborough Airport Area Action Plan. Capacity exists for 164,000 sqm net of new employment floorspace in the Borough up to 2027.

Retail floorspace will be focused in Aldershot and Farnborough town centres, in the primary shopping areas. 1,400 sqm net of new comparison floorspace will be provided in Aldershot Town Centre, and 18,200 sqm net of new comparison floorspace will be provided in Farnborough Town Centre up to 2019. In the region of 5,800 sqm net of convenience floor space will be provided in the Borough up to 2019. The majority of the convenience capacity is for small stores. New leisure facilities will also be provided in each town centre, along with improved employment stock and other appropriate town centre uses, including residential, in order to strengthen their roles as secondary regional centres.

A mix of uses will be supported in North Camp District Centre and appropriate small scale retail development will be accommodated in other local shopping centres.

Future growth at Farnborough Airport will enhance the economic role of the Airport to the local, sub-regional and wider economy. The detail of future policies for the Airport will be set out in the Farnborough Airport Area Action Plan.

Through partnership working, the Council will encourage investment from other partners in areas which will address issues of deprivation, in particular in North Town, Heron Wood and Mayfield Wards.

40 Aldershot Urban Extension has a total capacity of 4500 dwellings. The final dwellings are scheduled to be delivered in 2027/28.

## 6 What will Happen and Where - the Spatial Strategy

### What does this mean for the Borough?

**6.38** Local evidence, in line with national policy, suggests the following indicative level and broad distribution of development for the Borough up to 2027:

<b>ALDERSHOT</b>	
<b>Housing (net new homes)</b>	<p>200 under construction or with permission.</p> <p>About 500 elsewhere in the urban area, including possible 200 - 300 additional new homes at North Town.</p> <p>4,500 at the Aldershot Urban Extension - see below.</p>
<b>Employment</b>	22,600 sqm (net), mainly with permission (including B8 storage uses).
<b>Retail (sqm net)</b>	<p>Planning permission for a foodstore (7552 sqm) as part of a mixed use development at Westgate.</p> <p>Long term potential at High Street site Aldershot for about 2,500 sqm gross.</p> <p>Up to 2019 there is capacity for about 1,400 sqm net of new comparison floorspace in Aldershot. This should be accommodated within the town centre or on sites identified in the Aldershot Town Centre SPD.</p>
<b>Other uses</b>	<p>Leisure led redevelopment proposed in the town centre, including cinema and restaurants.</p> <p>Runways End activity centre.</p>
<b>Major place shaping issues</b>	<p>Redevelopment of land in North Town proposed replacement of 471 dwellings, shops and community centre due to commence Spring 2010. Phase 2 to provide approximately 200 additional dwellings subject to SPA mitigation and planning permission.</p> <p>Identification of Aldershot's role within the South East Super Garrison.</p> <p>Possible longer term additional capacity in the town centre (sites considered in the SHLAA but not currently deliverable).</p>

### **ALDERSHOT URBAN EXTENSION**

<b>Housing (net new homes)</b>	About 4,250 delivered up to 2027.
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## What will Happen and Where - the Spatial Strategy 6

**ALDERSHOT URBAN EXTENSION**

<b>Employment</b>	Small scale local employment such as an enterprise centre of between 2,000 and 2,500 sqm.
<b>Retail (sqm gross)</b>	Small scale retail units up to a maximum total floorspace of 6,000 sqm as part of a new neighbourhood centre.
<b>Other uses</b>	Two primary schools. Health/community facilities/household waste recycling centre. Green Infrastructure.
<b>Major place shaping issues</b>	Links to Aldershot town centre and other destinations including secondary schools, North Camp Railway Station and North Camp District Centre.

**FARNBOROUGH**

<b>Housing (net new homes)</b>	920 under construction or on cleared sites including 376 at Farnborough Business Park and 399 at Queensgate.  About 330 from elsewhere in the urban area.
<b>Employment</b>	141,400 sqm net with permission (predominantly B1a office, B1b research and development, and B1c light industrial).
<b>Retail (sqm net)</b>	5,000 sqm gross of comparison floorspace committed in Northern Queensmead, in Farnborough town centre.  Up to 2019 there is capacity for about 18,200 sqm net of new comparison floorspace in Farnborough. This should be accommodated within the town centre or on sites identified in the Farnborough Town Centre SPD.
<b>Other uses</b>	Residential and leisure uses (including a cinema) in the town centre.
<b>Major place shaping issues</b>	Major employment growth to take place at IQ Farnborough, and on the Aerospace Centre (Civil Enclave).  The permitted increase in number of air traffic movements at Farnborough Airport.  Possible longer term additional capacity in the town centre (sites considered in the SHLAA but not currently deliverable).

## 6 What will Happen and Where - the Spatial Strategy

### Policy SS1 - The Spatial Strategy

In order to deliver the Spatial Strategy the Council will permit development which is consistent with the following broad spatial framework for the scale and location of development:

New development will be directed to the urban areas. In the countryside surrounding Aldershot and Farnborough new development will be strictly limited to that which the Council considers requires a countryside location.

#### **Residential development:**

The Council will ensure that subject to the availability of deliverable avoidance and mitigation measures in respect of the Thames Basin Heaths Special Protection Area, provision is made for the delivery of at least 6,350 net new dwellings in the Borough over the period 2010 to 2027. <sup>(41)</sup> This will be provided as follows:

- About 4,250 new homes at the Aldershot Urban Extension
- At least 2,100 new dwellings from the remainder of the urban area through:
  - Existing commitments with planning permission.
  - Development coming forward on identified Strategic Housing Land Availability (SHLAA) sites, and small scale 'windfalls' including changes of use and conversions.
  - Promotion of the development of specific sites for housing through subsequent Development Plan Documents.

About 750 of these will be within Aldershot (outside the Aldershot Urban Extension) and approximately 1,350 within Farnborough.

#### **Employment:**

- Capacity exists for approximately 164,000 sqm net of new employment floorspace in the Borough up to 2027.
- Major employment uses will be located within town centres and the Key Employment Sites listed below. The employment function of these sites will be protected and supported:

#### **Aldershot**

Blackwater trading estate  
 Brook trading estate  
 Eastern Road/Ivy Road  
 Holder Road/Blackwater Park

#### **Farnborough**

Cody Technology Park  
 Eelmoor Road Industrial Estate  
 Farnborough Aerospace Park and Civil Enclave  
 IQ Farnborough

41 In the event that the AUE is delayed or is not released, there is no expectation that equivalent land in the Borough will be allocated to meet the overall housing provision.

## What will Happen and Where - the Spatial Strategy 6

**Aldershot**

Hollybush Lane (bad neighbour uses)  
 Pegasus Court  
 Redan Road  
 Springlakes  
 Wyndham Street

**Farnborough**

Frimley Business Park  
 Hawley Lane East  
 Hawley Lane West  
 Invincible Road Industrial Estate  
 Lynchford Lane  
 Meudon Avenue  
 Queensgate  
 Southwood Business Park

**Town Centre uses:**

Rushmoor's hierarchy of town centres, district centre and local shopping centres will be maintained and enhanced by encouraging a range of facilities and uses, consistent with the scale and function of the centre.

- Town centre uses will be located within Aldershot and Farnborough town centres to support their regeneration in line with Policies SP3 and SP4.
- Retail development will be focused in Aldershot and Farnborough town centres, within the primary shopping areas. If such sites are not suitable, available and viable, locations for major retail development will be assessed sequentially in accordance with national policy. New retail development must protect or enhance the vitality and viability of Aldershot and Farnborough town centres.
- North Camp will be protected and enhanced as a district centre supporting local needs and specialist provision in line with Policy SP5.
- The retail and local service function of local shopping centres, as defined on the Proposals Map, will be protected to provide for local day to day needs.

**Implementation**

Planning Applications: **Ongoing**

Partnership working with the community/landowners/investors: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**

[www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)



**Climate Change**



**Inclusive Communities**



**Economic Well-being**



**Health and Well-being**



**Natural Environment**

## 7 Shaping Places in Rushmoor

### 7 Shaping Places in Rushmoor

**7.1** This section of the Core Strategy sets out the approach to those areas of the Borough which are likely to be the main areas of change over the plan period. The following policies form a key part of delivering our strategy. The policies are based around the two urban areas of Aldershot and Farnborough.

#### 7.1 Aldershot

**7.2** Aldershot lies in the south of the Borough and is home to 37,000 people, including the military town to the north. Development consists of a mix of Victorian and modern architecture. Aldershot's key strengths include its location within the prosperous Blackwater Valley and good communications. Aldershot as a town enjoys recognition as the home of the British Army and this has influenced much of its character.

**7.3** Aldershot faces challenges relating to its image and in some parts, issues of deprivation. Two wards, North Town and Heron Wood, contain small pockets of relative multiple deprivation, that are in the 20% most deprived nationally. The town centre contains some areas of poor quality environment, vacant shops and a complex pattern of traffic circulation.

**7.4** The town centre provides a mix of sizes and types of employment units, from smaller premises (space above shops) to larger, self contained office buildings. Nonetheless, the area has a high office vacancy rate, even among the recently refurbished stock. The most successful office development is the Royal Pavilion, a fully-occupied modern office and research and development (R&D) development, but this is located outside the built up area.

**7.5** Aldershot is a more successful location for industrial uses. These are concentrated to the east of the town centre (within the Blackwater Valley Relief Road), and this area is characterised by a variety of employment types including light/general industrial, storage and distribution, and some vehicle repair and sales.

**7.6** Key challenges for Aldershot relevant to the Core Strategy include:

- The delivery of the Aldershot Urban Extension on former military land to the north of the town centre to create a mixed use development including up to 4,500 new homes;
- The identification of Aldershot's role within the South East Super Garrison (see Policy SP2);
- Partnership working to deliver the regeneration of Aldershot town centre;
- Partnership working to deliver improvements in areas of deprivation;
- Addressing significant changes in population make up.

#### 7.1.1 Aldershot Urban Extension

**7.7** In 2001, development proposals were announced by the Ministry of Defence as part of the Strategic Defence Review for the large scale redevelopment of Aldershot Military Town. Known as Project Allenby/Connaught, it identified 150 hectares (370 acres) of land to the north of Aldershot Town Centre



Figure 10 Simplified map of Aldershot

## Shaping Places in Rushmoor 7

as surplus to military requirements and available for redevelopment. The South East Plan recognises that a large proportion of the Borough's new housing will be delivered through an urban extension on this site, although it was recognised that if for some reason this site did not come forward it was not expected that a similar allocation would be made elsewhere in the Borough to meet the shortfall.



**Location of Aldershot Urban Extension**

**7.8** The future of this site has been the subject of extensive consultation with the local community and stakeholders over a number of years. In 2002, a Supplementary Planning Guidance Note for the Aldershot Military Town was adopted by Rushmoor Borough Council. This document provided guidance for development proposals affecting the entire Military Town.

**7.9** In December 2003, a week long 'Enquiry by Design' consultation workshop run by English Partnerships and the Prince's Foundation took place. This event explored several issues including urban design, energy efficiency, transport links and sustainability which helped form a draft masterplan. As a result, in March 2005, an Interim Planning Guidance document specific to the Aldershot Urban Extension was adopted (now superseded by the adopted Aldershot Urban Extension SPD).

**7.10** More recently, as part of the emerging Rushmoor Plan, the Council has consulted on and adopted a Supplementary Planning Document (SPD)(adopted March 2009) to guide the development of the AUE (available at [www.rushmoor.gov.uk/spds](http://www.rushmoor.gov.uk/spds) ). This SPD supports saved policies in the Rushmoor Local Plan Review, in particular Policy ENV16 (Major Site Development). The South East Plan (Policy WCBV3) and the SPD identify that about 4,500 new homes will be delivered on this site. For the reasons set out in the text supporting Policy SS1, the Council remains supportive of the delivery of this number of new homes as a viable means of delivering regeneration objectives, along with meeting housing needs and other social and economic objectives.

### Development Objectives

**7.11** In addition to providing much needed new homes, the regeneration of this large brownfield site provides the opportunity to improve integration between the civilian and military community as well as providing economic support and increased inward investment into Aldershot Town Centre. The delivery of new housing of all sizes and tenures will benefit local employers who currently look outside the area for employees.

**7.12** Through consultation on the SPD, a set of strategic objectives were identified for the development at the AUE as set out below (in no priority order):

## 7 Shaping Places in Rushmoor

### 7.13 *Adopted SPD Objectives:*

- To create a new sustainable neighbourhood for Aldershot, which contributes to the social, economic and environmental improvement of the town as a whole, and which integrates the military and civilian communities;
- To incorporate highly ambitious and innovative approaches to sustainable design, which reflect current best practice and which include challenging targets for sustainable design in later phases of the development;
- To promote sustainable access and easy movement to and within the AUE, through excellent public transport services, and well designed and convenient walking and cycling routes;
- To provide an exceptional living environment, through the creation of a high quality network of green spaces and connections to wider green areas and the Basingstoke Canal;
- To establish a distinctive character and sense of place, which reflects and enhances the unique landscape setting and the historical development of the Military Town; and
- To facilitate effective local engagement and participation in the planning, design and long-term stewardship of their own community.

### 7.14 In addition, the guidance within the SPD provides a starting point for provision of the following:

- Appropriate mix and tenure of housing development, including the provision of affordable housing;
- Small scale employment and retail facilities;
- Appropriate community and educational facilities;
- Open space and appropriate mitigation for the Thames Basin Heaths Special Protection Area;
- Guidance on urban design issues;
- Adaptation and mitigation to climate change;
- Transport infrastructure and accessibility.

### **Delivery of the Aldershot Urban Extension (AUE)**

**7.15** The Ministry of Defence has already vacated approximately half of the land at the AUE, and will have vacated the entire site by 2014/15. A development partner was appointed by Defence Estates in February 2011, and an AUE Steering Group has been established which includes representatives from Defence Estates, Homes and Communities Agency, Highways Agency, Hampshire County Council, local interest groups and Rushmoor Borough Council. The Council recognises that there are a number of risks to delivering the AUE as set out in paragraph 9.2 of this Strategy. The Council is committed to working with partners to deliver a viable, residential led scheme.

**7.16** A development of this scale will require the phased provision of a range of supporting infrastructure including physical and social infrastructure. This will include provision of utilities including gas and electricity, water and waste, a household waste recycling centre, the provision of educational and community facilities and transport infrastructure.

**7.17** In-principle discussions with the relevant providers and stakeholders have indicated broadly how and when these facilities might be provided. A schedule of broad infrastructure requirements and responsibilities was identified during the preparation of the AUE SPD, and has been carried forward into the Rushmoor Infrastructure Plan. Further detailed discussions will be required prior to the submission of any planning application reflecting the most up to date available information on infrastructure needs, and

## Shaping Places in Rushmoor 7

on funding issues such as the Community Infrastructure Levy. An Infrastructure Strategy will be required as part of any planning application on this site. Cross boundary issues relating to the provision of infrastructure, particularly that relating to transport infrastructure, should also be addressed at an early stage with the Council and other relevant partners.

**7.18** The Council carried out a Transport Assessment, 2008<sup>(42)</sup> which considered the impact of development proposals, including the Aldershot Urban Extension, on the capacity of roads in the Borough. The Council, jointly with Hampshire County Council, the Highways Agency and other local authorities, is now undertaking further studies (the M3 Corridor Joint LDF Study and the East of Aldershot Study) to consider the impact of the AUE and other development proposals in neighbouring authorities on the local and strategic road network, and to examine the feasibility of a number of highway options that may support transport access to the proposed new development. The local authorities and stakeholders (Hampshire County Council, Surrey County Council, Highways Agency, Hart District Council, Rushmoor Borough Council and Surrey Heath Borough Council) will work together to identify funding streams and delivery mechanisms to enable joint delivery for schemes on the strategic road network (SRN). A detailed transport assessment will be submitted with any planning application for the AUE, and this will consider its local and cross boundary transport impacts. Appropriate mitigation will be funded from the AUE, and with respect to the SRN relevant to Rushmoor will be focused on the impact of such development at M3 J4 and J4a; reference should be made to the Joint LDF Study to determine satisfactorily the AUE financial contribution within the context of the wider cumulative study. The Council will expect the promoter of the AUE to liaise with the M3 Joint LDF Study Group, and in particular work with the Highways Agency in order to secure appropriate mitigation on the SRN. The outcomes of the study will be used in discussion with the developers of the AUE (and other sites).

**7.19** A number of the roads within the Military Town will remain owned by the military and will therefore be unadopted. There will be a number of points where these will connect to roads adopted as part of the Aldershot Urban Extension. A number of bus routes use the military roads at present and will continue to do so and it will become even more important as development at the AUE progresses that these routes remain open as much as possible in order to provide a choice of transport modes. Other initiatives to reduce the demand for travel by the private car and increase the use of more sustainable transport modes will be expected, including attractive, safe and direct walking and cycling routes, real time public transport information systems, high frequency bus services and public transport priority measures.

**7.20** The starting point for negotiations on affordable housing on this site will be to seek a target of 35% as affordable housing and the Council will work with the developers and other partners to ensure delivery of a range of affordable housing products to meet local housing needs, including those of military service personnel. It is recognised that this is a major and complex development which has a wide variety of requirements covering infrastructure and services, and a balance may need to be struck between competing requirements, having regard to economic viability. This would need to be looked at in the light of the range of infrastructure requirements and not just affordable housing. The Council would need to be convinced that the economic viability was such that some reconsideration of the affordable housing and infrastructure requirements was appropriate. This may need to be reviewed at different phases of the development.

## 7 Shaping Places in Rushmoor

### **Avoiding and Mitigating against any impact on the Thames Basin Heaths SPA**

**7.21** Further detail on the Thames Basin Heaths Special Protection Area (SPA) is set out in a later section of this document (Policy CP13). A bespoke scheme for the AUE development has been agreed in principle with Natural England. Land to provide on-site Suitable Alternative Natural Greenspace (SANG) provision of about 92 hectares has been identified to act as alternative recreation areas for the new residents in order to discourage use of the SPA. The proposed SANG sites act as a network of sites which together form a package of SANG provision. Further detail on these sites is set out in the Council's Avoidance and Mitigation Strategy available at [www.rushmoor.gov.uk/SPA](http://www.rushmoor.gov.uk/SPA). The Habitat Regulations Assessment that accompanies the Core Strategy has identified that additional traffic arising from development in the Borough may have an adverse impact on air quality and therefore upon the qualifying interests of the SPA. Alongside any planning application in relation to this site, the Transport Assessment (TA), or some alternative document, will need to demonstrate that the measures included within the development proposals will enable the development to avoid adverse effects on European sites.

### **Protecting the historic and natural environment**

**7.22** The AUE site contains important military history, both through existing street patterns and planting, and through buildings of historic interest including a number of listed buildings such as the Headquarters 4<sup>th</sup> Div and Post Office, the Smith Dorrien Institute, the Maida Gym and the Cambridge Military Hospital. In particular, the Hospital is a visually important building in a prominent location on the southern part of the site, and the Council has adopted a Development Brief in order to guide its re-use. This building is currently in a vulnerable state and work is progressing to secure an appropriate alternative use. The Council will expect the developer to deliver stabilisation works as a priority and that appropriate re-use will form one of the early phases of the AUE redevelopment.

**7.23** The Aldershot Military Town Conservation Area was designated in October 2003 and covers much of the AUE site. Development proposals will be expected to have regard to the Conservation Area Appraisal for this area. In addition, the Basingstoke Canal Conservation Area lies along part of the northern edge of the site and regard must be had to the historical and ecological features of this area.

**7.24** Working with the appointed developer, further supplementary guidance on a set of design codes, including information on the public realm, is currently being prepared. Once adopted, development proposals should have regard to this guidance as set out in Policy SP1(h).

## Shaping Places in Rushmoor 7

**Policy SP1 - Aldershot Urban Extension**

Land to the north of Aldershot Town Centre is identified for a sustainable, well designed residential led, mixed use development. The overall make up of the development will be subject to detailed studies of site viability. The Council will work with partners to grant planning permission for development which meets the following criteria:

- a. Phased delivery of about 4,250 homes between 2014 and 2027;
- b. A target of 35% of homes to be sought as affordable housing;
- c. Phased delivery of social, physical and community infrastructure to include two new primary schools, pre-school facilities, community centre, health facilities, open space and recreational facilities, allotments and waste facilities;
- d. Measures to avoid and mitigate any impact of development upon the Thames Basin Heaths Special Protection Area including the provision of Suitable Alternative Natural Greenspace, and Strategic Access Management and Monitoring measures;
- e. Small scale local employment opportunities reflecting the guidance in the AUE Supplementary Planning Document;
- f. The provision of a local neighbourhood centre to include community uses and small scale local retail, service and food and drink facilities within a mix of small units within Use Classes A1, A2, A3, A4 and A5;
- g. Transport infrastructure improvements to include those set out in the relevant section of the Rushmoor Infrastructure Plan and any other requirements identified through a detailed Transport Assessment to accompany any planning application;
- h. High quality urban design reflecting the content of adopted local design guidance;
- i. Includes measures to support the regeneration of Aldershot Town Centre including the provision of good pedestrian, cycle and public transport links between the new development and the town centre;
- j. Includes measures to provide good pedestrian and cycle links to other destinations including North Camp (District Centre and Railway Station) and relevant secondary schools;
- k. Has regard to the character of the Aldershot Military Town and Basingstoke Canal Conservation Areas and provides for the retention and improvement of heritage assets<sup>(43)</sup> including listed buildings and monuments, with priority to be given to the appropriate reuse of the Cambridge Military Hospital;
- l. Measures to demonstrate adaptation and mitigation to climate change including:

43 Heritage Assets are defined in Planning Policy Statement 5 – Heritage. The Practice Guide identifies “The elements of the historic environment that are worthy of consideration in planning matters are called ‘heritage assets’. This term embraces all manner of features, including: buildings, parks and gardens, standing, buried and submerged remains, areas, sites and landscapes, whether designated or not and whether or not capable of designation.”.

## 7 Shaping Places in Rushmoor

- Efficient design and layout
- The provision of on-site renewable energy
- Water efficiency measures
- Integration of Sustainable Drainage Systems
- Design and initiatives which encourage the use of non car modes for travel, including the use of Travel Plans
- Sustainable construction techniques and energy efficiency measures; and

m. Has regard to the principles of the adopted Aldershot Urban Extension Supplementary Planning Document.

### Implementation

Partnership working with Defence Estates, Homes and Communities Agency, developers, infrastructure providers and the community (for example through the AUE Steering Group):  
**Ongoing**

Determination of Planning Applications: **First applications anticipated 2011/2012**

Delivery of the Aldershot Urban Extension Supplementary Planning Document: **through determination of planning applications**

Subsequent Supplementary Planning Documents: see [www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)



**Inclusive  
Communities**



**Health  
and  
Well-being**



**Climate  
Change**



**Natural  
Environment**

### 7.1.2 Aldershot Military Town

**7.25** In 1854 at the time of the Crimean War, the heathland around Aldershot was established as an army base with Aldershot at its centre. The Aldershot Military Town lies to the north of Aldershot town centre and currently contains about 3,900 military personnel. As well as military accommodation the military town contains the Aldershot Observatory and the Aldershot Military Cemetery, training grounds, garrison churches and military and regimental museums.

## Shaping Places in Rushmoor 7

### **Completion of Project Allenby/Connaught<sup>(44)</sup> providing improved military accommodation and support services**

**7.26** Project Allenby/Connaught will redevelop the army barracks in Aldershot and around Salisbury Plain to create modern and flexible living and working environments for soldiers; including delivery of a wide range of support services - from catering and cleaning, to transport, utilities and stores management. It has a particular focus on Single Living Accommodation. The project has an expected value of £8bn over 35 years. At Aldershot, the project has now delivered 32 new buildings, including a new HQ building, dining and leisure facilities, technical and office accommodation, 13 new 36-man Single Living Accommodation blocks and 6 new 8-man houses (as at October 2010).

**7.27** Also as part of this project the Army's sporting facilities at Aldershot are being improved. These include the Army Centre of Sporting Excellence as well as the Army School of Physical Training and the Olympic Swimming Pool complex.

**7.28** This project has also identified 150 hectares of surplus land which will be developed for a mixed use development including about 4,500 new homes. Details of this are set out in Policy SP1.

### **Aldershot's role in the South East Super Garrison**

**7.29** Aldershot will play a key role in the South East Super Garrison, acting as the hub for around 9,500 soldiers in a number of nearby army camps including Deepcut, Minley, Pirbright, Sandhurst, Arborfield, Winchester and Bordon.

**7.30** The principles behind the Super Garrison include:

- Better integration with civil communities;
- Provision of greater stability for military personnel;
- Provision of the opportunity for resettlement of skilled armed forces personnel into the direct area; and
- Creation of stability for service families, particularly in terms of education and provision of greater opportunities to contribute to the wider community.

**7.31** The Super Garrison Strategy is being implemented in partnership with agencies including Rushmoor Borough Council, Hampshire County Council and Surrey County Council.

**7.32** It is not yet known what the full impact of the Super Garrison on Aldershot may be. It is anticipated that there will probably be more shared buildings and facilities that the whole community can use but particularly for the families of military personnel. The Council will continue to work closely with the military in any future plans.

**7.33** The welfare and wellbeing of military personnel and their families, particularly in times of active service, is recognised as a key issue. The redevelopment of surplus military land as a sustainable mixed use development, as set out in Policy SP1, will provide improved opportunities for integration of the civilian

44 Further information can be found on the Ministry of Defence website at [www.mod.uk](http://www.mod.uk).

## 7 Shaping Places in Rushmoor

and military population. Similarly the resettlement of army personnel is important and Aldershot contains a Resettlement Centre which covers a wide area. The Council is supportive of personnel being trained in skills that would benefit the local economy and enable people to remain in the local area.

**7.34** Where new development proposals will have an impact on the highway network, appropriate mitigation measures should be identified (where appropriate through a Transport Assessment). Such measures may include demand management measures and/or improvements to the highway network, and should be consistent with Policy CP16.

### Heritage Issues

**7.35** The Military town lies partly within a Conservation Area and contains a number of listed buildings. The area of open space around Queen's Parade and to the east and west of Queen's Avenue performs a number of functions. It provides a nationally important military training resource and makes an important contribution to the character of the Conservation Area. As such the open nature of this area should be retained.

### Policy SP2 - Aldershot Military Town

The Council will work with the Ministry of Defence and other partners as appropriate to permit development subject to meeting the following:

- a. Consistency with the role as a Super Garrison and the need to meet its operational requirements;
- b. Ensuring that maximum bus route access is maintained;
- c. Supporting the use of the resettlement centre for the development of skills required for local employment sectors;
- d. Protecting the open character of land at, and adjoining, Queen's Parade;
- e. Providing opportunities for minimising the need to travel and encouraging sustainable transport modes;
- f. Ensuring that appropriate transport mitigation is in place, as identified through a Transport Assessment;
- g. Supporting the integration of military and civilian personnel;
- h. Ensuring that any new development enhances the character of the Aldershot Military Town and Basingstoke Canal Conservation Areas and that appropriate uses are made of, and appropriate works are carried out on, heritage assets.

## Shaping Places in Rushmoor 7

**Implementation**

Partnership working with the Ministry of Defence: **Ongoing**

Implementation of Project Allenby/Connaught: **Completion of construction phase 2014**

Determination of Planning Applications: **Ongoing**

Delivery of the Aldershot Military Town Travel Plan: **Ongoing**

Implementation of Supplementary Planning Documents: **Ongoing**

Subsequent Development Plan Documents: see [www.rushmoorplan.gov.uk/lds](http://www.rushmoorplan.gov.uk/lds)



**Natural  
Environment**



**Inclusive  
Communities**

### 7.1.3 Aldershot Town Centre

**7.36** Aldershot town centre is host to a range of uses including shops, services, offices, a range of leisure activities, train and bus stations, car parks and a growing number of residential premises. The main shopping areas include two indoor shopping centres; the Wellington Centre and The Galleries, two pedestrianised shopping streets, together with significant secondary shopping on surrounding streets. Aldershot is a mix of Victorian and modern architecture and benefits from a number of sites with development potential. Aldershot is a secondary regional centre and its main function is to meet the shopping, leisure and service needs of its local catchment.

**7.37** The Rushmoor Place Survey 2008 found that improvement of town centres is one of the most significant issues for residents of the Borough. Public consultation on development and enhancement schemes in Aldershot town centre in 2007 revealed that street cleaning and maintenance, improving car and pedestrian routes, and developing vacant and underused sites were important issues for the town centre.

**7.38** The key objective for Aldershot town centre is to improve its vitality and viability. The policy approach set out in Policy SP3 is to permit development which contributes to this objective. Aldershot town centre is in a vulnerable state and therefore a proactive approach to regeneration of the town centre is required to help deliver regeneration. The strategy is based on the findings of the Council's evidence base and feedback from public consultation.

## 7 Shaping Places in Rushmoor



**Aerial photograph of Aldershot town centre (from North-East)**

**7.39** Policy SP3 is supported by an adopted Aldershot Town Centre Supplementary Planning Document (SPD),<sup>(45)</sup> which sets out an environmental and physical improvement strategy. The SPD sets out objectives for the environmental and physical improvement of the town centre and seeks to maintain and enhance the diversity, vitality and viability of Aldershot Town Centre. The vision for Aldershot is:

'to create a thriving, accessible and revitalised town centre, which enhances the local character of the town and capitalises on the opportunities provided by the Aldershot Urban Extension development, a mixed use development including up to 4,500 new homes.'

**7.40** Building on this vision, seven objectives for the town centre have been developed in the SPD.

### Places for People

- To encourage and facilitate well designed, sustainable development in the town centre, which enhances Aldershot's local character and makes the best use of existing assets.
- To create a more attractive town centre environment by creating high quality streets and public spaces.
- To encourage vibrancy by:
  - Promoting a mixture of different uses.
  - Creating a strong retail core.

## Shaping Places in Rushmoor 7

- Improving leisure and entertainment uses focusing on the development of a leisure core on the Westgate site.
- Identifying opportunities for high quality town centre living.

### Improving Accessibility

- To improve accessibility into and within the town centre through all means of transport, thereby encouraging self-containment.

### Partnership and Promotion

- To deliver improvements by working in partnership.
- To ensure the development of the Aldershot Urban Extension (AUE) supports the revitalisation of the town centre by encouraging residents of the AUE to make good use of the town centre.
- To promote the town centre as the preferred shopping and leisure destination for local residents.

**7.41** The Aldershot Town Centre SPD also identifies potential development opportunities for a range of uses. To complement this the Aldershot High Street Supplementary Planning Guidance identifies the potential for a mixed use scheme including about 2,500 sqm gross of retail floorspace, however, capacity for this floorspace is only likely to be available in the long term.

**7.42** The Rushmoor Retail and Leisure Study 2010 identifies that Aldershot town centre is currently under-performing. It has a below average level of comparison outlets and floorspace, which contributes to a weak retail sector. The town centre has a below average convenience offer and currently lacks a food retail anchor. However, the proposed Morrison's foodstore (7552 sqm gross internal area) at Westgate and the recently opened Lidl in the Wellington Centre will increase the convenience choice available locally. It is essential to improve and maintain links between the Westgate site and the wider town centre and primary shopping areas to maximise the benefits of the development to Aldershot Town Centre as a whole.

**7.43** The vacancy rate in Aldershot is currently higher than the national average, with a significant concentration of vacant premises in The Galleries. Noticeable pockets of vacancies along High Street, in the Arcade off Wellington Street and, in particular, The Galleries are damaging the town centre's overall health. The Retail and Leisure Study 2010 identifies that it is vital for the future health of the town centre for The Galleries to be brought back into active use. The reoccupation of The Galleries with comparison retailers would improve the town's retail offer and potentially increase pedestrian flows throughout the town centre. The Council will therefore support proposals to return The Galleries to active retail use, which will improve the health of Aldershot Town Centre.

**7.44** The Retail and Leisure Study 2010 identifies it is vital for the health of the centre for this vacant floorspace to be occupied as if these units remain vacant it will continue to harm the vitality and viability of the town centre and due to high levels of vacant floorspace no new comparison floorspace should be encouraged until vacancy rates have been reduced. The study shows that within Aldershot's catchment there is no surplus comparison expenditure to support new floorspace until 2019, unless Aldershot's market share can be substantially increased. The study identifies by 2019 there is an estimated capacity

## 7 Shaping Places in Rushmoor

for only 1,400 sqm net of comparison floorspace. Sites for future retail development up to 2019 will be allocated in the Delivering Development DPD and from 2020 in future reviews of that DPD. Sites will be assessed sequentially in accordance with national policy and Policy SS1.

**7.45** Aldershot currently has a weak evening economy and a relatively poor leisure offer.<sup>(46)</sup> This will be significantly improved by the delivery of the Westgate development, a leisure-led mixed use development, which includes a cinema, restaurants and hotel.

**7.46** Aldershot benefits from a high level of accessibility, with good road and rail links to neighbouring centres and the sub-region. There are plans to improve accessibility within and around the town centre as set out in the Aldershot Town Centre SPD and through the development of the Town Access Plan.<sup>(47)</sup>

**7.47** The Retail and Leisure Study 2010 identifies the need for improvements to Aldershot's environmental quality. The town centre would benefit from continuing efforts to improve its appearance through frequent street and pavement cleansing, better planting, landscaping and street furniture at appropriate locations. Aspects of the built fabric would also benefit from improvement including poorly maintained buildings, vacant frontages and uneven pavements.

**7.48** A number of schemes for urban improvement in Aldershot town centre have been identified in the Aldershot Town Centre SPD. The delivery of these schemes will help to act as a catalyst to bring forward further development. The priority schemes currently being progressed are:

- Westgate Campus - Development of a mixed use scheme with a strong leisure focus to provide a significant attraction for the town centre.
- Hippodrome House Corner - A scheme of transportation improvements to enhance the pedestrian environment and improve accessibility.

46 Rushmoor Retail and Leisure Study 2010.

47 Further information is available at [www.hants.gov.uk](http://www.hants.gov.uk).

## Shaping Places in Rushmoor 7

**Policy SP3 - Aldershot Town Centre**

Development proposals will be permitted which maintain the vitality and viability of Aldershot Town Centre and contribute to the strategy of regenerating the town centre.

To create a thriving, accessible and regenerated Aldershot town centre the strategy is:

- a. To focus retail development, leisure, entertainment and cultural venues and other town centre uses in the town centre, and to capitalise on the opportunities provided by the development of the Aldershot Urban Extension;
- b. To work in partnership to facilitate the successful delivery of the Westgate development and to improve and maintain the links between the Westgate site and the wider town centre;
- c. To support development that demonstrates good design and creates a more attractive town centre environment by reflecting the distinct character areas and design policies set out in the Aldershot Town Centre Supplementary Planning Document. This will also enhance and promote the town centre's historic built heritage and local character;
- d. To develop and protect a robust retail core in the primary shopping areas by, amongst other initiatives, working with the owners and managers of The Galleries to bring it back to active use. In addition, to improve the retail offer by reducing existing vacancies and supporting improvements to the range, choice and quality of shops (A1 uses) through partnership working;
- e. To accommodate future retail growth, which improves the health, vitality and viability of the town centre. The capacity for new comparison retail floorspace is likely to be over the longer term, by 2019, through the provision of 1,400 sqm net;
- f. To improve the town's evening economy by supporting new leisure development, entertainment facilities and ancillary uses, focusing on the development of a leisure core on the Westgate site, which will include a cinema and family restaurants;
- g. To improve Aldershot's environmental quality by continuing work to improve Aldershot's appearance through frequent street and pavement cleaning and more planting, landscaping and street furniture. This will also promote Aldershot's attractiveness to residents and tourists;
- h. To support the development of good quality housing that contributes to the vitality of the town centre, including residential uses above ground floor level in the primary shopping area. There is also capacity for new homes on development sites in the town centre;
- i. To support the development of offices outside the primary shopping areas as a sustainable location for such development. New office development is likely to be small scale in the light of outstanding commitments in the Borough and market demand;
- j. To improve accessibility to and within the town centre by a choice of modes of transport by developing and implementing the Aldershot Town Access Plan;
- k. To support town centre management initiatives, including working in partnership with businesses, the local community, land owners, developers and other agencies to improve the town centre and to promote the town as the preferred shopping and leisure destination for local residents.

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### Implementation

Partnership working with landowners and investors: **Ongoing**

Development of Aldershot Urban Extension: **2014 onwards**

Implementing the Aldershot Town Centre SPD: **Ongoing**

Determination of Planning Applications: **Ongoing**

Development and subsequent implementation of the Aldershot Town Access Plan: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**  
[www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)



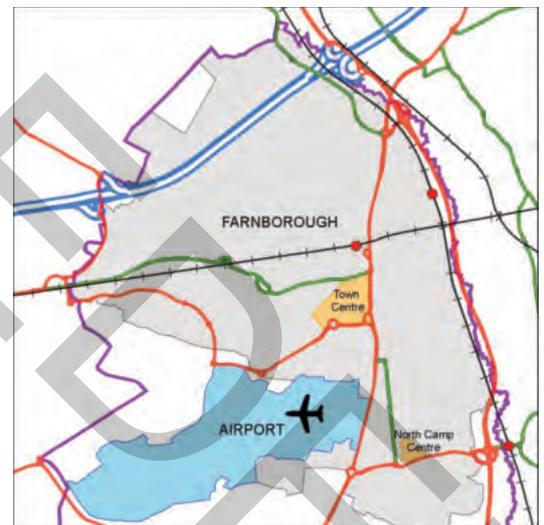
**Economic  
Well-being**

## 7.2 Farnborough

**7.49** Farnborough lies in the north of the Borough and is home to 59,000 people with 280,000 people within a 15 minute drive time catchment area. It is well served by public transport and is home to a number of major hi-tech employers including international companies such as Nokia and IBM. Farnborough is also internationally renowned for its biennial International Airshow held at Farnborough Airport and its historic aviation links are an important part of its local identity.

**7.50** Farnborough's key strengths include its affluent catchment population within the prosperous Backwater Valley and the presence of major companies within and around the town centre.

**7.51** Farnborough is a particularly successful office location, with a high concentration of knowledge-based industries, mainly in the defence, aerospace, computing, finance, banking and business services sectors.<sup>(48)</sup> The town's largest and highest quality office location<sup>(49)</sup> is IQ Farnborough on the edge of the Airport, which is currently only partly constructed but has outline consent to provide 155,000 sqm of B1 floorspace.<sup>(50)</sup>



**Figure 11 Simplified map of Farnborough**

48 Knowledge-based industries are those sectors of the economy where value-added is derived from the intensity and accumulation of knowledge, often fostered through innovation and increasing use of technology.

49 Quality was determined by an assessment of the site's accessibility and market attractiveness in the Employment Land Review 2009.

50 At 1 April 2010, approximately 46,000sqm of B1 floorspace had been constructed at IQ Farnborough.

## Shaping Places in Rushmoor 7

**7.52** The town benefits from the presence of major food retailers within the town centre but lacks a broad range of multiple retailers and a large department store. This leads to a high level of expenditure leakage to competing centres.

**7.53** Whilst generally affluent, Farnborough contains pockets of deprivation, with areas in Mayfield containing small pockets of multiple deprivation.

**7.54** Over the lifetime of the plan, key challenges for Farnborough relevant to the Core Strategy are:

- Revitalisation of the town centre;
- Future changes in air traffic movements at Farnborough Airport;
- Appropriate levels of employment and mixed use development;
- Partnership working to deliver improvements in areas of deprivation.

### 7.2.1 Farnborough Town Centre

**7.55** Farnborough town centre is focused around a purpose built pedestrianised shopping environment, including two indoor shopping centres, Princes Mead and Kingsmead. The town centre contains a range of uses including shops, services, offices, a leisure centre and train station. Substantial employment areas are located to the south and west of the town centre. Farnborough is a secondary regional centre and its main function is to meet the shopping, leisure and service needs of its local catchment. Farnborough town centre is undergoing substantial change as the northern end of Queensmead is redeveloped to make way for a new, mixed use development with shops, leisure uses and homes. A new cinema is also planned within the town centre.



Aerial photograph of Farnborough town centre (from South)

## 7 Shaping Places in Rushmoor

**7.56** Public consultation regarding improvements to Farnborough town centre undertaken in 2006 identified a need to improve the town centre environment and evening economy. The Rushmoor Place Survey 2008 found that improving shopping facilities is one of the most significant issues for residents of the Borough.

**7.57** The key objective for Farnborough town centre is to consolidate and improve its vitality and viability. The approach set out in Policy SP4 is to permit development which meets this objective. Farnborough town centre is at a critical and fairly fragile stage with significant redevelopment underway. This policy sets out a proactive approach to further revitalisation of the town centre. To achieve this the policy sets out a strategy of development-focused criteria and proactive spatially-focused actions to help deliver this revitalisation. The strategy is based on the findings of the Council's evidence base and feedback from public consultation.

**7.58** Policy SP4 is supported by an adopted Farnborough Town Centre Supplementary Planning Document (SPD).<sup>(51)</sup> The Council adopted the Farnborough Town Centre SPD to help maintain and enhance the diversity, vitality and viability of Farnborough town centre. The SPD sets out a strategy for revitalising the town centre and surrounding areas, based on objectives for improvements linked to key development areas and opportunities for public realm enhancements. The vision for Farnborough is to create a vibrant shopping, leisure, service and employment centre, which provides for the needs of the local community, local employees and local business. Based on this vision, eight objectives have been developed:

- To encourage and facilitate the revitalisation of Farnborough town centre by developing a robust retail core with a broad range of shops and services;
- To create a high quality network of streets and spaces to provide a more attractive town centre environment;
- To encourage the development of the evening economy;
- To enhance accessibility into and within the town centre by all means of transport;
- To create a unified and coherent civic quarter;
- To ensure that the town meets the needs of all sectors of its community;
- To support partnership working;
- To promote the town centre as a shopping and leisure destination.

**7.59** Farnborough town centre is undergoing significant revitalisation with a number of planned redevelopments which are either substantially completed or under construction. Major phases of the Northern Queensmead redevelopment have been completed. The successful completion and occupation of this development (providing around 16,000 sqm gross floorspace) will assist the revitalisation of Farnborough. However, the health of the town centre is currently vulnerable.

**7.60** Farnborough has an above average level of comparison outlets and floorspace within the town centre. However, Farnborough has a relatively low representation amongst national retailers classified as key town centre attractors. An aim is therefore to improve the range and choice of the retail offer in the town centre.

## Shaping Places in Rushmoor 7

**7.61** In contrast, comparison retail shopping in Farnborough is strong at out of centre locations. Solartron Retail Park is an out of centre retail park which is identified as a main shopping destination in the wider sub-region for bulky goods. Farnborough is highly accessible with good road and rail links. These links are of particular benefit to out of centre retail developments. To maximise accessibility within and around the town centre an important aim is to improve pedestrian links and connectivity between the town centre, railway station, edge of centre retail and IQ Farnborough.

**7.62** The vacancy rate in Farnborough is below the national average. The main area of vacancy is within the Kingsmead Shopping Centre. Ensuring these units are reoccupied or redeveloped is a priority. The strategy is therefore to encourage modernisation and investment within the Kingsmead Shopping Centre to improve the overall quality of the units and centre and reduce vacancies.

**7.63** Farnborough currently has a limited evening economy and leisure offer and would benefit from new evening and leisure uses. The planned development of a cinema within the town is therefore supported. The strategy is to encourage enhanced leisure, cultural and evening economy uses through the planned redevelopment of the town centre, in order to encourage visitors beyond normal shop opening hours. The Council will encourage the creation of a focal point within the town centre.

**7.64** The environmental quality of Farnborough town centre will be enhanced by the development of Northern Queensmead. There are areas where the shopping environment could be improved in Kingsmead, along parts of Queensmead and Victoria Road. The strategy is to improve the quality of public spaces by maintaining and improving upon the existing levels of street furniture and planting in the centre. The requirements for high quality design set out in the Farnborough Town Centre SPD will be supported.

**7.65** The Retail and Leisure Study 2010 identifies that Farnborough currently has a high proportion of vacant premises or premises under construction, although this is still below the national average. It is vital for the health of the centre for this new floorspace to be occupied as if these units are left vacant it will be harmful to the vitality and viability of the town centre.

**7.66** The Retail and Leisure Study 2010 identifies that capacity in Farnborough is limited over the next five years. By 2016 there is estimated capacity for about 6,600 sqm net comparison floorspace and this increases to 18,200 sqm by 2019. The strategy is to accommodate future retail growth that improves the health of the town centre. The Farnborough Town Centre SPD sets out potential sites for future retail development. Once appropriate opportunities within the primary shopping area are exhausted the preferred location for new retail development that adds to the vitality and viability of the town centre will be on land adjacent to Princes Mead.<sup>(52)</sup> Sites for future retail development up to 2019 will be allocated in the Delivering Development DPD and from 2020 in future reviews of that DPD. Sites will be assessed sequentially in accordance with national policy and Policy SS1.

**7.67** The implementation of this Core Strategy policy and the Farnborough Town Centre SPD will deliver the strategy for revitalisation. The Farnborough Town Centre SPD identifies a number of priority projects including, in the town centre area, to:

- Create a high quality town centre environment which is lively, vibrant and safe and with a mix of uses;
- Ensure that the Northern Queensmead redevelopment scheme is successfully integrated into the existing urban fabric;

52 Proposal Area 18 in the Farnborough Town Centre SPD, which is available on the website at [www.rushmoor.gov.uk/spds](http://www.rushmoor.gov.uk/spds).

## 7 Shaping Places in Rushmoor

- Enhance the retail, leisure and cultural offer; and
- Enhance the northern gateways into the town centre to present a positive image.

Further work on the development proposals identified in the SPD will be undertaken, in partnership with key stakeholders and the local community, recognising the changing economic circumstances.

**7.68** Farnborough Town Centre is recognised as being a good quality office location by the Employment Land Review (2009) due to its sustainable location and good access to local services, public transport routes and labour. Office development is therefore supported outside the primary shopping areas and can add to the mix of uses and vitality of the town centre.

## Shaping Places in Rushmoor 7

**Policy SP4 - Farnborough Town Centre**

Development proposals will be permitted which maintain the vitality and viability of Farnborough town centre and contribute to the strategy of revitalising the town centre.

To achieve revitalisation, the strategy for Farnborough town centre is:

- a. For the town centre to be the focus for development for retail, leisure, entertainment, cultural and other town centre uses, building on the successful development of the Northern Queensmead scheme;
- b. To encourage the successful completion and occupation of the Northern Queensmead redevelopment;
- c. To encourage high design quality by implementing the Farnborough Town Centre SPD and to promote good shop front design;
- d. To develop and protect a robust retail core in the primary shopping areas by supporting the concentration of retail uses in this area and improving the retail offer by attracting more good quality shops;
- e. To focus on bringing existing vacant units back into active use and support a diversification of town centre uses outside the primary shopping area;
- f. To encourage modernisation and investment within the Kingsmead Shopping Centre to improve the overall quality of the units and centre and reduce vacancies;
- g. To accommodate future retail growth capacity, in the medium to longer term (by 2019 this is 18,200 sqm net comparison floorspace), which improves the health of the town centre;
- h. To encourage the development of the evening economy by supporting a new cinema, family restaurants, cafes and bars;
- i. To enhance accessibility for all into and around the town centre by providing better connections between the railway station and the town centre, and the adjoining residential and employment areas;
- j. To create a high quality network of streets and public spaces and improve the quality of public spaces by maintaining and improving upon the existing levels of street furniture and planting in the centre. In addition, to support other environmental improvements, including upgrading the fabric of the buildings, particularly in Queensmead, through partnership working;
- k. To support the development of offices outside the primary shopping areas as a sustainable location for such development. This is likely to be small scale in the light of outstanding commitments within the Borough;
- l. To support the development of good quality housing that contributes to the vitality of the town centre, including residential uses above ground floor level in the primary shopping area. There is scope for new homes in the town centre.

## 7 Shaping Places in Rushmoor

### Implementation

Partnership working with landowners and investors: **Ongoing**

Through Rushmoor Borough Council land ownership powers: **Ongoing**

Implementation of the Farnborough Town Centre SPD: **Ongoing**

Determination of Planning Applications: **Ongoing**

Development and subsequent implementation of the Farnborough Town Access Plan: **Ongoing**

Subsequent Rushmoor Plan Documents: see [www.rushmoor.gov.uk](http://www.rushmoor.gov.uk)



**Economic  
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### 7.2.2 North Camp

**7.69** North Camp's primary function is as a district centre for the residents of North Camp and South Farnborough, as set out in Policy SS1, the Spatial Strategy. Its boundary is defined under Policy TC1 of the Rushmoor Local Plan Review as shown on the Proposals Map. The extent of the boundary will be revisited as part of the preparation of a subsequent Development Plan Document. North Camp provides a range of small shops and services for local needs and also caters for a significant number of specialist markets (specialist shops and a variety of restaurants attract visitors to the area from a much wider area).

**7.70** The North Camp Regeneration Strategy 2005 – 2007 produced in partnership with Hampshire County Council (HCC) and the local community set out the following vision for North Camp:

- **The vision is of a highly accessible, vibrant retail and residential neighbourhood providing a high quality environment where people can live, work and spend their leisure time**

**7.71** Investment arising from the implementation of the Regeneration Strategy has led to significant environmental improvements, to improved access and car parking and to a well occupied mix of uses within the centre. Strong community involvement and successful partnership working with Rushmoor Borough Council and Hampshire County Council has led to a strong momentum for change. Successful regeneration projects include:

- Gateway improvements to the retail centre;
- Community fun days;
- New uses in long-term vacant units;
- New residential development; and
- New play facilities at Queen's Road recreation ground.

## Shaping Places in Rushmoor 7

**7.72** The Retail and Leisure Study 2010 corroborated the role of North Camp as a district centre providing a mix of small scale specialist retail uses combined with a strong, local evening economy. The Study recognised that the local convenience retail offer could be improved to provide a stronger anchor store within the centre.

**7.73** Key issues for the district centre now include:

- The need to protect the existing retail core and the specialist shopping function it provides;
- The need to recognise the importance of a mix of uses in creating additional attractors and increased footfall and passing trade, including the protection of a vibrant evening economy;
- The need to maintain and continue a high level of quality in design for new development;
- To continue to address traffic and parking issues as part of an overall approach to dealing with accessibility;
- To encourage accessible links to the Aldershot Urban Extension; and
- The potential for a small scale, strong convenience anchor within the retail core to support the shopping function of the centre.

### Policy SP5 - North Camp District Centre

The vitality and viability of North Camp District Centre will be protected by maintaining its role as a district centre, and preserving its specialist retail function and vibrant evening economy, through resisting the loss of:

- a. Retail units and restaurants;
- b. Local community uses;
- c. Car parking facilities.

Proposals for development should also demonstrate that they improve accessibility by addressing traffic management issues and improving linkages for cyclists and pedestrians.

The Council will continue to work in partnership with the local community and other partners to maintain the role of North Camp as a District Centre.

#### Implementation

Planning Applications: **Ongoing**

Supplementary Planning Documents: see [www.rushmoorplan.gov.uk/lds](http://www.rushmoorplan.gov.uk/lds)

Working with key partners such as HCC and North Camp Matters: **Ongoing**

Subsequent Development Plan Documents: see [www.rushmoorplan.gov.uk/lds](http://www.rushmoorplan.gov.uk/lds)



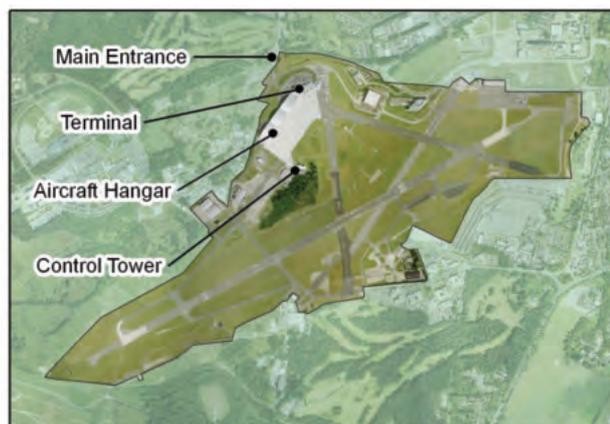
**Economic  
Well-being**

## 7 Shaping Places in Rushmoor

### 7.2.3 Farnborough Airport

**7.74** The Core Strategy policy applies to the operational area of Farnborough Airport as defined in Policy FA2 of the Rushmoor Local Plan Review as shown on the Proposals Map. This policy therefore applies directly to the Airport, but the remit of the Farnborough Airport Area Action Plan will be to develop in more detail the policies relating to the Airport and the surrounding sites, and in this context to revisit the extent of the boundary as appropriate.

**7.75** Farnborough Airport is located on former Ministry of Defence land, and has been in operation solely as a business aviation Airport since 2000. The freehold is owned and operated by TAG Farnborough Airport Limited, and the Airport is recognised as Europe's premier business aviation operation. "Business aviation" involves executive jets and other aeroplanes and helicopters operated as corporate aircraft and taxis. Scheduled passenger, bulk freight services, tour charter and recreational flying are not allowed. A small number of flight movements by Government, Royalty, DERA Flying Club and for the biennial Farnborough International Airshow are permitted to take place.



**Farnborough Airport Operational Area**

**7.76** The previous Government's White Paper: The Future of Air Transport (2003), supplemented by a progress report in 2006, supports in principle the development of smaller airports in the South East to meet local demand subject to relevant environmental considerations (paragraph 11.11). Whilst there is some uncertainty over the future of national policy as it relates to Airports, this White Paper sets the context at the time of the preparation of the Core Strategy. The South East Plan recognises that smaller airports could play a valuable role in meeting local demand and contributing to regional economic development, and suggests that their development should be supported, with local planning frameworks considering policies which facilitate growth at these airports.

**7.77** The limit for business flights at Farnborough Airport is based on what are known as flight movements. A movement is defined as a take-off or a landing by an aircraft or a helicopter. For Farnborough Airport this is 50,000 movements a year, of which 8,900 can take place at weekends and on Bank Holidays. These flight movements are commonly referred to as "ATMs" (Air Traffic Movements).

**7.78** TAG published a Master Plan for the Airport in April 2009, setting out its aspirations for growth to 2019, and indicatively to 2030. The Master Plan set out a projected increase in annual flight movements to 2019, within an overall raising of the cap on flight movements from 28,000 to 50,000 a year.

**7.79** In June 2009, the Airport operator submitted a planning application to vary the condition restricting the number of annual flight movements from 28,000 to 50,000. This application was refused by the Council's Development Control Committee in November 2009, and was the subject of an appeal in 2010. The appeal decision was outstanding at the time of preparation of the Core Strategy. However, as it was related to an increase in flight movements for specialist business aviation activities from the Airport, the infrastructure for which was already in place, the outcome of the appeal does not have any effect on the spatial strategy set out in the Core Strategy. The appeal was allowed in February 2011, permitting an

## Shaping Places in Rushmoor 7

increase in annual flight movements to 50,000 by 2019, of which 8,900 are at weekends and Bank Holidays. For the reasons outlined, it is not considered that the decision affects the overall distribution of new development, the number of new homes or employment floorspace required over the Plan period, or generates any particular needs for additional infrastructure.

**7.80** Various background studies have been undertaken on behalf of the Council to inform the development of a policy to guide the future of Farnborough Airport. These studies have looked at:

- The economic impact of the Airport
- The public safety considerations associated with the Airport
- The noise issues presented by the operation of the Airport
- The issue of odour as it affects air quality

**7.81** These studies can be viewed at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).

### Economic Impact

**7.82** Farnborough Airport has increasingly gained a reputation as Europe's premier business aviation airport, and has for some time been home to a number of the UK's largest business jet companies.<sup>(53)</sup> Moreover, the Inspector at the Weekend Movement Appeal noted that, "...Farnborough Airport is of very substantial economic benefit to the Farnborough area and to Rushmoor".<sup>(54)</sup> This view is endorsed by the 2011 appeal decision to increase annual flight movements to 50,000 by 2019, where the Inspector concluded that this would produce significant employment benefits in Rushmoor and the surrounding area.<sup>(55)</sup> Internationally, a recent study of the economic impact of business aviation in Europe found that; "France, Germany and the UK are the countries where the business aviation industry has the greatest impact. The total impact of business aviation in these three countries is 12.6bn euros, which represents 64% of the total industry Gross Value Added (GVA) in Europe. Their share of employment and of wages and salaries in this industry are 75% and 73% respectively".<sup>(56)</sup>

**7.83** The study of the economic impact of the Airport commissioned by the Council concluded that the development of the Airport since the early 2000's has brought almost £100 million of capital investment to the area in general, with a further £34 million committed. An increase in movements to 50,000 p.a. is likely to increase investment by at least £12 million in the short term. Current operations are estimated to generate almost £26 million of income annually in the local economy.

**7.84** In terms of the relative economic value of the Airport, with over 1,100 jobs based on the Airport site, a figure that is predicted to grow over the Plan period, Farnborough Airport is, and is expected to continue to be, one of the largest employment centres within Rushmoor, comparable in local job representation to major aerospace companies such as BAe Systems, and telecommunications or Information Technology businesses such as Nokia and CSC. If the cluster of aerospace, defence and other businesses immediately adjoining the Airport is included, total jobs directly associated with this complex amount to almost 8,000.<sup>(57)</sup> This is a significant proportion (around 17%) of the total employee jobs in Rushmoor of

53 Economic Study of Farnborough Airport, Mott MacDonald November 2005.

54 Inspector's Decision notice, 13 March 2008, Department for Communities and Local Government.

55 Inspector's Decision notice, 10 February 2011, Department for Communities and Local Government.

56 *Economic Impact of Business Aviation in Europe, 2008, Pricewaterhouse Coopers LLP, on behalf of European Business Aviation Association.*

57 Economic Impacts of Business Aviation at Farnborough Airport, NLP, May 2009.

## 7 Shaping Places in Rushmoor

46,000 as at 2008.<sup>(58)</sup> Moreover, the UK is consistently ranked number two in the global aerospace and defence markets, and the cluster of such industries around the Airport makes a significant contribution to this. The Farnborough Aerospace Consortium (FAC), one of Europe's largest regional aerospace and defence trade associations, launched the UK Aerospace and Defence Capabilities Database (ADCAP) at the Farnborough Airshow 2010. This database provides an effective vehicle for UK-based companies in the aerospace and defence sectors to present their capabilities to the global market.<sup>(59)</sup>

**7.85** Increased movements up to 50,000 annual ATMs have the potential to produce additional income generation of up to £37 million at the local level. At the regional level, current annual income generation is estimated to be £85 million. Again, increased movements to 50,000 annual ATMs would result in the order of additional income generation at the regional level of £37 million annually. The key challenge in planning for the future of the Airport is weighing this economic benefit against the environmental considerations or other disbenefits that any increase in ATMs could result in. The Council is preparing a Development Plan Document (the Farnborough Airport Area Action Plan) which will develop in more detail the policies relating to the Farnborough Airport. The policies in the Farnborough Airport Area Action Plan will be critical in terms of providing the detailed framework for making the judgement on this balance.

### Flying and Environmental Constraints

**7.86** Alongside the economic impact of the Airport, in considering its future, the environmental constraints or other disbenefits of flying are relevant considerations. Key issues include the safety implications of flying,<sup>(60)</sup> noise impacts, and matters relating to air quality, including odour. Different levels of flying will impact on those in the vicinity of the Airport to varying degrees, and it is important to ensure that the Core Strategy and the Farnborough Airport Area Action Plan together provide a robust framework to protect those who experience these environmental consequences as a result of operations from the Airport.

**7.87** The Core Strategy provides the broad strategic framework from which more detailed policies are developed in supporting documents. These detailed issues and policies will be dealt with in the Farnborough Airport Area Action Plan.

58 Nomis website interrogated 15 June 2010.

59 Hampshire Economic Partnership electronic newsletter, 13 August 2010.

60 A Public Safety Zone applies to Farnborough Airport, and a plan showing its extent can be viewed at [www.rushmoor.gov.uk/farnboroughairport](http://www.rushmoor.gov.uk/farnboroughairport).

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**Policy SP6 - Farnborough Airport**

Within the operational area of Farnborough Airport, development will be restricted to that supporting business aviation and associated airport related uses.

In respect of business aviation movements, permission has been granted for up to a maximum of 50,000 annual Air Traffic Movements, of which no more than 8,900 are at weekends and Bank Holidays. Proposals to change the pattern, nature or number of movements will only be permitted provided that the following criteria are met:

- a. That the need for a change in business aviation movements at Farnborough is demonstrated;
- b. That the aircraft noise impact is no higher than an agreed baseline level (to be established in the Farnborough Airport Area Action Plan);
- c. That the 1:10,000 per annum annual risk contour at either end of runway 06/24 does not extend to areas where people live, work or congregate, or beyond the area at the eastern end of the runway where saved Policy FA1 of the Rushmoor Local Plan Review, 1996 - 2011, (or its successor in the Farnborough Airport Area Action Plan) applies;
- d. That the consequences of any change does not change the maximum extent of the 1:100,000 per annum annual risk contour;
- e. That any material increase in air pollution or odour is adequately mitigated;
- f. In respect of any change to the number of movements, that economic benefits to the local and wider economy can be demonstrated;
- g. That flying at the most sensitive times of the day and week is limited to respect the amenities of residents in and adjoining Rushmoor Borough;
- h. That there is no adverse impact on international, national and local nature conservation designations;
- i. That impacts of any changes on surface water runoff are adequately managed;
- j. That the proposal is consistent with the Farnborough Airport Area Action Plan.

**Implementation**

Planning Applications: **Ongoing**

Farnborough Airport Area Action Plan: see [www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)



**Economic  
Well-being**

**7.3 Distinctive Neighbourhoods**

**7.88** National guidance makes it clear that core strategies have a role in local place shaping and must be based on key local issues and local distinctiveness. One of the key characteristics of Rushmoor is the diversity between neighbourhoods within the urban area. In particular there are significant variations across the Borough in issues such as health, lifestyle choices, access to employment and housing and levels of crime and anti social behaviour.

## 7 Shaping Places in Rushmoor

**7.89** The Council is already involved in many ongoing projects to improve quality of life within the Borough's communities. Most recently, a Neighbourhood Renewal Strategy has been agreed by the Rushmoor Strategic Partnership (RSP) and Rushmoor Borough Council which seeks to help key areas in the Borough (further information available at [www.rushmoor.gov.uk/neighbourhoodrenewal](http://www.rushmoor.gov.uk/neighbourhoodrenewal)). This identifies priority areas for action as Mayfield, North Town and Heron Wood due to the existence of pockets of multiple deprivation within them. The Core Strategy is identified within the Renewal Strategy as a key delivery strategy.



**Mayfield, Farnborough**



**North Town, Aldershot**

**7.90** Neighbourhood level action plans are currently being prepared for each of these priority areas, which have pockets of deprivation in all domains, excluding barriers to housing and services. The Rushmoor Sustainable Community Strategy also identifies these three areas as key priority areas for action. However, other areas also have pockets of deprivation, including Wellington (health deprivation and disability and crime deprivation) and Grange (education, skills and training). Further information on these can be found in the Rushmoor Fact Pack available at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers) and in the RSP Borough Profile at [www.rushmoorsp.com](http://www.rushmoorsp.com).

**7.91** A range of projects is currently underway in each of the three priority areas. Planning permission has been granted for a redevelopment to provide 471 homes, shops, open space and community facilities in North Town, Aldershot. Known as "My North Town" this is the first phase of a two stage redevelopment project which will ultimately replace the existing 471 homes with about 700 new homes (subject to planning permission for phase two). This will provide a greater variety of mix and tenure of homes within this neighbourhood as well as improved layouts and efficiency. Other initiatives for these areas currently include partnership working to provide support to families with young children and adult and family learning (in partnership with e.g. Home Start and Beyond Horizons), safety initiatives with Safer Neighbourhood teams and health related projects such as Vascular Inequalities and 'Smoke Free' campaigns.



**Heron Wood, Aldershot**

## Shaping Places in Rushmoor 7

**Policy SP7 - Neighbourhood Renewal**

A partnership approach will be taken towards continued neighbourhood improvement in the Borough with priority being given to the improvement of Mayfield, North Town and Heron Wood to tackle issues of multiple deprivation.

Development will be permitted which contributes to the sustainable development of all neighbourhoods and to improvements in the following provided that it:

- a. Increases accessibility and opportunities for walking and cycling;
- b. Increases vitality and viability of local centres by ensuring an appropriate mix of uses and retention of a retail core;
- c. Provides access to open space;
- d. Provides access to healthcare and education through partnership working with providers and the delivery of appropriate infrastructure from new development;
- e. Provides improvements to housing choice and quality through working with providers and the implementation of appropriate housing type and mix policies;
- f. Delivers environmental improvements to improve public realm and provides opportunities for greening the environment;
- g. Contributes to community safety;
- h. Includes measures consistent with the Neighbourhood Renewal Action Plans.

**Implementation**

Partnership working including the RSP and Neighbourhood Renewal Strategy Group: **Ongoing**

Planning Applications: **Ongoing**

Neighbourhood Renewal Action Plans:

**Mayfield and Grange Action Plan: May 2011**

**Heron Wood Action Plan: 2011 tbc**

**North Town Action Plan: 2011 tbc**

Rushmoor Sustainable Community Strategy: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**  
[www.rushmoorplan.gov.uk/lds](http://www.rushmoorplan.gov.uk/lds)



**Inclusive  
Communities**



**Health and  
Well-being**

## 8 Core Policies

### 8 Core Policies

8.1 These core policies apply across the Borough, and collectively will contribute to delivering the vision and objectives for future development within the Borough. The core policies may also form the basis for more detailed policies and guidance to be set out in future Rushmoor Plan documents.

#### 8.1 Sustainable Development

8.2 The objective of sustainable development is to ensure that the limits of the planet's environment, resources and biodiversity are respected. It requires a balancing of the social, economic and environmental needs of the present generation whilst not impinging on the needs of future generations. It is a fundamental underlying objective of national planning guidance. The Core Strategy aims to improve the overall quality of life for residents in a way which will also benefit future generations.

#### National Context

8.3 National Guidance<sup>(61)</sup> identifies that the Government has identified four aims for sustainable development:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- The prudent use of natural resources; and
- The maintenance of high and stable levels of economic growth.

8.4 Sustainable development must be treated in an integrated way in development plans. In addition, national guidance encourages the efficient use of resources, and locating development so as to reduce the need to travel. Biodiversity is also a core component of sustainable development, highlighted within national guidance on sustainability (Securing the Future, the UK Government Sustainability Strategy, 2005). The South East Plan identifies a number of sustainable development priorities including achieving sustainable levels of resource use, ensuring the physical and natural environment is conserved and enhanced and achieving safe, secure and inclusive communities.

#### In Rushmoor

8.5 The delivery of sustainable development within the Borough has implications for a range of issues including climate change and health. A number of other Council strategies demonstrate the Council's commitment to sustainable development including the Rushmoor Sustainable Community Strategy 2010 – 2026 and the Rushmoor Climate Change Strategy.

8.6 There are a number of elements to delivering sustainable development locally. These relate to the location of new development, to the design and construction elements of new development, to the best use of, and protection of, existing built and natural resources and to the way in which people are able to travel within the Borough.

## Core Policies 8

**8.7** Rushmoor is a predominantly urban borough and the majority of new development has historically taken place on previously-developed sites. The aim of this Strategy is that this will continue with an emphasis on the need to look firstly at accessible locations, particularly Aldershot and Farnborough Town Centres. The delivery of development in sustainable locations encourages the use of non car modes of transport and giving priority to previously developed land protects open spaces and other greenfield sites. The Spatial Strategy set out in Section 6 promotes development within Aldershot and Farnborough Town Centres and focuses development within the urban areas. Other individual elements of this strategy as set out later will collectively contribute to the delivery of sustainable development within the Borough. A number of these issues will be developed in more detail in subsequent Local Development Documents.

**8.8** In addition to considering the sustainable location of new development, there are a range of practical measures which can be incorporated into the design of new development which promote sustainable development and in particular, measures to adapt to, and mitigate against, climate change. A number of these are integrated into the Code for Sustainable Homes or BREEAM credits (see Policy CP3) but might include car clubs; live-work units; home delivery boxes; inclusion of rentable e-offices; space for home studies, secure bike parking, inclusion of electric charging points, and parking provision.

**8.9** The Core Strategy also has an important role in influencing air quality in the Borough. There have been some improvements to air quality in the Borough with an Air Quality Management Area along part of the M3 having been revoked. However, air quality is a particular issue in relation to the protection of European designated sites that lie within and adjacent to the Borough, particularly the Thames Basin Heaths Special Protection Area (TBHSPA), Thursley, Ash, Pirbright and Chobham SAC and Thursley, Hankley and Frensham Commons SPA.<sup>(62)</sup> Increased traffic movements are likely to have an impact on air quality and the principles in this Policy (CP1), along with other elements of the Core Strategy. In particular, Policy SP1 relating to the Aldershot Urban Extension, Policies SP3 and SP4 relating to Aldershot and Farnborough town centres, and Policy CP16 relating to travel demand, seek to introduce measures to minimise this impact.

**8.10** Paragraph 8.8 above sets out some measures which can be introduced to the design and layout of new development which will help to minimise the need to travel. There are other measures which the Council will seek to implement including the use of cleaner and more efficient cars; for example the Westgate scheme in Aldershot will contain the infrastructure for electric vehicle charging. The Aldershot Urban Extension SPD also contains a range of measures to reduce the need to travel and to promote travel by means other than the private car. These include the use of Travel Plans, public transport priority measures and real time bus information that should be included within development proposals for the AUE.

**8.11** In addition, the Local Transport Plan includes measures relating to the efficiency of network capacity, improving journey time reliability and reducing emissions, and thereby supporting the efficient and sustainable movement of people and goods, and speed management improvements to reduce the impact of traffic.

**8.12** The Council will work with partners to consider the best way to monitor changes in air quality across the Borough, and on European sites likely to be affected by new development in the Borough. In addition, a number of monitoring targets have been set out in relation to reducing travel demand in Section 9 of this Core Strategy.

62 See Core Strategy Habitats Regulation Assessment pages 17 to 22.

## 8 Core Policies

**8.13** Parts of the Borough are susceptible to fluvial flooding, particularly in areas adjacent to the River Blackwater and Cove Brook. The Borough also has a history of groundwater flooding, and would be potentially vulnerable if a breach occurred to the banks of the Basingstoke Canal.<sup>(63)</sup>

**8.14** Specific issues regarding water quality are also relevant to the Borough. The Water Framework Directive and the Thames River Basin Management Plan (TRBMP)<sup>(64)</sup> identify pressures on water bodies and actions to address them. Water bodies in the Borough fall within the Loddon Catchment. The River Blackwater and Cove Brook are identified as having Moderate Ecological Potential, with an objective to increase this to Good Ecological Potential by 2027. The Council will work with the Environment Agency in delivering the objectives and identified actions within the Water Framework Directive and the TRBMP and a number of policies in the Core Strategy are relevant, in particular Policy CP1 below, Policy CP3 Renewable Energy and Sustainable Construction, Policy CP4 Surface Water Flooding, and Policy CP11 Green Infrastructure Network.

### Policy CP1 - Sustainable Development Principles

Development will be permitted subject to:

- a. Making efficient use of resources including land, buildings, water, and infrastructure, and giving priority to previously developed land;<sup>(65)</sup>
- b. Promoting design 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;
- c. Maximising development opportunities in accessible locations;
- d. Supporting initiatives, including travel plans and improvements to public transport, to encourage non-car based travel, as well as measures that reduce the need to travel;
- e. Not causing significant harm to biodiversity, and including measures for biodiversity conservation and enhancement;
- f. No substantial harm to, or loss of significance of, heritage assets or their setting, particularly those of national significance;
- g. Including measures to address flooding and the risks from flooding, particularly close to the River Blackwater and Cove Brook;
- h. Protecting, and where opportunities arise, enhancing the quality of natural resources including water, air and soil, particularly water quality at the River Blackwater and Cove Brook, and air quality on European designated sites;
- i. Including proposals for waste minimisation including use of sustainable construction methods and space for recycling;
- j. Minimising the emission of pollutants into the wider environment.

63 Strategic Flood Risk Assessment 2008 for Local Development Framework, Halcrow Group Limited.

64 Available at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk).

65 As defined in PPS3 'Housing' available at [www.communities.gov.uk](http://www.communities.gov.uk).

### Implementation

Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: see [www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)

Partnership working to implement the Rushmoor and Hampshire Biodiversity Action Plans: **Ongoing**

Partnership working to implement the Local Transport Plan and Town Access Plans: **Ongoing**



**Climate  
Change**



**Health and  
Well-being**



**Natural  
Environment**

## 8.2 Design and Heritage

### Design

**8.15** The design and layout of new development has a significant impact on local quality of life, including reducing crime and the fear of crime. Good design can help to create places with distinctive character, streets and public spaces that are safe, accessible, pleasant to use and human in scale. It has been demonstrated that good design can have benefits on health, educational environments, housing, civic pride, business and crime prevention.<sup>(66)</sup> Ensuring developments are well planned and designed can reduce their resource use and improve their environmental sustainability.

### National Policy

**8.16** National policy<sup>(67)</sup> is that:

*Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.*

**8.17** All planning applications for new developments are required to be accompanied by a Design and Access Statement to set out how elements of design such as character and disability access have been considered.

66 The Value of Good Design, CABI (undated).

67 PPS1: Planning Policy Statement 1, Delivering Sustainable Development, 2005.

## 8 Core Policies

**8.18** The Commission for Architecture and the Built Environment (CABE) has published a set of Building for Life Assessment Criteria which should be used to evaluate the quality of new housing development. This covers issues such as environment and community, character, streets, parking and pedestrianisation and design and construction. From 2009, the Council is required to report annually on how residential developments meet these criteria.<sup>(68)</sup>

### In Rushmoor

**8.19** The design of buildings and spaces plays a significant role in the way in which places in the Borough are perceived, and to overall satisfaction with a place. It is important to recognise that good design relates not only to the appearance of a development but the way in which it functions. Considerations of design and layout must be informed by the wider context, having regard not just to the immediate area but to the wider locality. Development should contribute positively to local distinctiveness and sense of place. In addition, design can also contribute to mitigating the impacts of climate change, for example in terms of orientation of buildings and the inclusion of landscaping and SUDS.

**8.20** There are strong links between design and layout and crime and the fear of crime. A number of the Rushmoor Strategic Partnership priorities relate to reducing crime and the fear of crime, and in the Borough's Place Survey 2008 the level of crime was identified as being the most important factor in making somewhere good to live (59%) and was the fifth item that people thought most needed improving.

**8.21** In order to raise awareness of the importance of design and to commend good examples, the Council has, in 2009, reinstated its annual design awards. More detailed design guidance will be provided through the use of Design Briefs and Supplementary Planning Documents. Supplementary Planning Documents have already been adopted for Farnborough and Aldershot town centres and these include detail on design principles for development in these centres.

### Heritage

**8.22** The Borough is fortunate to have a unique heritage particularly through its historical associations with the military in Aldershot and with aviation in Farnborough. It contains a number of important listed buildings and structures, many of which are associated with the military or aviation history in the Borough, and contains eight conservation areas, each of which is important for their special architectural and historic interest. Aldershot has a strong Victorian and Edwardian heritage which provides local character and distinctiveness.

### National Policy

**8.23** Much of what can happen to listed buildings and within conservation areas is set out in legislation, The Planning (Listed Buildings and Conservation Areas) Act 1990, national policy guidance,<sup>(69)</sup> and supporting guidance documents produced by, for example English Heritage.

68 Further detail on the Building for Life Assessment Scheme can be found at [www.cabe.org.uk](http://www.cabe.org.uk). The Assessments score new housing development of more than 10 dwellings against 20 Building for Life criteria to assess their design quality.

69 Planning Policy Statement 5 - Planning for the Historic Environment.

## In Rushmoor

8.24 Particular design and heritage issues in Rushmoor relate to:

- The need to have regard to the Borough's important aviation and military history;
- Principles for the design and layout of the Aldershot Urban Extension;
- Sensitivity in design in proposals for intensification in existing residential areas;
- Protection and enhancement of the conservation areas;
- Protection and enhancement of the 94 listed buildings and structures in the Borough;<sup>(70)</sup> and
- Promotion of good design in redevelopment schemes in Aldershot and Farnborough Town Centres.

8.25 The Council is currently undertaking a programme of review and appraisal of the Borough's Conservation Areas in order to ensure that they are based on robust evidence and that the purpose of their designation is clear. Current Conservation Areas in the Borough are:

- Farnborough Hill Conservation Area;
- St Michael's Abbey Conservation Area;
- South Farnborough Conservation Area;
- Aldershot Military Town Conservation Area;
- Basingstoke Canal Conservation Area;
- Cargate Avenue Conservation Area;
- Aldershot West Conservation Area; and
- Manor Park Conservation Area.

8.26 The Council also takes a proactive approach to the reuse and protection of important listed buildings. For example in March 2008, a Development Brief for the Cambridge Military Hospital was adopted in order to guide the reuse of this prominent Grade II Listed Building. A local list of buildings which have some architectural or historic importance in the Borough is currently being prepared as a Supplementary Planning Document.

8.27 The Council has prepared a Landscape Character Assessment (available at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers)) which covers both the built and natural environment in Rushmoor. This identifies areas where the landscape is particularly vulnerable to new development and where particular care must be taken. In addition, Hampshire County Council is finalising an Integrated Character Assessment<sup>(71)</sup> which includes Townscape Assessments for Aldershot and Farnborough. These studies will be used to provide and inform more detailed supporting guidance on design and heritage as part of the Rushmoor Plan. In addition, there are other tools available to help to ensure that the historic character of the Borough is understood in considering the design of new development. English Heritage and the Homes and Communities Agency have produced guidance on historic characterisation<sup>(72)</sup> which can be viewed at [www.english-heritage.org.uk](http://www.english-heritage.org.uk).

70 A list of these can be viewed at [www.rushmoor.gov.uk/index.cfm?articleid=49](http://www.rushmoor.gov.uk/index.cfm?articleid=49).

71 Available at

[www3.hants.gov.uk/landscape-and-heritage/planning-the-landscape/landscape-character/hampshire-integrated-character-assessment.htm](http://www3.hants.gov.uk/landscape-and-heritage/planning-the-landscape/landscape-character/hampshire-integrated-character-assessment.htm).

72 Capitalising on the Inherited landscape: An introduction to historic characterisation for masterplanning.

## 8 Core Policies

## Policy CP2 - Design and Heritage

Development proposals will be permitted provided that they:

- a. Include high quality design that respects the character and appearance of the local area;
- b. Protect and enhance the Borough's heritage assets,<sup>(73)</sup> including its military and aviation history, with particular protection to be given to nationally designated sites;
- c. Provide safe and secure communities through, for example, compliance with Secured by Design;
- d. Do not result in any demonstrable harm to amenity;
- e. Provide accessible and attractive pedestrian and cycle routes to ensure permeability across the site and with surrounding areas;
- f. Are designed in an inclusive way to be accessible to all, and for residential development to meet the Government's targets for Lifetime Homes;
- g. Maximise the opportunities for a mix of uses;
- h. Respect the amenity and biodiversity value of urban greenspace;
- i. Provide high quality usable open spaces and public realm;
- j. Use design, layout, building orientation, massing and landscaping to reduce energy and water use and minimise the Urban Heat Island Effect;<sup>(74)</sup>
- k. Provide opportunities for greening the environment;
- l. Meet the CABE Building for Life Assessment for residential developments;
- m. Have regard to the Rushmoor Landscape Assessment and are consistent with more detailed design guidance that may be developed as part of the Rushmoor Plan.

## Implementation

Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**  
[www.rushmoorplan.gov.uk/lds](http://www.rushmoorplan.gov.uk/lds)

Conservation Area Assessments: **Ongoing**

Additional Guidance: **Manual for Streets**  
(DfT),

**Rushmoor Landscape Assessment 2009**



**Health and  
Well-being**



**Inclusive  
Communities**



**Climate  
Change**

73 Heritage Assets are defined in Planning Policy Statement 5 – Heritage. The Practice Guide identifies “The elements of the historic environment that are worthy of consideration in planning matters are called ‘heritage assets’. This term embraces all manner of features, including: buildings, parks and gardens, standing, buried and submerged remains, areas, sites and landscapes, whether designated or not and whether or not capable of designation.”

74 The Urban Heat Island Effect is where an urban area is warmer than its rural surroundings. This can be reduced by increasing the amount of shading and evaporative cooling through the planting of large canopy trees.

## 8.3 Renewable Energy and Sustainable Construction

8.28 The aim of this policy is to make development in Rushmoor more sustainable and to reduce carbon emissions. It will do this by ensuring that new development is low carbon, improving existing buildings, and by facilitating the installation of decentralised, renewable or low-carbon energy. These actions will help to mitigate the effects of climate change. This policy should be read in conjunction with the sustainable development and design policies elsewhere in this document.

### National Policy

8.29 Existing and emerging national guidance<sup>(75)</sup> allows the development of local building sustainability requirements where they relate to particular local circumstances. The sustainability of residential development is measured by the Code for Sustainable Homes.<sup>(76)</sup> This covers nine criteria, including CO2 reduction, water use, ecology and waste and includes a number of mandatory elements (for energy and water) which can be combined with a range of voluntary credits to achieve a rating level between 1\* and 6\* (with 6\* being the most sustainable). Since May 2008, it has been mandatory for all new homes to have this assessment - although there is no national minimum requirement. For non-residential buildings, there are equivalent BREEAM standards.<sup>(77)</sup>

### In Rushmoor

8.30 The Council has signed up to the Nottingham Declaration on Climate Change which aims to achieve a 'significant' reduction in greenhouse gas emissions and to work at a local level to help the Government meet its reduction targets. The Council has also adopted a Climate Change Strategy to help the Borough mitigate against and adapt to climate change.<sup>(78)</sup>

### Renewable and Low Carbon Energy

8.31 To mitigate climate change, the Borough needs to reduce its carbon emissions and increase the amount of renewable energy it generates.

8.32 Stepped improvements in Building Regulations will result in new residential development reaching 'zero carbon' from 2016 and non-domestic buildings being 'zero carbon' from 2019.<sup>(79)</sup>

8.33 In light of this ambitious national programme, emerging national guidance<sup>(80)</sup> highlights that the principal role of planning should be to plan and support the development of low carbon infrastructure.

75 PPS1 Supplement (2007) and 'Consultation on a Planning Statement: Planning for a Low Carbon Future in a Changing Climate' (2010).

76 More information about the Code for Sustainable Homes can be found online at <http://www.breeam.org/page.jsp?id=86>.

77 More information on BREEAM assessments can be found online at <http://www.breeam.org/podpage.jsp?id=369>.

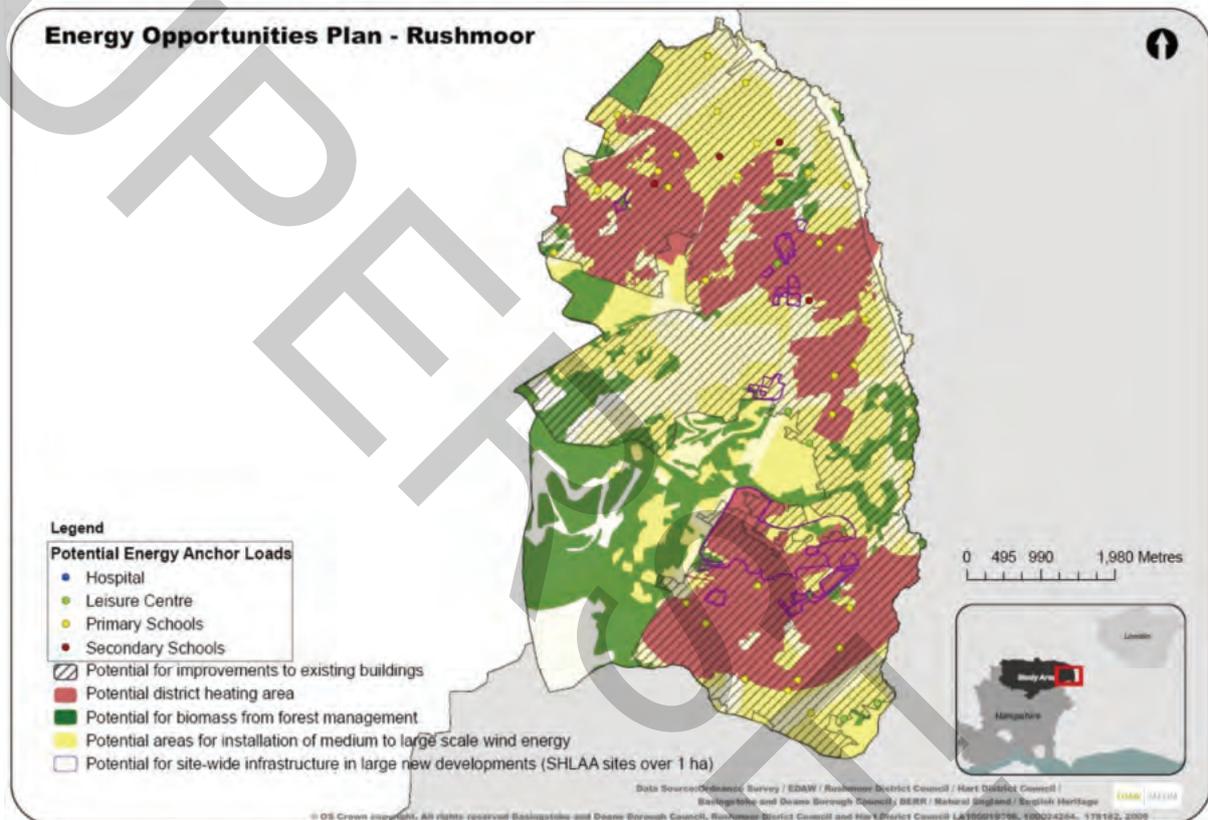
78 Rushmoor Borough Council's Climate Change Strategy can be viewed online at <http://www.rushmoor.gov.uk/index.cfm?articleid=6992>.

79 A building is zero carbon if it has net zero carbon emissions over the course of a year.

80 'Consultation on a Planning Statement: Planning for a Low Carbon Future in a Changing Climate' (2010).

## 8 Core Policies

**8.34** The Energy Opportunities Plan demonstrates which technologies would be most viable in different parts of the Borough.<sup>(81)</sup> It will be necessary for any proposals to demonstrate that they have considered the opportunities shown on the Energy Opportunities Plan for their site.<sup>(82)</sup> However, whilst the Plan should be used as a tool to indicate favourable options, it should not preclude further site specific investigation to confirm feasibility, or preclude the use of other options.



**8.35** Given the Borough's urban character, there is particular potential for district heating with Combined Heat and Power (CHP), which could be powered by a local biomass supply. The Council will work with partners to explore opportunities for CHP, and policies will encourage the development of these networks, and through the Energy Opportunities Plan, support their expansion.

**8.36** The Energy Opportunities Plan also shows the importance of micro-generation, in particular solar water heating, photovoltaics and heat pumps, which could be used on new developments or retrofitted to existing properties.

**8.37** The Energy Opportunities Plan would help to identify opportunities for community scale infrastructure to be funded from 'allowable solutions'.<sup>(83)</sup>

81 Information about the feasibility of different renewable energy technologies that informs the Energy Opportunities Plan is set out in Chapter 4 of the North Hampshire, Renewable energy and Low Carbon Development Study.

82 Planning Applications for new developments will be required to provide information to demonstrate how their proposal has had regard to the Energy Opportunities Plan. A higher resolution copy of the map will be made available on the Council's website.

83 As set out in the Government's hierarchy for reducing CO2 emissions. Allowable solutions are expected to provide the opportunity for developers to contribute towards community scale renewable infrastructure to offset the carbon from their own development.

**8.38** As national policy requires that a proportion of all energy and heat should be generated from renewable sources, projections about the Borough's future heat and energy demands enable a local target to be set.<sup>(84)</sup> The Borough will aim to generate at least 46GWh of renewable electricity and at least 105GWh of renewable heat by 2020.<sup>(85)</sup>

## Sustainable Construction

**8.39** The Borough's particular sensitivities to the likely impacts of climate change (as set out in Meeting Challenges and Looking Ahead - Section 4), and the South East's water resource issues, would justify a policy approach requiring compliance with the full Code for Sustainable Homes standards.

**8.40** The tightening of Building Regulations would be sufficient to ensure new residential development meets Code Level 3's mandatory energy requirements in 2010, and Code Level 4's energy requirements in 2013. However, Building Regulations alone would not require compliance with any of the Code's other criteria (for example, water efficiency or biodiversity).

**8.41** As water credits are also a mandatory part of the Code for Sustainable Homes, the requirement of a policy to meet full Code Levels would set minimum standards for water use as well as ensuring other sustainability measures are implemented.

**8.42** In order to ensure that the policy would not place an undue financial burden upon developers, Code Levels requirements will not advance the tightening energy requirements in Building Regulations.<sup>(86)</sup> Full Code Level 3 would be required from adoption of the Core Strategy, and full Code Level 4 would be required from April 2013.

**8.43** All development will need to demonstrate that it will be constructed to high levels of sustainability. The Council will also require non-residential development to be built to high sustainability standards, with a requirement for large schemes to meet BREEAM 'Very Good'. These standards may be further tightened in future DPDs to reflect technological changes over the life of the Core Strategy.

84 Evidence about Rushmoor's future energy demands is provided by the North Hampshire, Renewable Energy and Low Carbon Study (Chapter 3).

85 To meet the EU Renewable Energy Target, the UK is expected to supply 15% of its energy from renewable sources in 2020 through a combination of renewable electricity, heat and transport fuel. The UK Renewable Energy Strategy (2009) indicates that across the country this will require renewables to provide 30% of our electricity and 12% of our heat. As part of the electricity target will be met on the national scale, Rushmoor has set a target of meeting 10% of our future electricity needs from renewables (as per the South East Plan target). As renewable heat will be delivered primarily in conjunction with the built environment, the target is to deliver the full 12% of our future needs. Chapter 4 of the North Hampshire Renewable Energy and Low Carbon Development Study demonstrates that these targets are achievable.

86 Code for Sustainable Homes: A Cost Review (CLG, 2010) demonstrated that most of the costs associated with achieving Code Levels 3 (and above) were to achieve the mandatory ENE1 energy requirements. The policy would not require further improvements in energy efficiency above that level required by Building Regulations.

## 8 Core Policies

**Policy CP3 - Renewable Energy and Sustainable Construction****Renewable and Low Carbon Energy**

The assessment of proposals for the development of decentralised, renewable and low carbon energy sources, will give consideration to their contribution towards meeting national and local renewable energy targets and carbon dioxide savings.

Planning applications that include new buildings will demonstrate how they help to deliver the Energy Opportunities Plan including, where appropriate, district heating with Combined Heat and Power networks.

**Sustainable Construction**

All development proposals will demonstrate how they will incorporate sustainable construction standards and techniques.

Unless it can be demonstrated that it would not be technically feasible or financially viable, applications will demonstrate that they will be completed in accordance with:

- For new dwellings, full Code for Sustainable Homes standards or the equivalent of:
  - At least Code Level 3 from the adoption of the Plan; and
  - At least Code Level 4 once further updates to Part L of Building Regulations have come into effect (currently scheduled for 2013).
- For other major developments,<sup>(87)</sup> BREEAM 'Very Good' standard (or any future national equivalent).

**Implementation**

Information submitted with Planning Applications: **Ongoing**

Public/Private partnerships to deliver community-scale infrastructure: **Ongoing**

Energy Opportunities Plan: **Ongoing**

Future Supplementary Planning Document:  
[www.rushmoor.gov.uk/spds](http://www.rushmoor.gov.uk/spds)

Certification to demonstrate development meets required standards: **Ongoing**



**Climate  
Change**



**Health and  
Well-being**

87 This currently applies to non-residential developments over 1000m2 gross floorspace.

## 8.4 Surface Water Flooding

8.44 The areas in the Borough where there is likely to be the most development are within Flood Zone 1 (Aldershot Urban Extension and Aldershot and Farnborough town centres) where there is a very low chance of river flooding.<sup>(88)</sup> Although some other parts of the Borough are at a greater risk (in particular, along the Blackwater Valley, Cove Brook and Iweley Brook), any specific development proposals would be assessed against national planning policy.<sup>(89)</sup> Given the strength of the overarching national policy, and the inclusion of fluvial flooding in Policy CP1, it is not necessary to provide further detail in this policy.

8.45 The greatest risk of flooding in Rushmoor is from surface water. The extent of this issue was identified by the Council's Strategic Flood Risk Assessment<sup>(90)</sup> and in work by the Environment Agency (EA). Rushmoor is considered to be one of the areas of the country at the greatest risk of surface water flooding, and Hampshire County Council has been awarded a grant by Defra towards the development of a Surface Water Management Plan in the Borough.

8.46 Surface water flooding also has an important influence upon water quality. As set out in the Meeting Challenges and Looking Ahead section, this is particularly relevant to the quality of the River Blackwater and the Cove Brook.

### National Policy

8.47 National guidance<sup>(91)</sup> requires Local Planning Authorities to promote the use of Sustainable Drainage Systems (SUDS) and advocates that surface water runoff should be treated as close to the source as possible.

8.48 PPS25 requires surface water systems to comply with the document, 'Rainfall runoff for development sites – interim national procedure'. This requires the runoff after development to emulate the conditions prior to that development.

### In Rushmoor

8.49 The Council's Strategic Flood Risk Assessment reports that in Rushmoor the majority of soils in the Borough are very permeable and the underlying geology is relatively impermeable. This means that in many places the water table is high (filling soakaways from below), and rainfall leads to saturation to the surface of the soil and consequently to very high surface water run-off rates. This is exacerbated by the density of the urban development and the area of impermeable surfacing. There have also been a number of instances of groundwater flooding in the Borough, where there is the potential for surface water flooding to be made worse.

8.50 As a result of these ground conditions, the Strategic Flood Risk Assessment<sup>(92)</sup> and the EA's Catchment Flood Management Plans support the use of SUDS and recommend that all sites in Rushmoor should seek to reproduce greenfield runoff characteristics and return run-off rates and volumes back to the original greenfield levels.

88 In Flood Zone 1, there is an annual probability of river flooding of less than 1 in 1000 in any year.

89 Planning Policy Statement 25.

90 Strategic Flood Risk Assessment (September 2008) available at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).

91 PPS1 Climate Change Supplement and PPS25 (Annex F).

92 Page 31 of SRFA (September 2008).

## 8 Core Policies

**8.51** As set out earlier, work is currently underway on the development of a Surface Water Management Plan.<sup>(93)</sup> Until this is complete, the Flood Risk Assessments for major applications will be required to demonstrate how they would return run-off rates and volumes back to original greenfield levels. Smaller developments (which would not normally require an FRA), would be required to complete a questionnaire to demonstrate the measures that they are including to address surface water run-off.

**8.52** Once complete, the Surface Water Management Plan will inform a future Local Development Document that will identify those areas in the Borough where the surface water run-off causes flooding. In these areas, regardless of the development's size, it would be necessary for detailed surface water assessments to be submitted for all applications for new buildings, car parking or hard standing. This should demonstrate how the run-off rates and volumes would be minimised, with the aim of meeting or bettering greenfield discharge levels.

**8.53** In those areas identified as being most at risk from surface water flooding, development proposals will be required to include mitigation measures to limit the amount of property damage caused.<sup>(94)</sup>

**8.54** SUDS should be selected in accordance with the Environment Agency's SUDS Management Train<sup>(95)</sup> taking account of the specific characteristics of the site and its surrounds. There are possible constraints to the use of some types of SUDS, including shallow water tables and contaminated ground. Infiltration has the potential to remobilise contaminants which can then migrate into underlying groundwater. The use of infiltration in contaminated ground would require a risk assessment to show that it complies with the Groundwater Regulations 2009 or site-specific quality standards agreed with the Environment Agency.

**8.55** SUDS generally require long term maintenance and rely on facilities that are not adoptable by sewerage undertakers. Developers will therefore need to demonstrate that arrangements exist to ensure that the effectiveness of the system is retained.

**8.56** Looking to the future, the Flood and Water Management Act will allow the establishment of SUDS Approving Bodies (SABs) that would have the responsibility for the approval of proposed drainage systems in new developments and redevelopments. Where the SUDS would serve more than one property the SAB would also be responsible for their adoption and maintenance. At the time of adoption of the Core Strategy, details have yet to be finalised, and the SAB has not yet been formed.

**8.57** The use of SUDS will also help to protect and enhance water quality. This is important as it provides benefits for the local environment, and towards health and well-being through the protection of drinking water resources. By doing this, and requiring high standards in water efficiency, the Council will help to deliver the recommendations of the Thames River Basin Management Plan and the Water Framework Directive.

93 Hampshire County Council is the lead authority for the Surface Water Management Plan. It is due to be completed in 2011.

94 Mitigation measures could include raising finished floor levels and the inclusion of flood resilient and flood resistant measures in the property.

95 <http://www.environment-agency.gov.uk/business/sectors/36998.Asp>.

## Policy CP4 - Surface Water Flooding

All new buildings, and the development of car parking and hard standing, will incorporate Sustainable Drainage Systems (SUDS) with the aim of returning runoff rates and volumes back to the original greenfield discharge to prevent flooding and to ensure the quality of local water.

Development in areas most at risk of surface water flooding will include mitigation measures to limit the amount of property damage caused.

Details of proposed SUDS and how they will be maintained will be submitted as part of any planning application and will need to be agreed to the satisfaction of Rushmoor Borough Council or any other relevant approving Authority.

### Implementation

Partnership working with the Environment Agency and Hampshire County Council: **Ongoing**

Planning Applications: **Ongoing**

Subsequent Local Development Documents: **see**  
[www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)

Surface Water Management Plan: **2011 Ongoing**



**Climate  
Change**



**Natural  
Environment**

## 8.5 Meeting Housing Needs

### 8.5.1 Meeting Housing Need and Housing Mix

**8.58** The key objective at the national and local level is to achieve a wide choice of high quality housing to address the requirements of the community. Ensuring a range of housing types and sizes are provided will help to create mixed and sustainable communities.

#### National Context

**8.59** National policy<sup>(96)</sup> sets out the key housing goal of ensuring that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. National objectives include delivering a wide choice of high quality homes to address the requirements of the community and creating sustainable, inclusive and mixed communities.

## 8 Core Policies

**8.60** National policy places emphasis on the importance of achieving a mix of housing. Local authorities are expected to plan for a mix of housing on the basis of the different types of households that are likely to require housing over the plan period. Groups with particular housing needs include older people, families with children and people with a disability.

### In Rushmoor

**8.61** The Council's Housing Strategy 2009<sup>(97)</sup> aims 'to make sure that Rushmoor's residents have access to good quality homes that are affordable and appropriate to their needs'. A key recommendation of the strategy is to 'Ensure that future new development provides a mix of housing types and sizes to meet the needs of all households'.

**8.62** Housing provision is consistently highlighted as an important local issue. The Rushmoor Place Survey 2008 shows residents consider housing is one of the most important factors in making somewhere a good place to live.

**8.63** Two key studies provide evidence of the need for affordable housing: a Strategic Housing Market Assessment (SHMA), covering the sub-region of Rushmoor, Hart and Surrey Heath, and a Housing Needs Survey for Rushmoor (HNS).<sup>(98)</sup> The HNS sets out that future development should address current and future requirements by stock type, size and tenure to create a more sustainable and balanced housing market across the Borough. The SHMA and HNS also examine the existing housing stock. The HNS identifies the average number of bedrooms of homes in the Borough is 2.7. A significant proportion of homes in Rushmoor are three bed (46%). About 11% are one bed, 26% two bed, 15% four bed and 2% five bed or more.

**8.64** The SHMA identifies a high level of need for smaller dwellings in the sub-region. In Rushmoor, the highest demand is for two and three bed properties. Balanced against this is the lower level of four plus bedroom stock within Rushmoor, compared to the sub-region and the South East. This means that existing households looking for larger family properties, or new employees working within the Borough, need to purchase outside Rushmoor. It is therefore an important objective to provide a proportion of larger properties, in high quality environments, to create a more balanced housing market.

**8.65** The SHMA provides guidelines for the mix of future market housing development required in Rushmoor to deliver a sustainable and mixed community, as set out below:

Market Homes	1 bed	2 bed	3 bed	4 bed +
Bedroom size (%)	10	50	20	20

**Table 6 Market housing need (Source: SHMA)**

**8.66** Applications for residential development should be supported by a statement setting out how the development contributes towards meeting the SHMA guidelines and creating sustainable and mixed communities.

97 Available on Rushmoor's web site at [www.rushmoor.gov.uk/housing](http://www.rushmoor.gov.uk/housing).

98 Available on Rushmoor's web site at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).

## Core Policies 8

**8.67** Population forecasts show a significant increase in the number and proportion of residents over 65 in the Borough, as shown in the table below. The SHMA recommends we should address the current and future growth in older people and frail older households across all tenures, and their related care and support needs (see table 7), in particular the need for 'extra care' accommodation for the growing frail elderly population. The Council's Older Persons Housing Strategy Statement 2009<sup>(99)</sup> sets out a strategy to meet the needs of older people.

Ages	2006	2011	2016	2021	2026
65+	7,661	8,296	9,412	10,247	11,300
75+	3,796	4,168	4,529	5,139	6,120
85+	955	1,179	1,375	1,664	1,985

**Table 7 Household Forecasts from Hampshire County Council: Households headed by an older person 2006 -2026 (Source: HCC)**

**8.68** The provision of housing to meet specialist housing needs is supported. The HNS identifies about 9% of properties have been adapted to meet the needs of a disabled person. Rushmoor's Housing Strategy sets out that we will continue to facilitate such adaptations. The SHMA also identifies a significant proportion of households with support needs, many of whom can live in general needs housing with floating support being provided. A more detailed policy approach to provide housing to meet specialist housing needs will be set out in the Delivering Development DPD.

**8.69** Residential development will also be considered in the context of the character of the area and the provision of infrastructure (see Policy CP2 and Policy CP10). It should be of good design quality, follow the principles of sustainable development (see Policy CP1 and Policy CP3) and compliance with Lifetime Homes criteria is encouraged (see Policy CP2).<sup>(100)</sup>

### Policy CP5 - Meeting Housing Needs and Housing Mix

To deliver a balanced mix of housing to create mixed and sustainable communities, meet projected future household needs in Rushmoor and to provide for a range of households, such as families with children, single people, older people and people with specialist housing needs:

- Residential developments will only be permitted, which provide a mix of dwelling sizes, which are appropriate to the site and contribute to meeting local needs. A statement setting out how the development contributes towards meeting the SHMA guidelines and creating sustainable and mixed communities should be submitted as part of the planning application; and
- Support will be given to developments that recognise the growing proportion of elderly persons by providing specialist accommodation, such as extra care.

99 Available on Rushmoor's web site at [www.rushmoor.gov.uk/housing](http://www.rushmoor.gov.uk/housing).

100 For further information see [www.lifetimehomes.org.uk](http://www.lifetimehomes.org.uk).

## 8 Core Policies

### Implementation

Determination of Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**

[www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)



**Inclusive  
Communities**



**Health and  
Well-being**

### 8.5.2 Affordable Housing

#### National Context

**8.70** National housing policy seeks to widen home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need.<sup>(101)</sup>

#### In Rushmoor

**8.71** In common with the rest of the South East, Rushmoor's average house price has risen significantly in the past ten years, taking almost all market housing out of the reach of most first time buyers. The provision of affordable homes is therefore a locally important issue. It is also of regional significance as the South East Plan sets an objective of delivering a substantial increase in the amount of affordable housing. It sets a regional objective of 25% of all new housing to be social rented accommodation and 10% intermediate housing.

**8.72** The Rushmoor Place Survey 2008 found that affordable decent housing is one of the most important issues for residents of the Borough. This supports previous survey findings that have indicated support for providing more affordable homes. About 800 affordable homes have been delivered in Rushmoor over the past four years (2006-2010). Approximately 280 of these result directly from the Local Plan policy approach (Section 106 housing sites).

**8.73** Affordable housing is defined as non-market housing, provided to those whose needs are not met by the market. It can include social rented housing, affordable rented and intermediate affordable housing. Affordable housing should meet the needs of eligible households, including availability at low enough cost for them to afford, determined with regards to local incomes and house prices. Affordable housing should include provision for the home to remain at an affordable price for future eligible households, or if a home ceases to be affordable, any subsidy should generally be recycled for additional affordable housing provision.

**8.74** A Strategic Housing Market Assessment 2009 (SHMA)<sup>(102)</sup> covering the housing sub-region of Rushmoor, Hart and Surrey Heath, and the Rushmoor Housing Needs Survey 2009 (HNS), identify a very high level of need for affordable housing in Rushmoor. The SHMA suggests a high percentage (40%) of affordable housing be sought, subject to the viability of delivery.

101 Planning Policy Statement 3, DCLG (2006).

102 [www.rushmoor.gov.uk/ldfbackgroundevidence](http://www.rushmoor.gov.uk/ldfbackgroundevidence).

## Core Policies 8

**8.75** The Affordable Housing Viability Study 2009<sup>(103)</sup> concludes that while residual values are generally strong in Rushmoor, residual values in Aldershot are lower than in Farnborough. This means a higher percentage of affordable housing is likely to be viable in areas of Farnborough than in Aldershot. The study identifies the availability of social housing grant and proportions of rent and intermediate homes also impacts on residual values. The Viability Study concludes a target of 35% to 40% is viable in Rushmoor.

**8.76** To help create balanced mixed communities in Rushmoor the target is to deliver 35% of new homes as affordable housing. The site size threshold is set at 15 or more net dwellings. A target of 35% is clearly viable, and will therefore encourage housing development across the whole Borough. This policy will apply to all areas of the Borough, except housing development forming part of the Aldershot Urban Extension. Details of affordable housing delivery in the Aldershot Urban Extension are set out in Policy SP1.

**8.77** Any application not complying with this policy on grounds of viability should be supported by evidence of viability, which has been independently audited by external experts. Site viability refers to the economic viability of developing the site.

**8.78** In recognition of the high level of need the Council has set a strategic target of delivering an average of 150 net affordable homes per year up to 2027. In view of the significant need for affordable housing identified in the Borough this target should not be viewed as a maximum level of provision. Affordable homes will be delivered through implementation of this policy and by 100% affordable housing sites, developed by Registered Social Landlords. The Council's Housing Strategy will be used to monitor and review this target.

**8.79** A key strategic objective is to deliver the tenure and home size mix to meet local needs and create mixed and sustainable communities. The SHMA identifies a target tenure mix of 60% social rented and 40% intermediate affordable housing to meet local needs. The SHMA also includes affordable housing size targets as set out in the table below. These targets reflect the need to meet priority and family household requirements in the Borough up to 2027.

Affordable homes	1 Bed	2 Bed	3 Bed	4 Bed +
Bedroom size (%) Social Rented <sup>(104)</sup>	25	35	25	15
Bedroom size (%) Intermediate	40	40	20	0

**Table 8 Affordable Housing Need - SHMA 2009 Targets**

**8.80** Applications should be supported by a statement explaining how the mix of tenures and home sizes proposed on the site contributes towards meeting local housing needs in Rushmoor.

**8.81** To ensure that we create mixed and sustainable communities, affordable housing should be integrated with market housing, in small clusters, in mixed tenure schemes. Affordable housing will be maintained in perpetuity by means of a legal agreement, subject to the right to acquire and other legal rights occupiers have to purchase their property.

103 See: [www.rushmoor.gov.uk/ldfbackgroundevidence](http://www.rushmoor.gov.uk/ldfbackgroundevidence).

104 Includes affordable rented.

## 8 Core Policies

**8.82** Affordable housing should be provided on the development site wherever possible. In Rushmoor, due to the constrained nature of the Borough, it is difficult to secure sites for affordable housing, therefore the Council's firm preference is to provide the affordable housing on the site. In all cases on site provision will therefore be sought and where exceptional circumstances dictate this is inappropriate a financial contribution of broadly equivalent value may be accepted, provided this contributes to the creation of mixed and sustainable communities within Rushmoor. The financial contribution will be calculated in accordance with details to be set out in a supplementary planning document.

### Policy CP6 - Affordable Housing

The delivery of affordable housing will be supported by requiring developments to provide:

- a. A minimum of 35% of dwellings on sites of 15 or more net dwellings as affordable homes, subject to site viability;
- b. A site appropriate mix of sizes and tenures of affordable homes designed to meet local needs and create mixed and sustainable communities;
- c. The integration of affordable housing with market housing, unless the development is 100% affordable housing;
- d. On site provision of affordable housing unless there are exceptional circumstances, in which case a commuted sum will be required.

#### Implementation

Determination of Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**  
[www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)

Council's Housing Strategy: **Ongoing**



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**Health and  
Well-being**

### 8.5.3 Gypsies and Travellers and Travelling Showpeople

**8.83** The Rushmoor Plan documents must provide for the needs of all sectors of the community, including those of gypsies and travellers and travelling showpeople. In order to ensure that these groups have fair access to suitable accommodation, education and health provision, specific national legislation has been produced to ensure that this can be achieved.

## National Context

**8.84** The Housing Act 2004 states that the Council must assess the needs of gypsies and travellers and travelling showpeople, and develop a strategy for dealing with their needs. National planning guidance for the provision of accommodation for gypsies and travellers and travelling showpeople<sup>(105)</sup> advises that the Core Strategy should set out the criteria for the location of gypsy and travellers and travelling showpeople sites,<sup>(106)</sup> and identifies issues of sustainability against which sites should be considered. These criteria should also be used to meet unexpected demand. It is in more detailed Development Plan Documents that specific sites for gypsies and travellers and travelling showpeople would be allocated, depending on identified local need.

**8.85** The Government recognises that the needs of gypsies and travellers are different to that of travelling showpeople. Travelling showpeople are more likely to require sites for mixed residential and business use. This might include storage, but can also include the need to carry out repairs and maintenance to equipment (for example related to funfair or circus use). These are often referred to as “yards”, whereas land to accommodate gypsies and travellers is more likely referred to as a “pitch”.

**8.86** There is currently no specific policy on Gypsies and Travellers and Travelling Showpeople (GTTS) in the South East Plan, although reference is made for the need to meet all future housing needs including those for gypsies, travellers and travelling showpeople. A single issue review of Gypsy and Traveller needs in the region has been initiated, and should this (or any other study) identify local needs, these will be addressed in a subsequent Rushmoor Plan document based on the approach to identifying sites as set out in Policy CP7.

## In Rushmoor

**8.87** Historically the provision for gypsies and travellers in Rushmoor has been considered in the context of North East Hampshire as a whole. There are no existing sites within the Borough, although there is a site adjoining Rushmoor at Ash Bridge (in Guildford Borough). The Hampshire local authorities commissioned and completed a Hampshire-wide Gypsy and Traveller Accommodation Assessment in 2006. This found that there was no requirement for any permanent gypsy and traveller pitches in Rushmoor, and that there was a requirement for one transit site in the north of Hampshire.

**8.88** There have been travelling showpeople families in the Farnborough area for over a hundred years. There are established sites in Peabody Road, Queens Road and Farnborough Road, Farnborough. The Hampshire-wide Travelling Showpeople Accommodation Assessment commissioned and completed in 2008 found that there was a need for further residential plots for travelling showpeople but did not make recommendations on the distribution of new sites between the Hampshire local authorities.

**8.89** Where local needs are identified, specific sites will be allocated in a subsequent Rushmoor Plan document based on the approach to identifying sites as set out in the policy below. If appropriate during the Plan period, the Council will work jointly with other local authorities to address gypsy and traveller transit and travelling showpeople needs.

105 Circulars 1/2006 Planning for Gypsy and Traveller Caravan Sites and 04/2007 Planning for Travelling Showpeople.

106 A “site” is a piece of land on which provision can be made for accommodating Gypsies and Travellers and Travelling Showpeople.

## 8 Core Policies

### Policy CP7 - Gypsies and Travellers and Travelling Showpeople

The Council will safeguard existing sites for travelling showpeople. Where additional local need is demonstrated for new sites for gypsies and travellers and travelling showpeople, including transit sites, planning permission will be granted or sites allocated to meet this need provided that the following criteria are met:

- a. Provision is made for safe and convenient access onto the highway network;
- b. The proposals will not have an unacceptable adverse impact on the amenity of adjoining property and uses;
- c. The proposal will not have an unacceptable adverse impact on the physical and visual character of areas of acknowledged importance;
- d. The site can accommodate on-site facilities, appropriate to its scale.

The Council will monitor the supply and delivery of provision to ensure that locally identified needs are being met.

#### Implementation

Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**  
[www.rushmoorplan.gov.uk/lds](http://www.rushmoorplan.gov.uk/lds)



**Inclusive  
Communities**



**Natural  
Environment**

## 8.6 Economic Development and Employment

### 8.6.1 Economic Development

**8.90** This section provides detail about the Council's strategy for employment land. It addresses the specific considerations for redevelopment within the Key Employment Sites, and those for other smaller employment uses across the Borough.

#### Balancing Uses on Key Employment Sites

**8.91** The Employment Land Review identifies a requirement for more smaller units, particularly start-up industrial units, to provide a range of employment opportunities. The Council will seek a site-appropriate mix of units to meet a range of business needs.

**8.92** The balance of supply and demand for employment floorspace indicates that there will be a small shortfall in the supply of industrial floorspace. It is considered that some high-level industrial uses could be integrated onto land which has existing or proposed office uses, without difficulty. This flexible approach

would provide additional industrial floorspace and also help to reduce the over-supply of land for offices. By their nature, such compatible uses are likely to occupy smaller units, which would help to meet that demand.

**8.93** It may also be possible to introduce some non B-class uses into the Key Employment Sites where they would support, or not be detrimental to, the function and operation of the site. Further work in a subsequent Rushmoor Plan document will look in detail at the specific roles and functions of each of the sites to inform this judgement. The judgement about function would consider the role the site plays within the supply for such uses in the Borough. The judgement about operation would consider whether the specific use would affect the ability of established business, or potential future B-class occupiers, to carry out their activities without constraints and so undermine the particular function of the site. Where possible, non B-class uses should generate employment themselves.

### **Elsewhere in the Borough**

**8.94** It is recognised that smaller employment sites are also very valuable to the local economy. They are particularly important for small and start-up businesses and provide sustainable, local employment opportunities.

**8.95** This policy therefore seeks to retain B-class uses elsewhere in the Borough unless it can be demonstrated that there is no reasonable demand for their use, or that the employment use was undesirable in that location (for example, in terms of its impact upon the neighbouring uses).

**8.96** It is also recognised that there are benefits to be gained from information and communications technology (ICT), as this can facilitate flexible working, support Smart growth, and promote the knowledge-based economy. The Council will encourage flexible working, including home working, thereby helping to reduce the need to travel and promoting small, low impact businesses.

**8.97** In accordance with other Core Strategy policies, it will be important for development to demonstrate that it makes efficient use of the land and is accessible by a choice of transport modes. By their nature, employment buildings are likely to have a large roof area and consideration should be given to their appropriateness for green/brown roofs and the production of decentralised renewable energy in line with Policies CP3 and CP4.

**8.98** For the purposes of this policy, 'employment' uses are those that fall within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2006. Whilst it is recognised that there is a wider definition of 'economic development' in PPS4, this policy seeks to protect and provide sufficient land for traditional employment purposes, and this is supported by the findings of the evidence base. Separate policies relate to other types of economic development (retail and leisure) to provide a holistic economic development strategy to help deliver the right development in the right locations.

## 8 Core Policies

## Policy CP8 - Supporting Economic Development

### Key Employment Sites

Where new development is proposed on the Key Employment Sites (as defined in Policy SS1), the Council will seek a mix of types of flexible space, including smaller units for start up and young businesses, and support the development of ICT and sustainable transport infrastructure to maximise opportunities for Smart growth.

The Council will look favourably upon the integration of other B-class employment uses into office developments where they are small scale, would be sympathetic to the character of the area and not prejudice the office uses.

The introduction of new non B-class uses<sup>(107)</sup> will be permitted on Key Employment Sites where they would support, or not be detrimental to, the function and operation of the site. Where possible, non B-class uses should generate employment themselves.

### Elsewhere in the Borough

Outside the Key Employment sites, existing businesses will be supported, and employment and economic development will be promoted and maintained by permitting development proposals for:

- a. The retention of B-class uses, except where it can be demonstrated that:
  - (i) there is no demand for the site; or
  - (ii) the site is inappropriately located; or
  - (iii) if the site is within a Town Centre, its redevelopment for an alternative use would help to deliver the Shaping Places policies (SP3 and SP4);
- b. Redevelopment and extension of existing premises to support business needs;
- c. Development of ICT infrastructure to maximise opportunities for Smart growth;
- d. Home working and social enterprise.

### Implementation

Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**  
[www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)



**Economic  
Well-being**



**Health and  
Well-being**

107 These are uses that do not fall within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

## 8.6.2 Skills and Training

**8.99** At the national level, the Leitch Report (2006)<sup>(108)</sup> identifies skills as one of the most important drivers of a successful economy and a means of providing opportunities for all citizens. The skills gap has been identified in the Hampshire Local Area Agreement and the North and Central Hampshire and M3 Area Local Investment Plan as a particular issue in the Borough. This issue is also highlighted in the Meeting Challenges and Looking Ahead section (Section 4) of the Core Strategy.

**8.100** Local employers have encountered difficulties finding workers with relevant basic, technical and specialist skills - Rushmoor's workforce is relatively well qualified, but its residents are not as qualified as the average for Hampshire.<sup>(109)</sup>

**8.101** Approximately 20% of adults in the Borough have poor basic skills in literacy and numeracy, and low educational attainment levels correspond to local areas of deprivation. The Council will continue to work with education providers including Hampshire County Council, the Farnborough College of Technology, Farnborough Sixth Form College, and local skills providers, and be supportive of the facilities that they need.

**8.102** Improving educational attainment and training facilities would allow Rushmoor's residents to access the higher value employment in the Borough, and reduce the disparity in wages between those people who work in the Borough and those who live here. This is a significant issue for the Borough, hence the inclusion of this core policy.

**8.103** Improved skills would also help to support the development and the growth of the knowledge-based industries which the Council is seeking to encourage on the largest employment sites around the Airport.

**8.104** The Council will therefore work with its partners and communities to support the development of education and training facilities that will contribute to improvements in the educational attainment and skills levels in residents. Other policies in the Core Strategy such as changes to the housing stock and provision of a mix of employment opportunities will help to reduce the skills gap.

### Policy CP9 - Skills and Training

Planning permission will be permitted for development which, subject to compliance with other development plan policies, supports educational opportunities by:

- a. Providing improvements to primary and secondary schools and further and higher education facilities;
- b. Providing adult learning opportunities;
- c. Enhancing partnership working between employers and training establishments in the Borough;
- d. Providing new training facilities;
- e. Supporting local skills providers.

108 The Leitch Report (2006) was an independent national review to identify the UK's optimal skills mix for 2020 to maximise economic growth, productivity and social justice. It set out the balance of responsibility for achieving that skills profile and considered the policy framework required to support it.

109 Source: ONS annual population survey in NOMIS 2010.

## 8 Core Policies

### Implementation

Partnership working with education and skills providers, employers and training establishments: **Ongoing**

Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**  
[www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)



**Economic  
Well-being**



**Health and  
Well-being**

## 8.7 Infrastructure and Community Facilities

**8.105** New development can place additional pressure on existing local infrastructure, and may create a need for new facilities. Some elements of infrastructure that are considered to be particularly important to the character of the Borough are considered in more detail in later policies including the Green Infrastructure Network (Policy CP11), Open Space, Sport and Recreation (Policy CP12) and the Thames Basin Heaths Special Protection Area (Policy CP13). More detailed reference to transport infrastructure is set out in Policies CP16 and CP17.

### National Context

**8.106** National planning policy requires the Core Strategy to be supported by evidence of the physical, social and green infrastructure needed to support the development proposed within the Borough. This should include details of who will provide the infrastructure and when it will be provided. It recognises that there may be some uncertainties regarding alignment with other agencies' investment plans, but it encourages close partnership working on this issue.

**8.107** Infrastructure includes those elements set out in the following table.<sup>(110)</sup>

Transport	Airports, strategic and local road network, cycling and walking infrastructure, rail network
Housing	Affordable housing
Education	Further and higher education, secondary and primary education, nursery education
Health	Acute care and general hospitals, mental hospitals, health centres/primary care trusts, ambulance services
Social Infrastructure	Supported accommodation, facilities for groups such as children and people with disabilities, other facilities including community centres, cultural facilities, indoor sports facilities, open spaces, parks and play spaces

110 Definition of infrastructure adapted from the South East Plan.

## Core Policies 8

Green Infrastructure	As defined in Policy CP11
Public Services	Waste management and disposal, libraries, cemeteries, emergency services, places of worship, prisons, public toilets, drug treatment centres
Utility Services	Gas supply, electricity supply, heat supply, water supply, waste water and sewerage treatment, telecommunications infrastructure, waste and recycling facilities
Flood Defences	Informal and formal flood defences including flood storage areas, embankments and river walls <sup>(111)</sup>

**Table 9 Definition of infrastructure**

**8.108** The Council currently ensures that adequate infrastructure is provided with development through the use of planning obligations (either provided directly or through financial contributions). Planning obligations are legally binding agreements between a local authority and a developer/landowner through which the developer/landowner makes the contributions necessary to support their development and achieve the plan objectives. The Government is changing the way that contributions for infrastructure can be sought through changes to the Section 106 process and the introduction of a tariff system based on identified infrastructure needs, known as the Community Infrastructure Levy. This will affect the way in which the Council secures contributions towards infrastructure in the future. The most up to date information on the preparation of a Community Infrastructure Levy for Rushmoor can be found on the Council's website at [www.rushmoor.gov.uk](http://www.rushmoor.gov.uk).

## In Rushmoor

**8.109** To support the Core Strategy, the Council has developed the Rushmoor Infrastructure Plan.<sup>(112)</sup> This audits the existing provision of infrastructure (for the infrastructure and facilities listed above) and, through engagement with the infrastructure providers and the Rushmoor Strategic Partnership, identifies schemes that are due to be provided over the next five years and beyond where known.<sup>(113)</sup> This is a living document that will be updated on an annual basis alongside, or as part of, the Annual Monitoring Report.

**8.110** In addition, the Council has been working with other authorities in the North and Central Hampshire and M3 area (NCHM3) as part of the Homes and Communities Agency 'Single Conversation' to prepare a Local Investment Plan (LIP). The LIP sets out the local authorities' vision, aims and priorities for development and investment in the NCHM3 area and will be followed by a Local Investment Agreement (LIA) between the local authorities, the Homes and Communities Agency and other partner agencies. The LIP includes an assessment of investment needs for particular housing development sites and a high level assessment of investment required in physical, social and community infrastructure.

**8.111** At present in Rushmoor, contributions are currently sought, where appropriate, for transport improvements and towards the provision of open space. Contributions are also sought in some instances towards the provision of avoidance and mitigation measures relating to the Thames Basin Heaths SPA.

111 Types of flood defence commonly found in Rushmoor, cited in Table 9 of the Strategic Flood Risk Assessment (2008).

112 Rushmoor Infrastructure Plan can be viewed online at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).

113 This is available at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).

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The transport schemes that will be funded in whole or part by developer contributions are agreed regularly and are included in the Infrastructure Plan. Key transport infrastructure investment schemes are set out in Policy CP17.

**8.112** It is likely that a number of emerging issues will lead to the need to review the scope of contributions, including the provision of contributions towards Strategic Access Management and Monitoring measures across the Thames Basin Heaths Special Protection Area. Specific contributions and the mechanisms by which they will be achieved will be set out in one or more subsequent supplementary planning documents.

**8.113** The main area of growth in the Borough will be the development of the Aldershot Urban Extension. A significant amount of work has already been carried out into the infrastructure needs of this development and has been incorporated into the Infrastructure Plan.

### **Delivery**

**8.114** The delivery plans of some infrastructure providers do not run for the length of the Core Strategy. Through updates of the Rushmoor Infrastructure Plan, future infrastructure requirements will continue to be identified in conjunction with the providers. However, it is important that developers undertake early discussions with infrastructure providers in order to determine capacity and delivery related to their development. It is particularly important that the provision of infrastructure is timed appropriately to provide for new development, and where necessary, the Council will secure this through a legal agreement, following discussion with relevant partners. In some instances, for example improvements to water and / or sewerage, infrastructure may need to be provided prior to the occupation of the development.

## Policy CP10 - Infrastructure Provision

The Council will work with partners to ensure that infrastructure and community facilities, including those set out in the Rushmoor Infrastructure Plan, are provided in a timely and sustainable manner. Development will be permitted provided that the following criteria are met:

- a. Development includes the provision of, or meets the reasonable costs of providing, necessary community facilities, open space, transport infrastructure and other infrastructure requirements to address the needs arising from the proposal;
- b. New facilities and infrastructure are located and designed so that they are accessible and compatible with the character and needs of the local community;
- c. It can be demonstrated that opportunities for the dual use of community and recreational facilities have been explored;
- d. The phasing and delivery of infrastructure has been agreed by the Council in partnership with relevant partners;
- e. The proposals are consistent with the Rushmoor Infrastructure Plan;
- f. There is no loss or reduction in capacity of existing infrastructure, including community facilities. These will be protected unless:
  - (i) It can be proven that there is no longer term need for the facility, either for its original purpose or for another facility that meets the need of the community; or
  - (ii) It is to be re-provided elsewhere to the satisfaction of the Council.

The financial viability of developments will be considered when determining the extent and priority of developer contributions.

### Implementation

Planning Applications: **Ongoing**

Rushmoor Infrastructure Plan: **Ongoing**

Subsequent Rushmoor Plan Documents: see [www.rushmoor.go.uk/lds](http://www.rushmoor.go.uk/lds)



**Health and Well-being**



**Inclusive Communities**

## 8.8 Green Infrastructure

**8.115** Green infrastructure is a network of green spaces which offers a number of functions and benefits. These include the enhancement of biodiversity, use for recreation and therefore promoting health benefits, opportunities for cycling and walking, noise absorption, landscape character, amenity, and mitigation for

## 8 Core Policies

climate change including through urban cooling and carbon absorption. The provision of a good green infrastructure network therefore has social, ecological and environmental benefits to the residents of the Borough.

### National and Regional Context

**8.116** National planning policy<sup>(114)</sup> identifies that Core Strategies should be "supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area". Emerging national policy<sup>(115)</sup> also recognises the environmental benefits of green infrastructure and advises that local development frameworks should set out a strategic approach for the creation, protection and management of networks of green infrastructure. The South East Plan contains a specific policy on green infrastructure for the region and encourages local authorities to work with other partners to develop and manage a network of green spaces.

### In Rushmoor

**8.117** The green infrastructure<sup>(116)</sup> network includes the following:

Parks and gardens	Including urban parks, country parks and formal gardens.
Natural and semi natural urban greenspaces	Including woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, wastelands and derelict open land and rock areas.
Green corridors	Including river and canal banks, cycleways and rights of way.
Outdoor sports facilities (with natural or artificial surfaces, either publicly or privately owned)	Including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas.
Amenity greenspace	Including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens.
Provision for children and teenagers	Including play areas, skateboard parks, outdoor basketball hoops and other more informal areas (e.g. 'hanging out' areas, teenage shelters).
Allotments, community gardens and urban farms	
Cemeteries and churchyards	

114 Planning Policy Statement 12: Local Spatial Planning.

115 PPS; Planning for a Natural and Healthy Environment: Consultation, March 2010.

116 As set out in the South East Green Infrastructure Framework: From Policy into Practice prepared in partnership including Natural England, the Environment Agency, GOSE, South East Wildlife Trusts, the Forestry Commission and SEEDA.

## Core Policies 8

Accessible countryside in urban fringe areas	
River and canal corridors	
Green roofs and walls	

**8.118** Rushmoor is fortunate in having a variety of green spaces. These include the green corridors along the waterways of the Blackwater Valley, Cove Brook and the Basingstoke Canal, the network of parks and open spaces across the Borough, and the Thames Basin Heaths Special Protection Area. The retention and enhancement of this green network is key to delivering that element of the Rushmoor Strategic Partnership vision that seeks to make Rushmoor a place “which is green, open and bright”.

**8.119** This policy is supported by other policies in the Core Strategy, specifically Policy CP12 Open Space, Sport and Recreation, Policy CP13 Thames Basin Heaths Special Protection Area, Policy CP14 Countryside and Policy CP15 Biodiversity. In addition to these, more detailed policies on specific elements of green infrastructure will be set out in subsequent Rushmoor Plan documents. Implementation will also be delivered through the preparation of a Rushmoor Green Infrastructure Strategy to be prepared and implemented in partnership with other stakeholders. Discussions are ongoing with other local authorities, particularly in the Blackwater Valley, about the benefits of developing a wider Blackwater Valley or sub-regional Green Infrastructure Strategy within which issues relating to Rushmoor would be one element.



Examples of Green Infrastructure in Rushmoor

## 8 Core Policies

**8.120** The Green Infrastructure Strategy will identify existing green infrastructure assets, the roles and functions of these, improvements or enhancements that are needed, the links between them, links that need to be developed, gaps in the network and an agreed approach to addressing these issues. The Green Infrastructure Strategy would also consider the economic and health benefits of green infrastructure and would also help to contribute to the improvement and protection of European sites. In preparing this Strategy, the Council will have regard to guidance on appropriate green infrastructure standards including those for open space, for Suitable Alternative Natural Greenspace (SANG), and standards for access to semi-natural wildlife rich spaces (Natural England ANGST Standards). The first stage of the Rushmoor Green Infrastructure Strategy has been the preparation of baseline data in conjunction with Natural England and the other local authorities that fall within the Blackwater Valley, and an assessment against ANGST standards. The initial findings of this study for Rushmoor can be found at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers). Subject to resources, the remainder of the Strategy will be progressed during 2011.

**8.121** The Council will use its planning powers to protect the existing green infrastructure network from development that would cause harm, unless it is possible to include measures to ensure harm is avoided or mitigated. Mitigation could include qualitative and quantitative improvements. The Council will also work with communities to identify and implement opportunities to improve the quality of the green infrastructure network, for example through advice on planting schemes.

**8.122** In addition to the protection of existing green infrastructure assets, opportunities will be taken to enhance existing green infrastructure, including the provision of opportunities to reconnect fragmented parts of the network and to provide green infrastructure provision within and through new developments. Where this is not possible on site and the development will result in additional pressure on the green infrastructure network then the Council may seek financial contributions towards improvements in line with Policies CP10 and CP11 and to support delivery of the Green Infrastructure Strategy.

### Policy CP11 - Green Infrastructure Network

A diverse network of accessible, multi functional green infrastructure across the Borough will be protected and enhanced for its biodiversity, economic, recreational, accessibility, health and landscape value by permitting development provided that it:

- a. Does not result in a loss, fragmentation, or significant impact on the function of, the green infrastructure network;
- b. Provides green infrastructure features within the development site, or where this is not feasible, makes appropriate contributions towards other strategic enhancement, restoration and creation projects where the proposal will result in additional pressure on the green infrastructure network;
- c. Maximises opportunities for improvement to the green infrastructure network including restoration of fragmented parts of the network.

### Implementation

Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: see [www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)

Rushmoor Green Infrastructure Strategy: see [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers)



**Climate  
Change**



**Health and  
Well-being**



**Natural  
Environment**

## 8.9 Open Space, Sport and Recreation

**8.123** Open space and sport and recreational facilities play an important role in the well being and quality of life of the local community. These facilities play a part in increasing the health of the nation, which is a key Government objective. Sport England has set a target to increase participation in sport and physical activity by 20% by 2020. The protection and improvement of existing space and expansion of facilities to meet needs is therefore important.

### National Context

**8.124** National policy<sup>(117)</sup> identifies the importance of developing an effective strategy for open space, sport and recreation. Robust assessments of existing and future needs of communities for open space, sports and recreational facilities are required to underpin the strategy. National policy also sets out that existing open space, sports and recreation buildings and land should not be built on unless an assessment has been undertaken which clearly shows that they are surplus to requirements. Development of these facilities may however provide an opportunity to remedy deficiencies in provision.

### In Rushmoor

**8.125** The Rushmoor Strategic Partnership recognises the importance of open space to healthy living. A number of the Sustainable Community Strategy priorities relate to improvements in health, including tackling obesity in children and adults.

**8.126** There are high levels of satisfaction amongst residents with sports and recreation facilities in the Borough.<sup>(118)</sup> Facilities include district parks and recreation grounds, Southwood Woodlands, Southwood Golf Course and Aldershot Lido. The main priority for the future is to protect existing facilities and to improve and maintain their quality. Details of the protection afforded to indoor sports facilities are set out in Policy CP10.

117 Planning Policy Guidance Note 17.

118 Place Survey 2008.

## 8 Core Policies

**8.127** Open spaces are of significant public value and include public landscaped areas, playing fields, parks and play areas, and informal recreation sites. Open space provides for a wide range of outdoor recreation, from casual walking to team sports, and for visual amenity. Areas of water such as rivers, canals, lakes and reservoirs, can also offer opportunities for sport and recreation or can act as a visual amenity and a haven for wildlife. The Rushmoor Place Survey 2008 shows that residents are fairly satisfied with parks and open spaces in the Borough.



**Aldershot Park**

**8.128** The Council's strategy is to focus major investment in play equipment in Rushmoor's district parks and recreation grounds. Major investment in the creation of strategically located destination play equipment, such as in King George V Playing Fields, has resulted in high levels of use and created large catchment areas.

**8.129** The Council's current minimum standard for providing open space for new housing developments is 2.8 hectares per 1,000 persons. This is a local standard developed from the National Playing Field Association Standard (now renamed Fields in Trust) and provision for urban parks. This standard will be reviewed and a more detailed policy approach for open space provision, including new locally derived standards, set out in the Delivering Development DPD. In some circumstances the Council will accept financial contributions on smaller developments as an alternative to on site provision. Further detail on the provision of open space will be set out in supplementary planning guidance.

**8.130** The Rushmoor Open Space Study 2009 sets out that there is a significant shortfall in the amount of public open space in the Borough, as compared to Rushmoor's adopted minimum standards and the nationally recognised Fields in Trust standards (formerly National Playing Field Association standards). The Study also demonstrates that there is a huge variation in the amount of open space provided in neighbourhoods within the Borough.

**8.131** Rushmoor's deficit of open space is offset on the edge of the towns by public access to MoD training areas, subject to military byelaws. Rushmoor is tightly constrained, with limited opportunities for the creation of new areas of open space. The only significant opportunity to create new open space is likely to be as part of the Aldershot Urban Extension development or the provision of new Suitable Alternative Natural Greenspace (SANG) required to mitigate against the impact of new development on the Thames Basin Heaths. However, these are likely to lie outside the Borough boundary but will be accessible to Rushmoor residents. The strategy is therefore to improve the quality of open space provision and maximise accessibility.

**8.132** Open space represents a key element of green infrastructure. It is important to secure new provision for open space to prevent additional pressures being placed on existing facilities as a result of new development. The provision of Suitable Alternative Natural Green Space (SANG) may be required for new residential development as set out in Policy CP13.

## Policy CP12 - Open Space, Sport and Recreation

Development will not be permitted on areas of open space used for recreation or outdoor sport or having visual amenity unless:

- a. The open space or facilities in the built up area are not required to meet need in the long term; and/or
- b. Replacement provision is made elsewhere of equivalent community benefit; and/or
- c. Recreation facilities in the built up area can best be retained and enhanced through the development of ancillary facilities on a small part of the site.

The strategy is to ensure good provision of high quality and accessible open space to meet a wide range of recreation, outdoor sport and open space needs in Rushmoor, including publicly accessible natural green space by:

- i. Maintaining and improving provision and accessibility for all.
- ii. Focusing major investment in play equipment in Rushmoor's District Parks and Recreation Grounds:
  - Aldershot Park
  - Blunden Road Recreation Ground
  - Cove Green Recreation Ground
  - Ivy Road Recreation Ground
  - King George V Playing Fields
  - Manor Park
  - Moor Road Recreation Ground
  - Municipal Gardens
  - Osborne Road Recreation Ground
  - Queen Elizabeth Park
  - Queens Road Recreation Ground
  - Rectory Road Recreation Ground
  - Southwood Playing Fields
- iii. Permitting new development which makes appropriate provision for open space in accordance with the Council's adopted standards.<sup>(119)</sup>

119 Details are set out in the adopted Rushmoor Local Plan Review, and new locally derived standards will be included in the Delivering Development DPD and Supplementary Planning Document.

## 8 Core Policies

**Implementation**

Determination of Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**  
[www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)



**Health and Well-being**

## 8.10 Thames Basin Heaths Special Protection Area

**8.133** The Thames Basin Heaths Special Protection Area (TBH SPA) is made up of 13 Sites of Special Scientific Interest that lie within the boundaries of 11 local planning authorities.

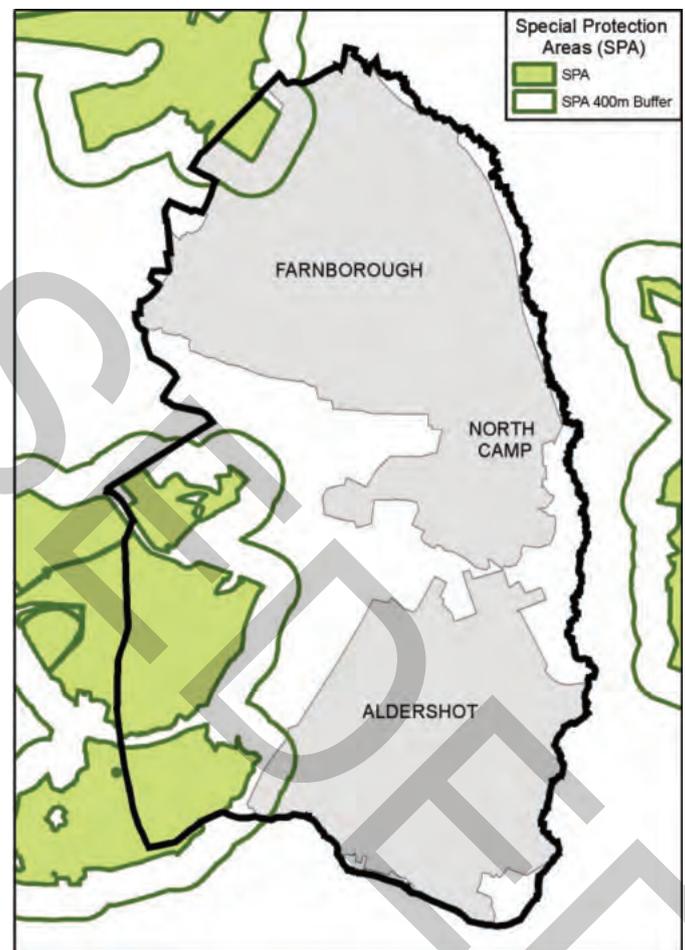
**8.134** The Thames Basin Heaths were approved as a Special Protection Area on 9 March 2005 and represent a mixture of heathland, scrub and woodland habitat that support important breeding populations of:

- Nightjar (*Caprimulgus europaeus*)
- Woodlark (*Lullula arborea*)
- Dartford Warbler (*Sylvia undata*)

**8.135** The South East Plan provides an overarching policy (Policy NRM6) for developments which may affect the Thames Basin Heaths Special Protection Area. This sets out the principles of avoidance and mitigation for affected local authorities including the standards for providing SANG. The affected local authorities have used this as a basis for working together to prepare a Thames Basin Heaths Special Protection Area Delivery Framework as set out overleaf.

### National Context

**8.136** The European legislation (EU Habitats Directive) under which the sites are designated is delivered within England under the Conservation of Habitats and Species Regulations 2010. All plans and proposals need to be assessed alone and in combination with other projects and plans, to ensure they will have no significant impact on the SPA. A significant impact is reported to be likely to occur from a net increase in residential development, leading to an increased population, in an area where the inhabitants of the development are within such proximity to the SPA they are likely to visit for recreational purposes. The zone of influence is considered to be a 5 kilometre straight



**Figure 12 Special Protection Areas around Rushmoor (and 400m buffers)**

line distance from the SPA boundary. National guidance on biodiversity<sup>(120)</sup> and related legislation require that designated sites and protected species are given appropriate weight within the plan policies and planning decisions to ensure that biodiversity interests are maintained, enhanced and restored.

## In Rushmoor

**8.137** The whole of Rushmoor Borough, as mentioned earlier in the Core Strategy, lies within 5km of the TBH SPA. This is an important cross boundary issue and together the affected local authorities, along with Natural England and other interested parties, have formed the Thames Basin Heaths Joint Strategic Partnership. This group has agreed a Thames Basin Heaths Special Protection Area Delivery Framework to encourage a consistent approach to ensuring that further development within the affected authorities will not have an adverse impact upon the ground nesting birds in the SPA. The Delivery Framework states that *“All net new residential development – when considered either alone or in combination with other plans and projects – is likely to have a significant effect on the SPA and should therefore provide or contribute to the avoidance measures”*.

**8.138** Based on the Delivery Framework and advice from Natural England two forms of mitigation are identified. These provide a combination of providing suitable areas for recreational use (Suitable Alternative Natural Greenspace (SANG)) by residents to buffer the SPA, and actions on the SPA to manage access and encourage the use of alternative sites (Strategic Access Management and Monitoring measures (SAMM)). Mitigation must be operational prior to the occupation of new residential developments to ensure that the interests of the SPA are not damaged. It is expected that mitigation will be provided in perpetuity. Whilst not part of the mitigation measures required by developers, habitat management is also an essential element of the maintenance and improvement of the quality of the SPA habitat. Natural England works with SPA owners and managers, advising on and agreeing appropriate habitat management, to improve the habitat condition of designated sites.

**8.139** The avoidance measures recommended in the Delivery Framework and in Policy CP13 relate to the following types of development:

- Proposals for one or more net new dwelling units falling within Use Class C3 (residential development);
- Proposals for one or more net new units of staff residential accommodation falling within Use Classes C1 and C2.

**8.140** All other applications for new development, including applications for non-residential development, will also need to be screened to assess whether they will have a likely significant effect (individually or in combination with other plans and projects) and be subject to a Habitats Regulations Assessment where they are likely to have a significant adverse impact on the integrity of the SPA.

**8.141** It is widely accepted that it is not possible to avoid an adverse impact from residential developments within 400m of the TBH SPA, and development will not be permitted unless it falls within specific categories agreed with the Council in consultation with Natural England.

## 8 Core Policies

**8.142** Rushmoor Borough Council as the competent authority must determine whether individual proposals will either alone or in combination, have a significant effect on the TBH, and therefore whether the mitigation measures set out above must be provided, having due regard to the Thames Basin Heaths Delivery Framework and representations from Natural England.

**8.143** Due to the constrained nature of Rushmoor Borough, it has been difficult for the Council to identify a suite of SANG which could provide mitigation towards the additional recreational impact of the occupants of new homes on the SPA. The development of up to 4,500 new homes at the Aldershot Urban Extension will include the provision of about 92 hectares of SANG. Elsewhere the Council currently has one identified SANG at Southwood Woodlands. Other cross boundary sites are being pursued proactively by the Council in conjunction with neighbouring authorities and these are set out in the Council's Avoidance and Mitigation Strategy available at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).

**8.144** Large residential developments may be expected to provide bespoke mitigation that provides a combination of benefits including SANG, biodiversity enhancement, and green infrastructure improvements. Where developers propose a bespoke solution, this will be assessed on its own merits under the Habitats Regulations and will be agreed with the Council in consultation with Natural England.

**8.145** Where further evidence demonstrates that the integrity of the SPA can be protected using alternative mitigation measures, these must be agreed with Natural England.

**8.146** As set out in the Delivery Framework, the success of the avoidance and mitigation measures will be judged through the monitoring of SANG use, and through monitoring of the quality of the SPA habitat and visitor numbers through the SAMMs project and by landowners and managers. Should an alternative approach be required over the lifetime of the Core Strategy this will be developed consistently across the affected area with Natural England and other relevant partners including local authorities, wildlife interest groups and landowners and managers.

### Policy CP13 - Thames Basin Heaths Special Protection Area

New development which is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths Special Protection Area (SPA), including all net new dwellings, will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. The mechanism for delivering this policy is set out in the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy and in the Thames Basin Heaths Delivery Framework prepared by the Thames Basin Heaths Joint Strategic Partnership.

No residential development resulting in a net gain of units will be permitted within 400m of the SPA boundary, unless in agreement with Natural England an Appropriate Assessment demonstrates that there will be no adverse effect on the SPA.

Where mitigation measures are applicable, as set out in the Delivery Framework, the following standards will apply unless an evidence based alternative strategy has been agreed with Natural England:

- A minimum of 8 hectares of SANG land (after discounting to account for current access and capacity) should be provided in perpetuity per 1,000 new occupants either through contributions towards the provision of SANG identified by the Borough Council, or through on site SANG agreed with Natural England;
- Contributions towards Strategic Access Management and Monitoring measures.

#### Implementation

Planning Applications: **Ongoing**

Partnership working through the Joint Strategic Partnership Board: **Ongoing**

Subsequent Rushmoor Plan Documents: see [www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)

Implementation of the Rushmoor Avoidance and Mitigation Strategy and the TBH Delivery Framework: **Ongoing**



**Natural  
Environment**

## 8 Core Policies

### 8.11 Countryside

**8.147** Policies relating to the countryside are necessary to support the overall strategy of protecting its openness and intrinsic qualities.

#### National Context

**8.148** National planning policy<sup>(121)</sup> sets out the objective of continued protection of the open countryside for the benefit of all and promoting more sustainable patterns of development by preventing urban sprawl. It sets out that planning policies should address the particular land use issues and opportunities to be found in the countryside around all urban areas, recognising its importance to those who live or work there. PPS7 identifies that planning authorities should aim to secure environmental improvements and maximise beneficial uses, including public access and recreational use.

#### In Rushmoor

**8.149** Rushmoor is a densely developed urban area, with small pockets of countryside. These small areas, close to the built up area, are particularly important. They provide an invaluable resource to the local population and protect the setting of built up areas. The Ministry of Defence owns much of this countryside and the Army uses it as military training areas.

**8.150** Land located outside the built up areas in Rushmoor is defined as countryside. Countryside policies apply to these areas and the Spatial Strategy (Policy SS1) strictly controls new development here. The character of areas of countryside within the Borough have been defined through a landscape assessment of Rushmoor 1994, updated in 2009.<sup>(122)</sup> The Core Strategy sets out a proactive approach towards the areas of countryside in Rushmoor, focusing on the characteristics of these areas.

**8.151** The Blackwater Valley area of countryside, which lies on the eastern boundary of the Borough, is of particular importance for informal recreation, local nature conservation and as part of the Borough's Green Infrastructure. The South East Plan recognised its sub-regional role and identified the need to improve the quality of the Blackwater Valley's natural environment and provide green infrastructure networks. The Council works jointly with other relevant local authorities in the Blackwater Valley to enhance and maintain wildlife and landscape protection and to manage sensitive recreational use of the Valley. Much of this work is co-ordinated through the Blackwater Valley Countryside Partnership.<sup>(123)</sup>

**8.152** The Council wishes to provide positive encouragement to environmental improvements, accessibility, recreational use, nature conservation and biodiversity. The Council also wishes to maintain and enhance the Blackwater Valley area of countryside, which is narrow, sensitive to development and vulnerable in places. It is therefore important to prevent the settlements visually merging, causing coalescence.

**8.153** The area of countryside between Aldershot, Fleet and Yateley is wider. The countryside extends into neighbouring local authorities and Rushmoor residents have access to this larger area. Parts of this area are covered by nature conservation designations, including part of the Thames Basin Heaths Special

121 Planning Policy Statement 4, Planning for Sustainable Economic Growth (PPS4) and Planning Policy Statement 7, Sustainable Development in Rural Areas (PPS7)

122 Available at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers).

123 Further information is available at [www.blackwater-valley.org.uk](http://www.blackwater-valley.org.uk).

Protection Area, and this area also forms part of the Borough's green infrastructure. Any recreational uses and accessibility improvements in this area of countryside must be compatible with the area's nature conservation designations. The Council will support environmental improvements and enhancements to biodiversity and nature conservation.

### Policy CP14 - Countryside

Development for which a countryside location is required will not be permitted in the countryside outside the built up areas of Aldershot and Farnborough where it:

- a. Adversely affects the character, appearance or landscape of the countryside, or
- b. Leads to harmful physical or visual coalescence between Aldershot or Farnborough and neighbouring settlements, or
- c. Is detrimental to recreational use.

The Council will provide positive encouragement to schemes which result in environmental and landscape improvements, enhance biodiversity and nature conservation, support better accessibility and promote suitable recreational uses.

#### Implementation

Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: see [www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)

Working in partnership with local organisations: **Ongoing**



**Health and Well-being**

## 8.12 Biodiversity

**8.154** The Borough is fortunate to have a range of designated sites important for their biodiversity value and which contribute to the Borough's identity. In addition to designated sites, other sites both individually and collectively have an important role to play in protecting and enhancing the diversity of species found in the Borough. Unless planned carefully, new developments can have detrimental impacts upon biodiversity both directly through loss or fragmentation of habitats or indirectly through disturbance and pollution.

## 8 Core Policies

### National Context

**8.155** National policy<sup>(124)</sup> requires that all plans and proposals should aim to maintain, enhance, restore or add to biodiversity, and gives appropriate weight to designated sites of international, national and local importance, protected species, and to biodiversity and geological interests within the wider environment. Local authorities are also required to give value to the biodiversity value of brownfield sites, including the protection of biodiversity features outside designated areas.

### In Rushmoor

**8.156** Rushmoor is covered by a range of sites containing important biodiversity resources including sites designated at the European level as Special Protection Areas (SPAs), at the national level as Sites of Special Scientific Interest (SSSIs), and Sites of Importance for Nature Conservation (SINCs), designated for their importance at a local level. There are also significant areas of woodland, including ancient woodland, watercourses and other formal and informal areas of open space that are an important local resource for supporting local biodiversity.

**8.157** Rushmoor Borough Council will apply a hierarchical approach to the conservation of designated sites within the Borough. The Thames Basin Heaths SPA has international statutory protection and is therefore given the highest level of protection (see Policy CP13). Nationally designated SSSIs have national statutory protection and will be conserved and enhanced.

**8.158** Other areas have been locally designated for their importance to biodiversity. These sites help protect a range of important habitats and contribute to local and County Biodiversity Action Plan (BAP) targets. SINCs are recognised as having county-wide status. There is a survey strategy for SINCs which provides ongoing identification and designation of areas that represent priority habitats or priority species.<sup>(125)</sup>

**8.159** The South East England Biodiversity Strategy<sup>(126)</sup> identifies regional priority areas of opportunity for restoration and creation of BAP habitats. There are two Biodiversity Opportunity Areas (BOAs) identified that relate to Rushmoor, one is the Thames Basin Heaths Special Protection Area and the other is the Blackwater Valley.

**8.160** Important habitats or notable species are not confined to designated sites and the Rushmoor Biodiversity Action Plan 2009<sup>(127)</sup> highlights habitats and species important at a local level and looks to the planning system to help to protect the biodiversity resources of the Borough and take every opportunity to create new areas and features for biodiversity. All developments should seek to have a net benefit to the biodiversity of the Borough. Such benefits might be through specific planting schemes, the use of street trees, or through improved management of existing habitats.

124 Planning Policy Statement 9 'Biological and Geological Conservation', and Draft PPS Planning for a Natural and Healthy Environment (March 2010).

125 Guidance on the designation of local sites is produced by Defra 'Local Sites: guidance on their identification, selection and management' 2006 available at [www.defra.gov.uk](http://www.defra.gov.uk)

126 Available at <http://strategy.sebiodiversity.org.uk/pages/our-aims.html>.

127 Available at [www.rushmoor.gov.uk/biodiversity](http://www.rushmoor.gov.uk/biodiversity).

## Core Policies 8

**8.161** The Council takes a proactive approach to working with the local community and other partner organisations to improve local biodiversity including for example, the Rushmoor Urban Wildlife Group, the Cove Brook Greenway Group and the Rowhill Nature Volunteers, as well as the Blackwater Valley Countryside Partnership mentioned earlier.

**8.162** Designated sites are shown on the Proposals Map although their boundaries may change over the course of the Core Strategy plan period. Maps showing up to date boundaries will be placed on the Council's website. When implementing any policy relating to the protection of biodiversity within protected areas the most up to date boundaries will be used, as these may have been amended or changed since the production of the original Proposals Map.

### Policy CP15 - Biodiversity

The Council will seek to protect, maintain and enhance the Borough's biodiversity and geological resources by:

Permitting development provided that it:

- a. Retains, protects and enhances features of biological and geological interest and provides for the appropriate management of those features;
- b. Improves biodiversity by designing-in provisions for wildlife and ensuring any adverse impacts are avoided, or if unavoidable, are appropriately mitigated for.

And in association with other partners, through:

- i. Protecting the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area (in accordance with Policy CP13);
- ii. Protecting, enhancing and managing the nature conservation value of Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Sites of Special Scientific Interest (SSSIs) and Sites of Importance for Nature Conservation (SINCs);
- iii. Supporting a programme of survey of habitats and species, and designation of Sites of Importance for Nature Conservation;
- iv. Seeking the inclusion of measures which protect and strengthen populations of protected and target species and contribute to the habitat restoration targets identified in the Hampshire and Rushmoor Biodiversity Action Plans;
- v. Seeking the inclusion of measures to protect and enhance local watercourses, including the River Blackwater, Cove Brook, and Basingstoke Canal and their tributaries;
- vi. Maintaining a borough wide network of local wildlife sites and wildlife corridors, between areas of natural green spaces to prevent the fragmentation of existing habitats;
- vii. Supporting measures to increase local understanding of the importance of biodiversity in the Borough.

## 8 Core Policies

### Implementation

Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**  
[www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)

Hampshire Biodiversity Action Plan: **Ongoing**

Rushmoor Biodiversity Action Plan: **Ongoing**

Thames Basin Heaths Delivery Framework: **Ongoing**

Green Infrastructure Strategy: **In preparation**



**Climate  
Change**



**Natural  
Environment**

## 8.13 Sustainable Transport

### Sustainable Transport

**8.163** The Spatial Strategy for Rushmoor identifies that the main areas of development in the Borough are likely to be at the Aldershot Urban Extension, Aldershot and Farnborough town centres and the employment areas around Farnborough Airport. Smaller scale change will take place within the urban areas. The way in which people are able to travel between and within places in the Borough has a significant effect on quality of life, including impacts on air quality and noise pollution, health and safety implications, health benefits, resource use and climate change. In addition, the location and design of new development is key to ensuring the promotion of sustainable transport choices.

### Wider Context

**8.164** National policies seek to create a more sustainable pattern of development which reduces the need to travel and provides a choice of means of travel, and hence reduces reliance on the use of private vehicles. One way in which national policy seeks to achieve this is by concentrating development in urban areas where there is also a concentration of services and facilities.

### Regional Context

**8.165** The South East Plan sets out the need to develop transport policies that favour sustainable modes through development of technology to encourage people to consider alternatives to the car as their preferred choice of travel, and through prioritising management of, and investment in, the transport network. Farnborough is identified as a transport interchange with regional “spokes” (or transport corridors) linking to and from Basingstoke, Guildford, Reading and Staines.

**8.166** The strategic context within which the sustainable transport section of the Core Strategy sits is set out in Hampshire County Council's Local Transport Plan 2011 – 2031, which itself is framed in the context of national and regional documents and issues<sup>(128)</sup> which are important to the future of transport in the Borough.

**8.167** In respect of air quality, the Environment Act 1995 requires the Council to monitor air quality across the Borough against a set of national air quality objectives. Where monitoring reveals that any of these objectives are at, or close to, being exceeded, under the precautionary principle the Council will implement measures to improve air quality, including where appropriate the designation of an Air Quality Management Area, and the development of an Air Quality Action Plan. This, and the measures arising from the implementation of this and other policies in the Core Strategy, particularly Policy CP1, Sustainable Development Principles, Policy SP1 relating to the development of the Aldershot Urban Extension, and Policies SP3 and SP4 relating to the regeneration of Aldershot and Farnborough Town Centres, will help to address issues of air quality as they relate to European sites of nature conservation value in the Borough.

## In Rushmoor

**8.168** The key challenges relating to transport in the Borough have been identified as:

- Road and rail network congestion, particularly relating to access from the M3 and Farnborough Main Station;
- Town centre accessibility – encouraging local residents to make more use of local towns by improving access by all means of transport;
- Air Quality, particularly in relation to its impact on European sites of nature conservation value;
- Mitigation of travel impacts arising from new development, particularly at the Aldershot Urban Extension.

**8.169** The former Hampshire Local Transport Plan 2006 – 2011(LTP)<sup>(129)</sup> contained a vision of a transport strategy which “Enhances quality of life and economic prosperity by connecting people, communities, employment, goods, services and amenities”, and was based on an approach of reduce, manage and invest.

**8.170** Hampshire County Council has developed its third LTP, which came into effect in April 2011. It comprises a long term strategy, containing the strategic priorities, policies and approach to improving transport in Hampshire up to 2031, and a three year Implementation Plan (2011/12 to 2013/14) which sets out the transport schemes to be delivered. Although LTP3 contains a refreshed vision, and new themes, priorities and objectives, the underlying principles of reduce, manage and invest remain. However, the emphasis has changed, with management and maintenance of existing transport infrastructure being the priority, with investment where possible. In this context, the framing of the Core Strategy's transport policies around “reduce, manage and invest” remains a valid approach.

128 These include the Government's White Paper, “Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, January 2011”; the Decentralisation and Localism Bill (published in December 2010); and the formation of Enterprise M3, a Local Economic Partnership within which Rushmoor Borough falls, which was agreed by the Government in April 2011).

129 The Local Transport Plan sets out Hampshire County Council's transport strategy.

## 8 Core Policies

**8.171** Hampshire County Council is the Highway Authority for the Borough, and Rushmoor Borough Council will continue to work closely with Hampshire County Council to ensure that the vision, themes and objectives in the most up-to-date LTP are being met.

**8.172** In order to assess the likely worse-case scenario of the impact of forecast new development on the existing transport infrastructure in the Borough, a Transport Assessment (TA) has been prepared. The findings from this have been used to identify key areas for management measures and new investment. Hampshire County Council and Rushmoor Borough Council commissioned jointly a further study on the feasibility of the delivery of a number of highway options that may support transport access to proposed new development, known as the East of Aldershot Study. The results of this will help to inform future mitigation strategies.

**8.173** The following paragraphs deal with the approaches to sustainable transport under each of the reduce, manage and invest headings, although such issues are inevitably interrelated.

### Reducing journeys

**8.174** Traffic levels in the Borough are influenced by residents choosing to travel further to neighbouring town centres. This Strategy has identified elsewhere the need to deliver regeneration improvements to Farnborough and Aldershot town centres to make them more attractive to residents. In recognition of the need to improve accessibility in Aldershot and Farnborough, Hampshire County Council is preparing Town Access Plans for these centres. These will address transport related issues, helping to make it easier to access and move around the town centres, potentially reducing journeys made on the strategic road network and help to reduce leakage to other centres.

**8.175** For Aldershot, in the Aldershot Town Centre Supplementary Planning Document, a number of access alternatives are identified for consideration, for example a review of the one-way system focusing on the area to the east of the town centre. Other initiatives include a review of the bus routes and improved pedestrian routes from the railway station to the town centre. These are being considered as part of the preparation of the Town Access Plan for Aldershot, completion of which is anticipated by the end of 2011.

**8.176** For Farnborough, the Farnborough Town Centre Supplementary Planning Document identifies a number of access opportunities including improvements to Farnborough Main Station, improved access routes to the town centre and a new north-south bus link along the western edge of the town centre. These will be considered as part of the Farnborough Town Access Plan, consultation on which is expected in May 2011, with completion by the end of 2011.

**8.177** Traffic levels are also influenced by the relatively high proportion of in-commuting from longer distances (over 40km) putting pressure on the strategic network such as the M3 and A331 and at key junctions such as Junction 4a of the M3 and the Minley Link/Summit Avenue junction. High volumes of traffic leaving the M3 to access Fleet at this junction have priority over traffic from Farnborough exiting the roundabout causing peak time queuing on Summit Avenue. The LTP identifies the need for some alterations to the road network, but measures can also be taken to help address these issues through the use of business travel plans for local employers. Hampshire County Council has started work on the development of an Area Wide Travel Plan with businesses and other stakeholders in this location. This project will also feed into the development of the Farnborough Town Access Plan.

**8.178** The Council is working with the Highways Agency, with Surrey and Hampshire County Councils, and with Hart District and Surrey Heath Borough Councils, to progress a study on the section of the M3 between Junctions 3 and 4a to understand the cumulative impact of development on the operation of this part of the M3. This study will inform future mitigation strategies.

### **Managing Travel**

**8.179** The protection and enhancement of the strategic road network in the Borough is key in order to improve journey time reliability. This could be achieved through greater enforcement of parking regulations, control of new accesses onto strategic routes and improved traffic management. Traffic management measures have recently been introduced in North Camp and more generally, a range of technological initiatives has been identified to help manage the use of the road network effectively. These include implementation of bus priority measures and the introduction of real time public transport information.

**8.180** Cycling and walking provide a sustainable alternative to the use of the car as well as providing other benefits such as improvements to health. In Rushmoor, almost 11% of commuters walk to work and over 4% of commuters cycle to work. To help to reduce traffic flows, and make best use of the transport network, these routes should be maximised through a programme of additional links and improvements as identified in the LTP and the Town Access Plans. In addition, the suite of measures that help to manage demand that are emerging through LTP3 will also in their entirety help to mitigate the impact of new development on air quality.

## 8 Core Policies

### Policy CP16 - Reducing and Managing Travel Demand

The Council will work with Hampshire County Council, the Highways Agency, and other partners on a cross-boundary basis where appropriate, to ensure that development proposals are permitted subject to:

- a. Securing safe access to the highway network and maintaining its safe operation;
- b. Being located to give maximum flexibility in terms of choice in the mode of transport available;
- c. Identifying suitable alternative transport measures to help minimise traffic generation by reducing reliance on the private car;
- d. Improving the existing transport network (road, rail and public transport) as appropriate to the scale and nature of development proposed;
- e. Enhancing safety of, and linkages between, the footway and cycleway network, in accordance with the Council's Cycle Strategy;
- f. Producing and implementing travel plans where appropriate;<sup>(130)</sup>
- g. Taking appropriate measures to avoid adverse impact on air quality, including on European nature conservation sites;
- h. Mitigating any adverse effects on the transport network arising from the proposed development;
- i. Providing appropriate parking in accordance with the Council's adopted standards;
- j. Providing necessary transport improvements secured by legal agreement;
- k. Demonstrating that they reflect the objectives, and support the delivery, of other transport strategies, particularly the Hampshire Local Transport Plan and its Implementation Plan and the Town Access Plans for Aldershot and Farnborough.

#### Implementation

Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: **see**  
[www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)

Rushmoor Infrastructure Plan - **and any subsequent versions**

Local Transport Plan and Implementation Plan - **and any subsequent versions**

Town Access Plans - **and any subsequent versions**



**Climate  
Change**



**Health and  
Well-being**

130 The thresholds above which travel plans will be required in association with new development are set out in Table 6.2 of the Car & Cycle Parking Supplementary Planning Document – see [www.rushmoor.gov.uk/spds](http://www.rushmoor.gov.uk/spds).

## Invest

**8.181** The need for investment in alterations to the highway network for Aldershot and Farnborough town centres, along with the need to improve public transport, is identified in principle in the LTP, which looks to deliver targeted measures to improve capacity at congestion bottlenecks and optimise management of the highway network. These measures are being developed in more detail in the Town Access Plans being prepared by Hampshire County Council. The recommendations of the LTP Implementation Plan can also be reflected in the Infrastructure Plan that accompanies the Core Strategy. Moreover, the need to improve interchange facilities at Farnborough Main and Aldershot railway stations is recognised.

**8.182** In addition, the Rushmoor Transport Assessment has identified the need for infrastructure improvements related to likely future development in the Borough. The East of Aldershot Study, commissioned jointly by Rushmoor Borough Council and Hampshire County Council, will also help inform the feasibility of delivery of a number of highway options that may support transport access to proposed new development. The results of this study will help to inform future mitigation strategies.

### Policy CP17 - Investing in Transport

The Council will work with Hampshire County Council, the Highways Agency, and other partners on a cross-boundary basis where appropriate, to support investment in the transport network that:

- a. Provides alternative modes of transport to the private car by helping to deliver improved opportunities for public transport, walking and cycling;
- b. Improves accessibility to our towns to encourage environmental, economic and social sustainability;
- c. Improves road safety;
- d. Reduces congestion;
- e. Enables improvements to the highway network as listed below;
- f. Enables other transport infrastructure improvements as set out in the Hampshire Local Transport Plan and its Implementation Plan, in the Rushmoor Infrastructure Plan, and in the Town Access Plans for Aldershot and Farnborough.

Strategic priorities for improvement include:

- i. A325 Farnborough Road to improve capacity on several junctions;
- ii. A331/A325/A323/A3011 improvements to junctions to provide access to the Aldershot Urban Extension;
- iii. Links to M3 Junction 4a, improvements to capacity of A327 and junctions along this congested route to the M3;
- iv. Town centre accessibility improvements for Aldershot and Farnborough;
- v. Improved pedestrian, cycle and public transport access between town centres, residential and business neighbourhoods and the railway stations; and
- vi. Improved bus routes, and cycle and pedestrian networks across the Borough.

## 8 Core Policies

### Implementation

Planning Applications: **Ongoing**

Subsequent Rushmoor Plan Documents: see [www.rushmoor.gov.uk/lds](http://www.rushmoor.gov.uk/lds)

Rushmoor Infrastructure Plan - **and any subsequent versions**

Local Transport Plan and Implementation Plan - **and any subsequent versions**

Town Access Plans - **and any subsequent versions**



**Climate  
Change**



**Health and  
Well-being**

DRAFT FOR DISCUSSION

## 9 Monitoring

**9.1** The Council's Rushmoor Plan Annual Monitoring Report (AMR) will be used to report on the effectiveness of delivering the vision and objectives in the Core Strategy. The table overleaf sets out a set of monitoring indicators and targets which will be used to assess whether the objectives are being met. The monitoring indicators have mainly been identified from indicator sets that the Council already has to report on.<sup>(131)</sup>

131 These indicators are based largely on the National Indicator set, Core Output Indicators (required in Annual Monitoring Reports) and local indicators in, for example, the Corporate Plan. It should be noted that the Government is reconsidering the reporting requirements for Local Authorities and it is possible that the set of indicators that the Council is required to report on will change. However the indicators in these tables are considered to be important to determine whether or not the Core Strategy vision is being met.

## 9 Monitoring

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<b>Objective A - To address the housing needs of residents by planning for a minimum of 6,350 new homes of an appropriate mix and tenure between 2010 and 2027</b>				
<b>Key Delivery Policies: SS1, SP1, CP5, CP6, CP7</b>				
A1. Net additional dwellings at the Aldershot Urban Extension and in the rest of the urban areas	37,596 (HFR return 2010)	Delivery of housing in line with the housing trajectory	6,350 additional homes of which 4,250 at AUE	Developers and landowners Registered Social Landlords Ministry of Defence Homes and Communities Agency Neighbouring authorities
A2. Net affordable housing completions	6,754	An average of 150 net affordable homes a year	2,550 additional affordable homes	
A3. Dwelling Mix	As set out in the SHMA and HNS 2008	Delivery in line with the SHMA (and any update)	Mix of new homes in line with the SHMA, to include an increase in the proportion of 4+ bedroom homes in the Borough	
A4. Net change in number of yards (travelling showpeople)	17 yards/plots	No net loss	No net loss	

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<b>Objective B - To deliver a sustainable urban extension of about 4,250 new homes at Aldershot by 2027</b>				
<b>Key Delivery Policies: SP1, CP1, CP3, CP4</b>				
B1. Net additional dwellings at the AUE	0	Delivery of housing in line with the housing trajectory with first completions in 2014/15	4,250 new homes, including affordable homes	Ministry of Defence Homes and Communities Agency
B2. Net affordable housing completions at the AUE	0	Delivery of housing in line with the housing trajectory with first completions in 2014/15	Target of 1,487 affordable homes	Registered Social Landlords Hampshire County Council
B3. Provision of social and community infrastructure at the AUE	n/a	Annual delivery of infrastructure in line with the Rushmoor Infrastructure Plan and any agreed Infrastructure Strategy as part of the planning permission	Delivery in line with the agreed Infrastructure Strategy providing appropriate infrastructure for new residents	Utilities and Infrastructure providers and agencies Development partners
B4. Provision of employment and retail facilities at the AUE	n/a	Completion of development in line with an agreed phasing plan	Delivery in line with the principles in the adopted SPD and Policy SP1	

## 9 Monitoring

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<b>Objective C - To support the continued economic performance of the Borough by identifying and safeguarding an appropriate range of employment sites</b>				
<b>Key Delivery Policies: SS1, SP2, SP6, CP8, CP9</b>				
C1. Total amount of additional employment floorspace by type	626,000 sqm (VOA, 2007)	Net gain or loss of B-class floorspace by type (measured internally)	Up to 164,000 sqm net internal additional employment floorspace	Landowners and developers Business Link Hampshire Economic Partnership
C2. Proportion of working age people on out of work benefits	2.9% (All people claiming Job Seekers' Allowance in May 2011, NOMIS)	Tracked against trend and South East average	A decreased level to the same as or less than the South East average	North Hampshire and M3 Corridor Economic Board Hampshire County Council
C3. Proportion of working age population with NVQ4+	26.4% (NOMIS for 2009)	Tracked against trend and South East average	To increase to a level no less than the South East average	
C4. Births and deaths of enterprises as a proportion of all active enterprises	9.8% business births and 11.3% business deaths in year to May 2010 (ONS)	Tracked against trend and South East average	Business births exceeding deaths Proportion of business births to meet or exceed South East average	
C5. Businesses per 1000 population	36.0 (Active Enterprises per mid year population)	Tracked against trend	To increase	

## Monitoring 9

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
C6. Gap in earnings between people who live in the Borough and people who work in the Borough	estimate, ONS for 2009) £108 per week (Median gross weekly pay, full time workers, ASHE 2010)	Tracked against trend	To decrease	

## 9 Monitoring

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<b>Objective D - To enhance the vitality and viability of Aldershot and Farnborough town centres through delivery of planned regeneration</b>				
<b>Key Delivery Policies: SS1, SP3, SP4, CP16</b>				
D1. Total amount of floorspace for town centre uses	4 leisure facilities in Aldershot town centre	Total amount of leisure facilities completed or lost within town centre boundaries	Delivery of additional leisure facilities (including cultural, community and leisure uses) within Aldershot and Farnborough town centres	Landowners Investors and developers Hampshire County Council Local community
	About 21,000 sqm net comparison floorspace in Aldershot town centre		Delivery of new retail comparison floorspace within the town centres, in line with the capacity identified in the latest Retail Study	
	About 37,000 sqm net comparison floorspace in Farnborough town centre (plus adjoining areas)  (Rushmoor Retail and Leisure Study, 2010)	Completions of net new comparison floorspace and other changes over a rolling 5 year period		

## Monitoring 9

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
D2. Percentage of vacant units within the town centres	19% in Aldershot town centre 11% in Farnborough town centre	Annual percentage vacancy rate tracked against South East average and other town centres	To reduce the vacancy rates of Aldershot and Farnborough town centres relative to the South East regional average, and to reduce the gap between Aldershot and Farnborough and the best performing town centres in the South East region	

## 9 Monitoring

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<b>Objective E - To encourage the continuation of business aviation flying at Farnborough Airport</b>				
<b>Key Delivery Policies: SP6</b>				
E1. Total number of annual flight movements	25,087 between 1 January and 31 December 2010	Up to maximum agreed level	Up to maximum agreed level	TAG Farnborough Airport
E2. Delivery of the Farnborough Airport Area Action Plan	Preferred Approach FAAAP published in January 2010	Progress in accordance with most up to date Local Development Scheme	More detailed DPD adopted and implemented	

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<b>Objective F - To ensure the provision of infrastructure, including green infrastructure, in line with levels of new development</b>				
<b>Key Delivery Policies: SP1, CP10, CP11, CP12, CP13</b>				
F1. Number of projects that are identified in the Rushmoor Infrastructure Plan that are delivered	Rushmoor Infrastructure Plan 2010	Projects scheduled in the Rushmoor Infrastructure Plan over a twelve month period are delivered	Infrastructure provided to meet the Borough's requirements in broad accordance with the Rushmoor Infrastructure Plan	Ministry of Defence Hampshire County Council Landowners and developers Other Councils affected by the SPA and within the Blackwater Valley
F2. Improvements to green infrastructure	Baseline from Blackwater Valley Green Infrastructure Pilot Study 2010 (subject to review in the Rushmoor Green Infrastructure Strategy)	Completion of the Open Spaces SPD by December 2011 Completion of the Rushmoor Green Infrastructure Strategy by December 2011 Delivery of actions within the Green Infrastructure Strategy No net loss of green infrastructure	No net loss from baseline to be set by December 2011	Blackwater Valley Countryside Recreation Service Rushmoor Strategic Partnership North Hampshire and M3 Corridor Economic Board
F3. Amount of land (ha) implemented as SANG	Southwood Woodlands SANG	A minimum of 8ha per 1000 net new population delivered	Delivery of Hawley Meadows and Tongham Pools and/or Rowhill Copse as SANG	

## 9 Monitoring

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
F4. Amount of open space (in terms of district parks, recreational grounds and local open space)	39.7 ha in Aldershot 69.8 ha in Farnborough	No loss of open space	No loss of open space	Sport England

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<b>Objective G - To ensure high quality, well designed development is delivered in the Borough</b>				
<b>Key Delivery Policies: CP1, CP2</b>				
G1. Proportion of new developments meeting the CABE Building for Life Assessments standards	2008 – 2009 Very Good – 0% Good – 35% Average – 65% Poor – 0%	To deliver an annual increase in the proportion of developments meeting the 'good' standard	95% of all eligible developments to meet the 'good' standard	Landowners and developers Registered Social Landlords
G2. Proportion of major developments that adhere to crime prevention principles	Not previously monitored	To deliver an annual increase in the proportion of developments meeting crime prevention principles	90% of all eligible developments	

## 9 Monitoring

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<p><b>Objective H - To improve quality of life for residents, minimising inequalities across the Borough and particularly to focus on reducing pockets of multiple deprivation in Mayfield, North Town and Heron Wood</b></p>				
<p><b>Key Delivery Policies: SS1, SP1, SP3, SP4, SP7, CP2, CP5, CP6, CP10, CP12</b></p>				
<p>H1. Delivery of regeneration scheme in North Town</p>	<p>No new dwellings (470 units to be demolished)</p>	<p>Annual housing monitoring</p>	<p>Delivery of about 695 new homes (phase 2 subject to planning permission), and retail and community facilities</p>	<p>First Wessex Housing Group</p>
<p>H2. Number of Super Output Areas in the bottom 20% in the National Indices of Multiple Deprivation</p>	<p>2010 National Indices of Multiple Deprivation</p>	<p>Indices of Multiple Deprivation data to be released in 2013</p>	<p>Have no Super Output Areas in the bottom 20% in the National Indices of Multiple Deprivation</p>	

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<b>Objective 1 - To maintain and improve the built and natural environment including areas of ecological and historical value</b>				
<b>Key Delivery Policies: CP1, CP2, CP13, CP14, CP15</b>				
I1. Quality of and area of SPA	Area of 451 ha SANG visitor surveys SPA visitor survey 2005	Monitoring take-up of SANG capacity Monitoring SANG visitor numbers Monitoring carried out as part of the Thames Basin Heaths Strategic Access Management and Monitoring Project	SANG visitor numbers to remain within identified capacity (as set out in agreed management plans) SPA visitor monitoring to identify no significant change over that in 2005 Improvements in long term average populations of Nighthjar, Woodlark and Dartford Warbler	Landowners and developers Ministry of Defence Hampshire County Council Environment Agency Natural England Other Councils affected by the SPA and within the Blackwater Valley Blackwater Valley Countryside Recreation Service English Heritage
I2. Quality and area of SSSIs	Area of 471 ha Of 11 units, 7 are currently unfavourable	Area of SSSI % of SSSIs in favourable condition	To maintain area of SSSI, and to bring all SSSIs into favourable condition	

## 9 Monitoring

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
I3. Quality and area of SINC	Area of 457 ha 31% of SINC in positive management (HCC Ecology Group, July 2009)	Area of SINC % of SINC in positive management	To maintain the area of SINC in the Borough and to increase the proportion considered to be positively managed	
I4. Number and status of Listed Buildings	94 Listed Buildings Two Listed Buildings at Risk	Net gain/loss Number of Buildings at Risk	No loss No Buildings at Risk	
I5. Previously developed land that has been vacant or derelict for more than 5 years	0%	Net gain/loss (Ha)	No sites without proposals for future use	
I6. Water quality in the River Blackwater and Cove Brook meeting the EA water quality indicators	Moderate ecological potential	Measures of water quality	To achieve 'Good' ecological status	
I7. Percentage of household waste sent for reuse, recycling and composting	27% (2009/10)	To have met statutory annual targets (not yet confirmed at national level)	To have met statutory targets (50% by 2020)	

## Monitoring 9

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
18. Air Quality Monitoring on the SPA/SAC	As set out in the HRA, NOx deposition	Change in NOx deposition	Within the critical threshold	The Council will work with partners to consider the best way to monitor changes in air quality across the Borough, and on European sites likely to be affected by new development in the Borough including nitrogen deposition within 200m of the roadside.

## 9 Monitoring

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<b>Objective J - To minimise the impact of climate change from new and existing development in the Borough and to ensure adaptation to forecast climate change impacts</b>				
<b>Key Delivery Policies: CP1, CP3, CP4</b>				
J1. Planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	Zero	Zero permissions granted contrary to EA advice (where EA consulted)	Zero permissions granted contrary to EA advice (where EA consulted)	Environment Agency Hampshire County Council Thames Water
J2. Number of developments completed with SUDS measures implemented	Not previously monitored	100%	100%	Environment Agency
J3. Number of planning applications granted contrary to Thames Water's advice on pluvial flooding	Not previously monitored	Zero	Zero	Thames Water
J4. Renewable energy and heat generation	Not known. Assumed to be near zero.	To produce renewable energy and renewable heat	46GWh of renewable energy and 105GWh of renewable heat by 2020	Developers and landowners
J5. Per capita reductions in CO2 emissions in the LA area	6.2 (per capita emissions, tonnes) (NI186, 2008)	Reduction in per capita CO2 emissions	Reduction in per capita CO2 emissions	

## Monitoring 9

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
J6. Proportion of new homes reaching or exceeding prescribed Code for Sustainable Homes Levels	0	100% of buildings to be constructed to prescribed building standards	By 2027, for all new homes to be constructed to at least Code Level 4 (or equivalent)	Developers
J7. Proportion of new major, non-residential developments reaching or exceeding prescribed BREEAM standards	0	100% of buildings to be constructed to prescribed building standards	All new major, non-residential developments to be constructed to at least BREEAM Very Good standard (or equivalent)	Developers

## 9 Monitoring

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
<b>Objective K - To encourage sustainable solutions to movement in and out, and around the Borough</b>				
<b>Key Delivery Policies: SS1, SP3, SP4, CP1, CP9, CP16, CP17</b>				
K1. Congestion – average extra journey time during the morning peak	A325: Farnborough Road (S of Prospect Avenue junction to N of Clockhouse Road) Average Delay 2008-09 of 66.66 seconds	To reduce the average journey time	To reduce the average journey time by 1% per annum	Developers and Landowners Hampshire County Council Public Transport Operators Education establishments Local Businesses
K2. Access to services and facilities by public transport, walking and cycling	Facilities as shown in the current Infrastructure Plan	Initial target to be to support HCC in the delivery of the Aldershot and Farnborough Town Access Plans (TAPs) Thereafter monitoring improvements and initiatives identified in the TAPs	Improvements and initiatives identified in the TAPs	
K3. Percentage of qualifying developments supported by a Travel Plan	100%	100%	100%	
K4. Percentage of people travelling to	63% of people travelling to work by	Annual monitoring of residential and commercial travel plans to	To show an annual reduction of 1% from	

## Monitoring 9

Indicators	Base Figure (as at April 2010 unless otherwise stated)	Annual Monitoring target/process	Target by 2027	Delivery Partners
work using alternative modes of transport other than the motor car (modal shift) from existing Travel Plan monitoring	car (Travel Plan monitoring, April 2010)	identify the number of people travelling to work by car	those developments that are being monitored through Travel Plans	
K5. Percentage increase in patronage on Bus Route 1 (Goldline) bus service	Absolute numbers are commercially sensitive so only % improvement available	To monitor the percentage difference when compared to the previous year	To show an annual increase in patronage of 1%	
K6. Improving road safety, average number of serious and fatal casualties in Rushmoor	Baseline from 5 year average 2004-08 is 30 fatal and serious casualties in Rushmoor	To reduce the number of people killed or seriously injured in road traffic accidents	To reduce. Interim County-wide target to reduce 20% from 2004-08 baseline by 2020	

## 9 Monitoring

### Risks to delivering the Spatial Strategy

9.2 The Council has identified the following risks to delivering the spatial strategy. These are:

Risk	Contingency
Continued <b>economic difficulties</b> leading to significant delays in the provision of new homes at the Aldershot Urban Extension (including affordable homes) and therefore resultant housing choice opportunities and investment in Aldershot and Farnborough towns centres.	The South East Plan made it clear that because of environmental and physical constraints it is not expected that the 4,500 new homes at the Aldershot Urban Extension will be provided elsewhere in the Borough if for any reason they cannot be built at the AUE. However, the Council is committed to working with partners including Defence Estates and the Homes and Communities Agency to progress this site as quickly as possible, including exploring options to increase viability.
Housing outside of the AUE is not delivering as expected.	In view of the existing level of commitments, including sites under construction, and the level of deliverable sites identified through the SHLAA, the Council does not consider that any significant contingencies need to be put in place for housing delivery. The main constraint to residential development coming forward is considered to be the availability of appropriate mitigation for the Thames Basin Heaths Special Protection Area as set out below.
Insufficient opportunities to provide avoidance and mitigation for the <b>Thames Basin Heaths Special Protection Area</b> . Those that are available, lie outside the Borough and the Council may have limited control at the rate at which the sites are brought forward.	The Council is working closely with Natural England and adjoining local authorities to pursue possible options for providing mitigation for the impact of new development upon the Special Protection Area. However the provision of new housing may be delayed or reduced if such sites are not available.
The <b>lack of investment</b> in relevant <b>infrastructure</b> , including transport infrastructure.	The preparation of an Infrastructure Plan and the putting in place of mechanisms by which this will be implemented and monitored will help to ensure that appropriate investment takes place.
Uncertainty about future public funding.	The Council will make the most efficient use of resources by prioritising projects and, where possible, using joint working.
Uncertainty about the future of Regional planning.	The Core Strategy has been prepared through various changes in status of the South East Plan, but still reflects its key planning principles. It is therefore considered that the policies within the Core Strategy are in conformity with the policies in the South East Plan. However, as the Core Strategy has been based on robust local evidence the Council considers that it remains justified should there no longer be a regional layer of planning/guidance.

## Appendix A Glossary

Should you require a fuller explanation of any of the terms in this document please contact the Rushmoor Planning Policy team:

**Telephone:** 01252 398789

**Email:** [plan@rushmoor.gov.uk](mailto:plan@rushmoor.gov.uk)

**Post:** Rushmoor Borough Council, Council Offices, Farnborough Road, Farnborough, Hampshire, GU14 7JU

	Term	Explanation
	Affordable housing	Includes social rented and intermediate housing provided to specified eligible households whose needs are not met by the market. Affordable housing should: <ul style="list-style-type: none"> <li>• Meet the needs of eligible households including availability at cost low enough for them to afford, determined with regard to local incomes and local house prices.</li> <li>• Include provision for the home to remain at an affordable price for future eligible households, or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.</li> </ul>
AUE	Aldershot Urban Extension	Proposed development of around 4,500 new homes and associated development on 150 hectares of existing Ministry of Defence land north of Aldershot town centre.
	Allowable Solutions	A range of measures available for achieving zero carbon beyond the minimum carbon compliance requirements. These could include advanced building controls, energy efficient appliances, investing in low and zero carbon heat infrastructure and other emerging solutions.
	Amenity	The pleasant or normally satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors. Amenity is often a material consideration in planning decisions.
AMR	Annual Monitoring Report	Annual report submitted to government on the progress of preparing the Local Development Framework and the effectiveness of policies and proposals.
AAP	Area Action Plan	A type of development plan document used to provide a planning framework for areas of change and conservation.
	Biodiversity	The existence of a wide variety of plant and animal species.

## A Glossary

	Term	Explanation
	Brownfield sites	See previously developed land
CHP	Combined Heat and Power	This is the simultaneous generation of usable heat and power (usually electricity) in a single process, thereby reducing wasted heat.
	Community facility	These include, but are not limited to, facilities such as community centres and other community meeting places, healthcare facilities, education facilities, childcare facilities, the voluntary sector, public service providers, places of worship, and cultural facilities including theatres and arts centres.
	Comparison shopping	The retailing of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.
	Convenience shopping	The retailing of everyday essential items including food, drinks, newspapers and confectionery.
	Core Strategy	The Core Strategy sets out the key elements of the planning framework for an area. It comprises a spatial vision and strategic objectives, core policies and a monitoring and implementation framework with clear objectives for achieving delivery. Once adopted, all other Development Plan Documents must be in conformity with it.
	Cultural facilities	Includes arts, theatres, museums, galleries and cinemas.
	Decentralised energy	This is where energy is generated close to where it is needed, away from the National Grid. It covers a range of renewable and low carbon technologies.
	Development Plan	The Development Plan comprises the South East Plan, the Hampshire Minerals and Waste Framework and the Development Plan Documents in the Local Development Framework.
DPDs	Development Plan Documents	Development Plan Documents are the parts of the LDF which are subject to individual testing and have the weight of Development Plan status.
	District centres	A district centre located in North Camp, South Farnborough, which provides a range of small shops and services for local needs, together with specialist shops and restaurants.
	Extra care housing	Purpose built accommodation for the elderly in which varying amounts of care and support can be offered and where some services are shared.

## Glossary A

	Term	Explanation
HCC	Hampshire County Council	The County Council that covers Rushmoor Borough. They are the Local Highway Authority for the area, and are responsible for a number of other services including Education and Social Services.
	Housing Strategy	A document prepared by the local authority which sets out what the Borough needs in terms of housing. It establishes priorities for action consistent with wider regional and national issues.
	Indoor sports facilities	Includes swimming pools, indoor sports halls and leisure centres, indoor bowls centres, indoor tennis courts.
LDDs	Local Development Documents	Documents which set out the Council's policies and guidance related to the development and use of land.
LDF	Local Development Framework	A non-statutory term used collectively to describe the Local Development Documents that together guide the development and use of land in the Borough.
	Local Neighbourhood Centre	A small scale centre to be provided at the Aldershot Urban Extension to include a mix of community, employment and small scale retail and service uses to provide for the needs of the local community.
LTP	Local Transport Plan	A five year strategy prepared by each local authority for the development of integrated local transport, supported by a programme of transport improvements.
	Low carbon energy	This is energy that makes more efficient use of fossil fuels. An example of this would be a gas-powered combined heat and power unit. As well as using the energy generated, it also harnesses the heat to achieve an overall reduction in energy usage.
	Outdoor sports	Includes tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas.
PPGs	Planning Policy Guidance	Documents which set out the Government's national planning policies prior to September 2004. PPGs still represent Government policy where they have not been superseded by PPSs.
PPSs	Planning Policy Statements	Documents that set out the Government's national planning policies on different aspects of planning.
	Preferred options	Represents the Council's preferred policy approach for Development Plan Documents.
PDL	Previously Developed Land	Land that is, or was, occupied by a permanent structure (excluding agriculture and forestry buildings) and associated fixed

## A Glossary

	Term	Explanation
		infrastructure. Gardens are not considered to be previously developed land.
RSS	Regional Spatial Strategy	Regional Spatial Strategies are regional level planning policy documents. The Regional Strategy covering Rushmoor is the South East Plan.
	Regulated emissions (from dwellings)	These are the emissions from a dwelling that are reported for Building Regulations approval. These include the emissions from space heating, ventilation, cooling, and lighting, and exclude appliance use as this depends upon the choice of the property user.
	Renewable energy	This is energy from natural resources that can be naturally replenished such as sunlight, wind or rain. Examples of renewable energy technologies would include wind turbines and photovoltaics.
RSP	Rushmoor Strategic Partnership	The Rushmoor Strategic Partnership brings together various interest groups involved in the production and implementation of the Sustainable Community Strategy.
	Site specific allocations	Allocation of sites for specific or mixed uses of development to be contained within Development Plan Documents. The policies will identify any specific requirements for individual proposals.
	Smart economic growth	Economic growth while reducing the Borough's ecological footprint. For example, through the efficient use of land and improved worker productivity.
	Social rented housing	Rented housing owned by the local authorities or registered social landlords for which guidance target rents are determined through the national rent regime. In addition, rented housing owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority.
SE Plan	South East Plan	This is the Regional Spatial Strategy for the South East Region.
	Spatial planning	An approach to planning that goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of a place and how they function. The aim is to provide a planning framework for delivering the aims of other key strategies and plans, which shape the future of a local area.
SPA	Special Protection Area	Sites classified under the European Community Directive on wild birds to protect internationally important species.

## Glossary A

	Term	Explanation
SPDs	Supplementary Planning Documents	A type of Local Development Document that provides guidance on the implementation of planning policies and proposals. SPDs hold less weight than Development Plan Documents.
	Sustainability Appraisal	The Planning and Compulsory Purchase Act requires Local Development Documents to be subject to a Sustainability Appraisal, which examines the impacts policies and proposals have on economic, social and environmental factors.
SCS	Sustainable Community Strategy	Under the Local Government Act (2000) the local authority must prepare a sustainable community strategy. There should be a clear relationship between the policies in local development documents and the community strategy.
SUDs	Sustainable Drainage Systems	The SUDS concept is to mimic, as closely as possible, natural drainage of a site in order to minimise the impact that development has on flooding and pollution of rivers, streams and other water bodies. SUDS measures could include filter strips and swales which are vegetated features that hold and drain water downhill mimicking natural drainage patterns and basins and ponds to hold excess water after rain and allow controlled discharge.
SAB	SUDS Approving Body	The Flood and Water Management Act proposes the establishment of SUDS Approving Bodies (SABs) that would have the responsibility for the approval of proposed drainage systems in new developments and redevelopments. Where the SUDS would serve more than one property the SAB would also be responsible for their adoption and maintenance.
	Sustainable development	The strategy for sustainable development aims to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life for future generations.
TBH SPA	Thames Basin Heaths Special Protection Area	A European nature conservation designation for the protection of three ground nesting birds.
	Town centre	The principal centres providing major retail, service, leisure, entertainment, cultural and other town centre uses, together with employment and housing. In Rushmoor the two town centres are Aldershot and Farnborough.
	Travel planning	A range of measures aimed at promoting sustainable travel within an organisation, or at a specific location, with the emphasis upon reducing dependency on single occupancy car journeys.

## A Glossary

Term	Explanation
Windfall sites	Sites not identified in development plans that may become available for development over the life of a plan.

## Appendix B Evidence Base

The following is a list of the key pieces of evidence that the Council has prepared to support the Core Strategy. Those in italics remain to be finalised.

These studies and others can be viewed on the Council's website at [www.rushmoor.gov.uk/ldfbackgroundpapers](http://www.rushmoor.gov.uk/ldfbackgroundpapers)

### Housing

- Strategic Housing Land Availability Assessment 2010 (RBC)
- Strategic Housing Market Assessment 2008 (DCA) (with Hart DC and Surrey Heath BC)
- Affordable Housing Viability Study 2009 (Three Dragons) (with Hart DC)
- Housing Needs Survey 2008
- Travelling Showpeople Accommodation Assessment 2008 (Hampshire Strategic Housing Officers Group)
- Hampshire and Isle of Wight Gypsy and Traveller Accommodation Assessment 2006 (DCA)

### Economy

- Rushmoor Retail and Leisure Study 2010 (DPP)
- Employment Land Review 2009 (with Hart DC and Surrey Heath BC)
- State of the Economy 2004 and 2008 update (Roger Tym and Partners)
- Economic Growth and Employment Land Requirements in North Hampshire 2008 (Roger Tym & Partners)
- Rushmoor Hotel Futures 2008 (Hotel Solutions)

### Transport

- Transport Assessment 2008 (WSP)
- M3 Corridor Study, 2010/11 (with Hampshire County Council, Surrey County Council, Highways Agency, Hart DC and Surrey Heath BC)
- East of Aldershot Study 2010/11 (HCC)

### Environment

- Strategic Flood Risk Assessment for Local Development Framework, 2008 (Halcrow Group Limited)
- Local Air Quality Management Report 2008 (RBC)
- Landscape Character Assessment update 2009 (RBC)
- North Hampshire Renewable Energy and Low Carbon Development Study, 2010 (Aecom)
- Draft Sustainability Appraisal, 2010 (Scott Wilson)
- Draft Habitats Regulations Assessment 2010 (Scott Wilson)
- PPG17 Open Space Study 2010 (RBC and KMC Consultants)
- Water Cycle Scoping Study 2010 (with Blackwater Valley Authorities)

## B Evidence Base

### Non Transport Infrastructure

- Hampshire Community Infrastructure Study 2009 and 2010 Supplement (HCC)

### Infrastructure

- Rushmoor Infrastructure Plan 2010 (RBC)

### Farnborough Airport

- Economic Impact of Business Aviation at Farnborough Airport 2009 (Nathaniel Lichfield & Partners)
- Odour Impact Assessment of Business Aviation at Farnborough Airport 2009 (ARUP)
- Safety Implications of Business Aviation at Farnborough Airport 2009 (ESR Technology)
- Noise Impact of Business Aviation at Farnborough Airport 2009 (Hepworth Acoustics)

### Topic Papers:

The Council has also produced the following Topic Papers:

- Housing Supply Topic Paper, 2010
- Transport Topic Paper, 2010
- Aldershot Urban Extension Topic Paper, 2010
- Evidence Base Summary Topic Paper, 2010

## Replacement of Saved Local Plan Policies C

## Appendix C Replacement of Saved Local Plan Policies

The following Local Plan policies have been replaced by policies in the Core Strategy.

The other Local Plan Policies will remain unless there are particular reasons why they should not be saved (for example, a change in national policy). The saved policies will then be replaced by future Development Plan Documents until there is a full set of policies within the Local Development Framework. An up to date list of saved and replaced Local Plan policies can be viewed at

<http://www.rushmoor.gov.uk/rushmoorplan>.

Local Plan Policy		To be replaced by Core Strategy Policy	
Policy Ref.	Topic	Policy Ref.	Title
<b>Open Land and Countryside</b>			
ENV1	Countryside	CP14	Countryside
ENV3	Strategic Gaps	CP14	Countryside
ENV6	Nature Conservation	CP13	Thames Basin Heaths Special Protection Area
ENV7		CP15	Biodiversity
ENV8			
ENV10			
ENV11			
ENV12	Heathland	CP13 CP15	Thames Basin Heaths Special Protection Area Biodiversity
<b>Built Environment</b>			
ENV18	Mixed Use	CP1, CP2 and CP16	Sustainable Development Principles Design and Heritage Reducing and Managing Travel Demand
ENV46	Community Facilities	CP10	Infrastructure Provision

## C Replacement of Saved Local Plan Policies

Local Plan Policy		To be replaced by Core Strategy Policy	
Policy Ref.	Topic	Policy Ref.	Title
<b>Open Space and Recreation</b>			
OR1	Playing Pitches	CP12	Open Space, Sport and Recreation
OR2	Play Space	CP12	Open Space, Sport and Recreation
OR3	Open Space	CP12	Open Space, Sport and Recreation
<b>Transportation and Land Use</b>			
TR1	Integrated Transport	CP16	Reducing and Managing Travel Demand
TR2	Pedestrians and Cyclists	CP16	Reducing and Managing Travel Demand
TR3	Cycle Routes	CP17	Investing in Transport
TR4	Public Transport	CP1, CP16 and CP17	Sustainable Development Principles Reducing and Managing Travel Demand Investing in Transport
TR5	Public Transport	CP16, CP17	Reducing and Managing Travel Demand Investing in Transport
TR6	Strategic Road Network	CP16, CP17	Reducing and Managing Travel Demand Investing in Transport
TR7	Traffic Management	CP16, CP17	Reducing and Managing Travel Demand Investing in Transport
TR8	Transport and Development	CP16	Reducing and Managing Travel Demand

## Replacement of Saved Local Plan Policies C

Local Plan Policy		To be replaced by Core Strategy Policy	
Policy Ref.	Topic	Policy Ref.	Title
TR9	Access	CP16	Reducing and Managing Travel Demand
TR13	Disabled Parking	CP2, CP16	Design and Heritage Reducing and Managing Travel Demand
TR14	Disabled Transport Facilities	CP2	Design and Heritage
<b>Housing</b>			
H1	Housing Strategic Requirements	SS1	The Spatial Strategy
H4	Housing Type	CP1, CP2 and CP5	Sustainable Development Principles Design and Heritage Meeting Housing Needs and Housing Mix
H5	Efficient Use of Housing	CP1	Sustainable Development Principles
H6 H6.1	Affordable Housing	CP6	Affordable Housing
<b>Farnborough Aerodrome</b>			
FA2.2(A)	Farnborough Airport – flying policies (in part)	SP6  (Other FA policies to be superseded by Farnborough Airport AAP)	Farnborough Airport
<b>Employment</b>			
E3	Employment Areas	SS1  CP8	The Spatial Strategy Supporting Economic Development

## C Replacement of Saved Local Plan Policies

Local Plan Policy		To be replaced by Core Strategy Policy	
Policy Ref.	Topic	Policy Ref.	Title
E4, E5	Employment Uses Outside Employment Areas	CP8	Supporting Economic Development
<b>Implementation</b>			
IMP1	Developers' Contributions	CP10	Infrastructure Provision

## Links between Challenges and Objectives D

## Appendix D Links between Challenges and Objectives

This table shows how each of the Challenges (identified in Section 4) has led to the development of the Core Strategy Objectives. It demonstrates how these will be met through Core Strategy policies and other delivery plans and strategies.

Links to Key Challenges (See Tables in Section 4)	Policy Links	Other Delivery Plans and Strategies
<b>Objective A - To address the housing needs of residents by planning for a minimum of 6,350 new homes<sup>(132)</sup> of an appropriate mix and tenure between 2010 and 2027</b>		
Key Challenges: 1, 2, 6, 11	SS1- Spatial Strategy SP1 - Aldershot Urban Extension CP5 - Meeting Housing Need and Housing Mix CP6 - Affordable Housing CP7 - Gypsies and Travellers and Travelling Showpeople	Housing Strategy Older Persons Housing Strategy Rushmoor Infrastructure Plan Rushmoor Corporate Plan Rushmoor/Hampshire Sustainable Community Strategies Partnership working groups
<b>Objective B - To deliver a sustainable urban extension of about 4,250 new homes at Aldershot by 2027</b>		
Key Challenges: 1, 2, 3, 15, 16	SP1 - Aldershot Urban Extension	Supplementary Planning Documents including Aldershot Urban Extension SPD Housing Strategy Defence Estates Development Plan 2009
<b>Objective C - To support the continued economic performance of the Borough by identifying and safeguarding an appropriate range of employment sites</b>		
Key Challenges: 3, 4, 12, 13	SS1 - Spatial Strategy SP2 - Aldershot Military Town SP6 - Farnborough Airport	Rushmoor Economic Development Strategy Rushmoor/Hampshire Sustainable Community Strategies

132 Of which about 4,250 will be at Aldershot Urban Extension

## D Links between Challenges and Objectives

Links to Key Challenges (See Tables in Section 4)	Policy Links	Other Delivery Plans and Strategies
	CP8 - Supporting Economic Development  CP9 - Skills and Training	
<b>Objective D - To enhance the vitality and viability of Aldershot and Farnborough town centres through delivery of planned regeneration</b>		
Key Challenges: 3, 4	SS1 - Spatial Strategy SP3 - Aldershot Town Centre SP4 - Farnborough Town Centre CP16 - Reducing and Managing Travel Demand	Rushmoor Corporate Plan  Rushmoor Economic Development Strategy  Supplementary Planning Documents  Town Centre Regeneration Strategies  Town Centre Partnerships  Local Transport Plan  Rushmoor Infrastructure Plan
<b>Objective E - To encourage the continuation of business aviation flying at Farnborough Airport</b>		
Key Challenge: 13	SP6 - Farnborough Airport	Farnborough Airport Area Action Plan  Rushmoor Infrastructure Plan
<b>Objective F - To ensure the provision of infrastructure, including green infrastructure, in line with levels of new development</b>		
Key Challenges: 1, 5, 6, 7, 8, 9,14, 16	SP1 - Aldershot Urban Extension  CP10 - Infrastructure Provision CP11 - Green Infrastructure Network CP12 - Open Space, Sport and Recreation  CP13 - Thames Basin Heaths Special Protection Area	Rushmoor/Hampshire Biodiversity Action Plans  Green Infrastructure Study  Thames Basins Heath Delivery Framework

## Links between Challenges and Objectives D

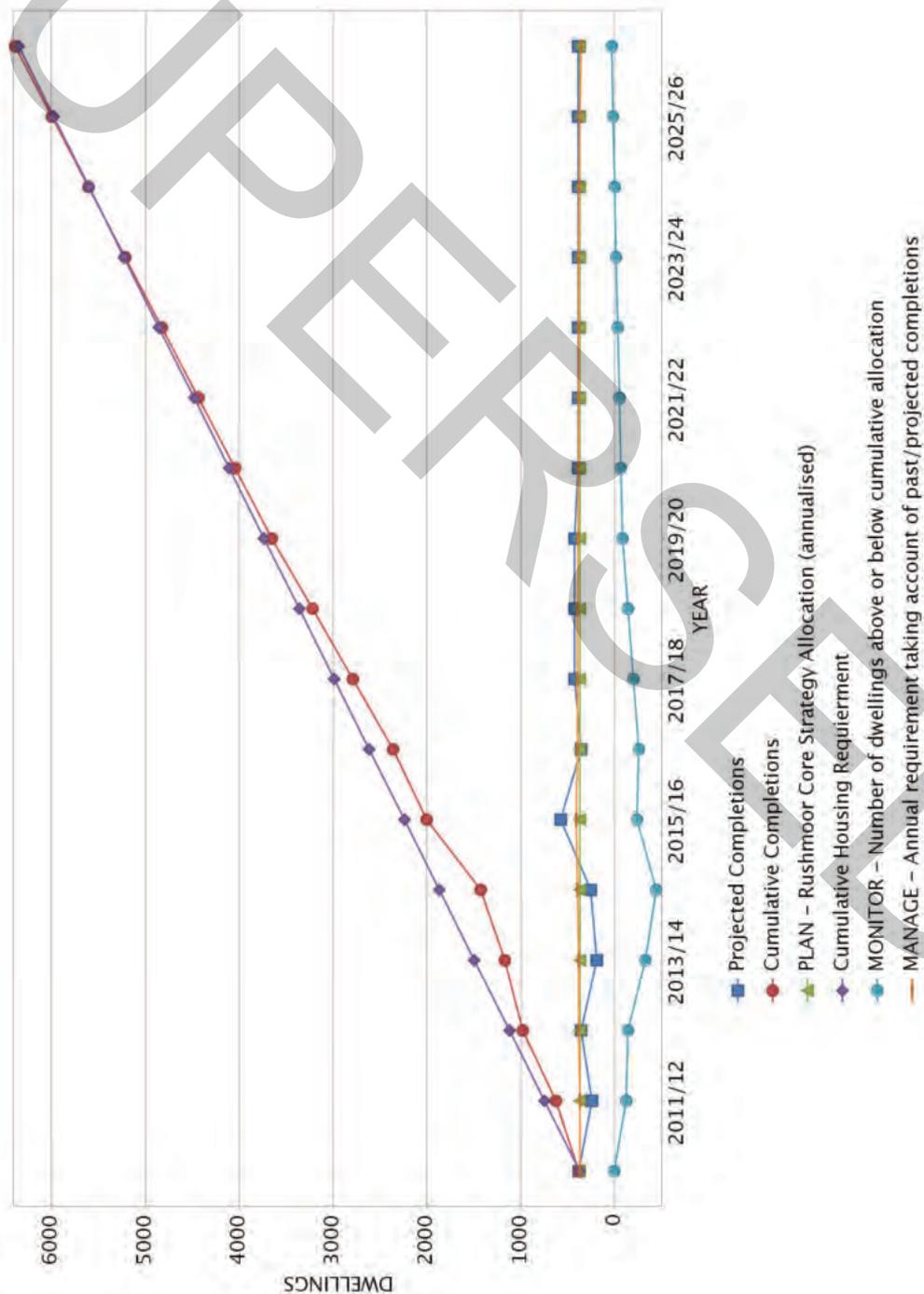
Links to Key Challenges (See Tables in Section 4)	Policy Links	Other Delivery Plans and Strategies
<b>Objective G - To ensure high quality, well designed development is delivered in the Borough</b>		
Key Challenges: 1, 2, 6, 8, 11, 12	CP1 - Sustainable Development Principles CP2 - Design and Heritage	Rushmoor Corporate Plan Supplementary Planning Documents Design Awards Conservation Area Appraisals and Management Plans
<b>Objective H - To improve quality of life for residents, minimising inequalities across the Borough and particularly to focus on reducing pockets of multiple deprivation in Mayfield, North Town and Heron Wood</b>		
Key Challenges: 1, 5, 10	SS1 - Spatial Strategy SP1 - Aldershot Urban Extension SP3 - Aldershot Town Centre SP4 - Farnborough Town Centre SP7 - Neighbourhood Renewal CP2 - Design and Heritage CP5 - Meeting Housing Need and Housing Mix CP6 - Affordable Housing CP10 - Infrastructure Provision CP12 - Open Space, Sport and Recreation CP16 - Reducing and Managing Travel Demand	Rushmoor Corporate Plan Rushmoor/Hampshire Sustainable Community Strategies Neighbourhood Renewal Strategy Group / Action Plans Rushmoor Cultural Strategy NHS Hampshire Strategies Crime and Disorder Reduction Strategy
<b>Objective I - To maintain and improve the built and natural environment, including areas of ecological and historical value</b>		
Key Challenges: 6, 7	CP1 - Sustainable Development Principles	Rushmoor/Hampshire Biodiversity Action Plans

## D Links between Challenges and Objectives

Links to Key Challenges (See Tables in Section 4)	Policy Links	Other Delivery Plans and Strategies
	CP2 - Design and Heritage CP13 - Thames Basin Heaths Special Protection Area CP14 - Countryside CP15 - Biodiversity	Green Infrastructure Study Thames Basin Heaths Delivery Framework Supplementary Planning Documents Cultural Strategy: Parks and Open Spaces Plan
<b>Objective J - To minimise the impact of climate change on new and existing development in the Borough, to reduce the contribution of new and existing development in the Borough to the causes of climate change, and to ensure adaptation to forecast climate change impacts</b>		
Key Challenge: 8	CP1 - Sustainable Development Principles CP3 - Renewable Energy and Sustainable Construction CP4 - Surface Water Flooding	Rushmoor Corporate Plan Rushmoor Climate Change Strategy Supplementary Planning Documents Private Sector Housing Renewal Strategy Rushmoor/Hampshire Biodiversity Action Plans
<b>Objective K - To encourage sustainable solutions to movement in and out, and around the Borough</b>		
Key Challenge: 12	SS1 - Spatial Strategy SP3 - Aldershot Town Centre SP4 - Farnborough Town Centre CP1 - Sustainable Development Principles CP16 - Reducing and Managing Travel Demand CP17 - Investing in Transport	Rushmoor Infrastructure Plan Hampshire Local Transport Plan Partnership working groups Rushmoor Cycle Plan

Housing Trajectory E

Appendix E Housing Trajectory



Rushmoor Housing Trajectory

## Housing Trajectory

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
<b>Projected Completions</b>	382	242	355	191	258	573	360	430	430	430	391	391	391	390	390	390	390
<b>Cumulative Completions</b>	382	624	979	1170	1428	2001	2361	2791	3221	3651	4042	4433	4824	5214	5604	5994	6384
<b>PLAN - Rushmoor Core Strategy Allocation (annualised)</b>	374	374	374	374	374	374	374	374	374	374	374	374	374	374	374	374	374
<b>Cumulative Housing Requirement</b>	374	747	1121	1494	1868	2241	2615	2988	3362	3735	4109	4482	4856	5229	5603	5976	6350
<b>MONITOR - Number of dwellings above or below cumulative allocation</b>	8	-123	-142	-324	-440	-240	-254	-197	-141	-84	-67	-49	-32	-15	1	18	34
<b>MANAGE - Annual requirement taking account of past/projected completions</b>	351	358	358	370	379	362	363	356	348	337	330	320	305	284	249	178	217

SUPERSEDED

SUPPRESSED