

Public Document Pack



RUSHMOOR BOROUGH COUNCIL

DEVELOPMENT MANAGEMENT COMMITTEE

*at the Council Offices, Farnborough on
Wednesday, 7th June, 2023 at 7.00 pm*

To:

VOTING MEMBERS

Cllr S.J. Masterson (Chairman)
Cllr Marina Munro (Vice-Chairman)

Cllr Jib Belbase
Cllr P.J. Cullum
Cllr A.H. Gani

Cllr C.P. Grattan
Cllr Michael Hope
Cllr Halleh Koohestani

Cllr Sophie Porter
Cllr D. Sarki
Cllr Calum Stewart

NON-VOTING MEMBERS

Cllr G.B. Lyon (ex-officio)

STANDING DEPUTIES

Cllr Christine Guinness
Cllr S. Trussler
Cllr G. Williams

Enquiries regarding this agenda should be referred to Adele Taylor,
Democracy and Community, 01252 398831 adele.taylor@rushmoor.gov.uk

A G E N D A

1. **DECLARATIONS OF INTEREST –**

All Members who have or believe that they have any interest under the Rushmoor Borough Council Councillors' Code of Conduct, adopted in April 2021, in any matter to be considered at the meeting are required to disclose that interest at the start of the meeting (preferably) or as soon as possible thereafter and to take the necessary steps in light of their interest as to any participation in the agenda item.

2. **MINUTES –** (Pages 1 - 8)

To confirm the Minutes of the meeting held on 26th April, 2023 (copy attached).

3. **PLANNING APPLICATIONS –** (Pages 9 - 74)

To consider the Executive Head of Planning and Growth's Report No. PG2318 on planning applications recently submitted to the Council (copy attached).

Sections A & B of the report set out the items to be considered at future meetings and petitions received:

Item	Reference Number	Address	Recommendation
1	21/00271/FULPP	Block 3 Queensmead, Farnborough	For information
2	22/00340/REMPP	Blandford House and Malta Barracks Development Site, Shoe Lane, Aldershot	For information
3	23/00169/FULPP	Aldershot Conservative Club, Aldershot	For Information
4	23/00292/FULPP	Farnborough Airport, Farnborough	For Information
5	23/00338/FULPP	Farnborough North Railway Station, Farnborough	For Information

Section C of the report sets out planning applications for determination at this meeting:

Item	Pages	Reference Number	Address	Recommendation
6	11-38	22/00849/FULPP	Discovery Place, Columbus Drive, Farnborough	Grant
7	39-49	23/00293/FULPP	44 Cambridge Road West, Farnborough	Grant

Section D of the report sets out planning applications which have been determined under the Council's scheme of delegation for information.

4. **ENFORCEMENT AND POSSIBLE UNAUTHORISED DEVELOPMENT – (Pages 75 - 86)**

To consider the Executive Head of Property and Growth's Report No. PG2319 (copy attached) which reports on cases of planning enforcement and possible unauthorised development.

5. **PLANNING (DEVELOPMENT MANAGEMENT) SUMMARY REPORT FOR THE QUARTER JANUARY 2023 - MARCH 2023 AND FOR THE YEAR 2022/23 – (Pages 87 - 92)**

To receive the Executive Head of Property and Growth's Report No. PG2320 (copy attached) which updates on the Performance Indicators for the Development Management Section of Planning, and the overall workload for the Section for the period 1st January to 31st March 2023 and for the year 2022/23.

MEETING REPRESENTATION

Members of the public may ask to speak at the meeting, on the planning applications that are on the agenda to be determined, by writing to the Committee Administrator at the Council Offices, Farnborough by 5.00 pm on the day prior to the meeting, in accordance with the Council's adopted procedure which can be found on the Council's website at <http://www.rushmoor.gov.uk/speakingatdevelopmentmanagement>

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DEVELOPMENT MANAGEMENT COMMITTEE

Meeting held on Wednesday, 26th April, 2023 at the Concorde Room, Council Offices, Farnborough at 7.00 pm.

Voting Members

Cllr L. Jeffers (Vice-Chairman) (In the Chair)

Cllr Mrs. D.B. Bedford
Cllr Jib Belbase
Cllr Michael Hope
Cllr S.J. Masterson

Apologies for absence were submitted on behalf of Cllr P.I.C. Crerar, Cllr C.P. Grattan, Cllr Peace Essien Igodifo, Cllr T.W. Mitchell, Cllr Sophie Porter and Cllr Calum Stewart.

Cllr A.H. Gani and Cllr Nadia Martin attended the meeting as Standing Deputies.

Non-Voting Member

Cllr A.R. Newell (Planning and Economy Portfolio Holder) (ex officio)

67. DECLARATIONS OF INTEREST

There were no declarations of interest for this meeting.

68. MINUTES

The Minutes of the Meeting held on 22nd March, 2023 were approved and signed as a correct record of proceedings.

69. PLANNING APPLICATIONS

RESOLVED: That

(i) permission be given to the following applications, as set out in Appendix "A" attached hereto, subject to the conditions, restrictions and prohibitions (if any) mentioned therein:

- * 23/00186/FULPP Kings Moat Car Park, Farnborough
- * 23/00218/FULPP Blackwater River Bridge, The Hatches, Farnborough

23/00261/FUL Aldershot Park Crematorium, Aldershot

- (ii) the applications dealt with by the Executive Head of Property and Growth, where necessary in consultation with the Chairman, in accordance with the Council's Scheme of Delegation, more particularly specified in Section "D" of the Executive Head of Property and Growth's Report No. PG2316, be noted
- (iii) the current position with regard to the following applications be noted pending consideration at a future meeting:

21/00271/FULPP Block 3, Queensmead, Farnborough

** 22/00340/REMPP Land at Blandford House and Malta Barracks Development Site, Shoe Lane, Aldershot

22/00849/FULPP Discovery Place, Columbus Drive, Farnborough

23/00169/FULPP Aldershot Conservative Club, Victoria Road, Aldershot

23/00292/FULPP Farnborough Airport, Farnborough Road, Farnborough

* The Executive Head of Property and Growth's Report No. PG2316 in respect of these applications was amended at the meeting.

** It was agreed that site visits would be arranged to these sites

70. ENFORCEMENT AND POSSIBLE UNAUTHORISED DEVELOPMENT

Enforcement Reference No.

Description of Breach

21/00144/RESWRK Following a complaint regarding, and subsequent inspection of, a large outbuilding that had been erected to the front of, 2 Boxalls Lane, Aldershot, it was determined that the outbuilding required planning permission. Three letters had been sent, with no response, these were followed by a Planning Contravention Notice (PCN) in August 2022. In March 2023, the Council took the case to court for the non-return of the PCN, and the owner was fined for failure to return the PCN. As evidence showed that the structure had not existed in its current form for more than four years, instructions had been issued to the Corporate Manager – Legal to draft and serve both Enforcement and Untidy Site Notices.

RESOLVED: That the Executive Head of Property and Growth's Report No. PG2317, as amended at the meeting, be noted.

71. **ESSO PIPELINE PROJECT**

Katie Herrington, Principle Planning Officer, gave a verbal update to the Committee on the position regarding the agreement of all outstanding legal agreements including the Environmental Improvement Plan pursuant to the Development Consent Order for the renewal and partial realignment of the Southampton to London ESSO fuel pipeline which crossed the Borough of Rushmoor.

Queen Elizabeth Park (QEP) – it was noted that removal of the heras fencing had commenced, however the path would not be reopened until the quality had been fully checked by the Council. Replanting had also commenced. With regards to timescales, it was noted that the compound would remain in place for the next few weeks to enable the installation of the new playground which was due to start on 22 May, this would be followed by work to reinstate the car park. It was expected that Esso would be off the site by the end of June. 2023.

Southwood Country Park (SCP) – it was noted that works had ceased due to poor working conditions and an issue with an Environment Agency licence relating to works at the brook. Works at Nash Close works were due to commence on 27 April and a temporary car park, for resident use, had been established in the SCP car park.

In addition, it was noted that following discussions with Hampshire County Council (HCC), a temporary crossing would be installed at SCP. And discussions were underway with ESSO regarding funding. Discussions were ongoing relating to a more permanent solution.

In response to a query regarding complaints concerning the West Heath compound, it was noted that a number of issues had been raised and the Council were awaiting a response. It was suggested that Members share any issues with Ms Herrington direct to ensure a comprehensive response to all matters of concern.

The report was noted.

The meeting closed at 7.41 pm.

CLLR LEE JEFFERS (VICE-CHAIRMAN) (IN THE CHAIR)

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Development Management Committee

Appendix "A"

Application No. & Date Valid: **23/00186/FULPP** **3rd March 2023**

Proposal: Continued use of leisure land as a hard surface pay and display carpark. Operational 24 hours per day, 7 days per week at **Kings Moat Car Park Westmead Farnborough Hampshire**

Applicant: Rushmoor Borough Council

Conditions: 1 The use hereby permitted shall be discontinued on or before 3 years from the date of this permission unless the Local Planning Authority shall have previously permitted the use for a further period.

Reason - To ensure that the long-term objectives for the redevelopment of Farnborough town centre are not prejudiced.

2 The permission hereby granted shall be continued in accordance with the following approved drawing - PARKING LAYOUT DWG KMoatCP_17.

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

Application No. & Date Valid: **23/00218/FULPP** **23rd March 2023**

Proposal: Replacement of existing river bridge over the Blackwater River with a new vehicular river bridge to accommodate pedestrians and vehicles at **Blackwater River Bridge, The Hatches Farnborough**

Applicant: Mr Michael Smith (National Rail)

Conditions: 1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The permission hereby granted shall be carried out in accordance with the following approved drawings.
Drawing numbers:
173080-ARC-1700-BWR01-DRG-ECV-001102 PO1;
173080-ARC-1700-BWR01-DRG-ECV-000101 P01;
73080-ARC-1700-BWR01- DRG-ECV-001104 P01.

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

3. Prior to the commencement of the development hereby approved, an appropriately detailed Construction Environmental Management Plan (CEMP) shall be first submitted to and approved in writing by the Local Planning Authority. The CEMP should include, but not be limited to:
 - a) Map showing the location of all ecological features
 - b) Risk assessment of the potentially damaging construction activities
 - c) Practical measures to avoid and reduce impacts during construction
 - d) Location and timing of works to avoid harm to biodiversity features
 - e) Measures to ensure woodland habitats are restored or enhanced as a result of works, including measures to enhance bankside riparian habitats / removal of invasive species
 - f) The times during construction when specialist ecologists need to be present on site to oversee works
 - g) Responsible persons and lines of communication
 - h) Use of protected fences, exclusion barriers and warning signs.

The works shall be carried out in accordance with such details so approved.

Reason: To ensure 'no adverse effect' on the Blackwater River SINC and no harm to protected species.

**Application No. 23/00261/FUL
& Date Valid:**

30th March 2023

Proposal: Single storey extension and containerised cremator in rear service yard for temporary period at **Aldershot Park Crematorium Guildford Road Aldershot**

Applicant: Rushmoor Borough Council

Conditions: 1. The building hereby permitted shall be removed and the land restored to its former condition on or before 2 years and 6 months from the date of this permission.

Reason - Given the impact of the character and appearance of the structure, reconsideration in the light of prevailing circumstances at the end of the specified period would be appropriate in the interest of amenity.

2. The permission hereby granted shall be carried out in accordance with the following approved drawings Drawing numbers: 4705-1001 C1, 19-2009 13, 19-2009 12, 19-2009-11, 19-2009-10, 8124-0001 P2, 8124 – Sketch A, Details within noise report 5007-1600- 1001

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

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**Development Management
Committee
7th June 2023**

**Executive Head of Planning
& Growth
Report No. PG2318**

Planning Applications

1. Introduction

- 1.1 This report considers recent planning applications submitted to the Council, as the Local Planning Authority, for determination.

2. Sections In The Report

- 2.1 The report is divided into a number of sections:

Section A – FUTURE Items for Committee

Applications that have either been submitted some time ago but are still not ready for consideration or are recently received applications that have been received too early to be considered by Committee. The background papers for all the applications are the application details contained in the Part 1 Planning Register.

Section B – For the NOTING of any Petitions

Section C – Items for DETERMINATION

These applications are on the Agenda for a decision to be made. Each item contains a full description of the proposed development, details of the consultations undertaken and a summary of the responses received, an assessment of the proposal against current policy, a commentary and concludes with a recommendation. A short presentation with slides will be made to Committee.

Section D – Applications ALREADY DETERMINED under the Council's adopted scheme of Delegation

This lists planning applications that have already been determined by the Head of Economy, Planning and Strategic Housing, and where necessary with the Chairman, under the Scheme of Delegation that was approved by the Development Management Committee on 17 November 2004. These applications are not for decision and are FOR INFORMATION only.

- 2.2 All information, advice and recommendations contained in this report are understood to be correct at the time of publication. Any change in circumstances will be verbally updated at the Committee meeting. Where a recommendation is either altered or substantially amended between preparing the report and the Committee meeting, a separate sheet will be circulated at

the meeting to assist Members in following the modifications proposed. This sheet will be available to members of the public.

3. Planning Policy

- 3.1 Section 38(6) of the Town and Country Planning Act 1990 (as amended) requires regard to be had to the provisions of the development plan in the determination of planning applications. The development plan for Rushmoor comprises the Rushmoor Local Plan (February 2019), the Hampshire Minerals and Waste Plan (October 2013) and saved Policy NRM6 of the South East Plan.
- 3.2 Although not necessarily specifically referred to in the Committee report, the relevant development plan will have been used as a background document and the relevant policies taken into account in the preparation of the report on each item. Where a development does not accord with the development plan and it is proposed to recommend that planning permission be granted, the application will be advertised as a departure and this will be highlighted in the Committee report.

4. Human Rights

- 4.1 The Human Rights Act 1998 (the Act) has incorporated part of the European Convention on Human Rights into English law. All planning applications are assessed to make sure that the subsequent determination of the development proposal is compatible with the Act. If there is a potential conflict, this will be highlighted in the report on the relevant item.

5. Public Speaking

- 5.1 The Committee has agreed a scheme for the public to speak on cases due to be determined at the meeting (Planning Services report PLN0327 refers). Members of the public wishing to speak must have contacted the Meeting Coordinator in Democratic Services by 5pm on the Tuesday immediately preceding the Committee meeting. It is **not** possible to arrange to speak to the Committee at the Committee meeting itself.

6. Late Representations

- 6.1 The Council has adopted the following procedures with respect to the receipt of late representations on planning applications (Planning report PLN 0113 refers):
- a) All properly made representations received **before** the expiry of the final closing date for comment will be summarised in the Committee report. Where such representations are received after the agenda has been published, the receipt of such representations will be reported orally and the contents summarised on the amendment sheet that is circulated at the Committee meeting. Where the

final closing date for comment falls **after** the date of the Committee meeting, this will be highlighted in the report and the recommendation caveated accordingly.

- b) Representations from both applicants and others made **after** the expiry of the final closing date for comment and received **after** the report has been published will not be accepted unless they raise a new material consideration which has not been taken into account in the preparation of the report or draws attention to an error in the report.
- c) Representations that are sent to Members should not be accepted or allowed to influence Members in the determination of any planning application unless those representations have first been submitted to the Council in the proper manner (but see (b) above).
- d) Copies of individual representations will not be circulated to members but where the requisite number of copies are provided, copies of individual representation will be placed in Members' pigeonholes.
- e) All letters of representation will be made readily available in the Committee room an hour before the Committee meeting.

7. Financial Implications

- 7.1 There are no direct financial implications arising from this report. However, in the event of an appeal, further resources will be put towards defending the Council's decision. Rarely, and in certain circumstances, decisions on planning applications may result in the Council facing an application for costs arising from a planning appeal. Officers will aim to alert Members where this may be likely and provide appropriate advice in such circumstances.

Tim Mills
Executive Head of Planning & Growth

Background Papers

- *The individual planning application file (reference no. quoted in each case) Rushmoor Local Plan (Adopted Feb 2019)*
- *Current government advice and guidance contained in circulars, ministerial statements and the National Planning Practice Guidance (NPPG).*
- *Any other document specifically referred to in the report.*
- *Regional Spatial Strategy for the South East, policy NRM6: Thames Basin Heaths Special Protection Area.*
- *The National Planning Policy Framework.*
- *Hampshire Minerals and Waste Plan (2013).*

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Section A

Future items for Committee

Section A items are for INFORMATION purposes only. It comprises applications that have either been submitted some time ago but are still not yet ready for consideration or are recently received applications that are not ready to be considered by the Committee. The background papers for all the applications are the application details contained in the Part 1 Planning Register.

Item	Reference	Description and address
1	21/00271/FULPP	<p>Erection of an extension to Kingsmead Shopping Centre; commercial, business and service uses on the ground floor (3,088sqm), 104 apartments over nine floors, private amenity space, 53 car parking spaces, up to 222 bicycle parking spaces, a bridge link and alterations to existing block 2 car park and the meads, a new entrance to The Meads shopping centre</p> <p>Block 3 Queensmead Farnborough Hampshire</p> <p>This application is subject to a request for an extension of time to consider further amendments.</p>
2	22/00340/REMPP	<p>PART APPROVAL OF RESERVED MATTERS: for the erection of 71 dwellings (Phase 4), including access from Shoe Lane and Forge Lane, internal access roads, public open space, parking, lighting and associated infrastructure, following demolition of existing buildings and hardstanding, pursuant to Condition 3 (1-24) of Hybrid Outline Planning Permission 17/00914/OUTPP dated 15th May 2020.</p> <p>Blandford House And Malta Barracks Development Site Shoe Lane Aldershot Hampshire</p> <p>Assessment of this application continues and has not reached the stage for committee consideration.</p>

3	23/00169/FULPP	<p>Erection of multi-storey car park with vehicular access and egress from Little Wellington Street following demolition of existing Conservative Club building</p> <p>Former Aldershot Conservative Club, Little Wellington Street, Aldershot</p> <p>Assessment of this application is underway and bat surveys of the existing building are being undertaken. The application is not yet ready for consideration by Committee.</p>
4	23/00292/FULPP	<p>Erection of a detached two storey building for use as a private terminal and lounge with associated offices, screening room, and flights observations, along with associated parking.</p> <p>Farnborough Airport, Farnborough Road, Farnborough</p> <p>This application has only recently received, and consultations and consideration are underway. It is too early for this application to be considered by Committee.</p>
5	23/00338/FULPP	<p>Construction of new footbridge over the railway comprising stairs, lifts and cycle gutter, and change of use of land to operational railway</p> <p>Proposed Footbridge, Farnborough North Station, Farnborough Street, Farnborough</p> <p>This application has only recently received, and consultations are underway. It is too early for this application to be considered by Committee.</p>

Section B

Petitions

Item	Reference	Description and address
		There are no petitions to report

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

Case Officer	Katie Herrington
Application No.	22/00849/FULPP
Date Valid	2nd December 2022
Expiry date of consultations	27th February 2023
Proposal	Demolition of existing buildings and the construction of a single building for class E(g)(iii), B2 and B8 with associated infrastructure.
Address	Discovery Place Columbus Drive Farnborough Hampshire
Ward	Cove And Southwood
Applicant	Kennedy Wilson
Agent	Tom Beardsmore
Recommendation	GRANT subject to S106 agreement.

Description

The site lies within Southwood Employment Area which contains a range of commercial units including offices (BMW) and storage/distribution (Yodel). The application site comprises three buildings containing approximately 150,000 sqft of office space with 695 parking spaces on split levels. Now vacant, it was last used as a data centre, and since 2001 has not been occupied to its full capacity. To the north of the site is the main railway line beyond which is the residential caravan site of Chiltern Park Farm. To the South is Summit Avenue and the residential developments of Ash Tree Close, Yew Tree Close, and the Pathfinders.

The proposal seeks to demolish these buildings and erect a flexible use B1iii/B2/B8 building 13,591 sqm (GF 12, 309 sqm, 1st floor 641 sqm and 2nd floor 641 sqm) as measured from the submitted plans¹. The proposal would provide 130 car parking spaces and 20 cycle bays. 15 lorry bays would be provided in a side loading bay. The building would be rectangular measuring 90m in width, and 138m in length², and 15.5m high above ground level. The proposal is for the facility to be in operation 24/7.

This applicant did not engage in pre-application discussion.

Since submission in December 2022, officers have engaged in extensive discussions with the agents seeking to resolve concerns with regard to impact on residential occupiers, parking provision, and Biodiversity Net Gain. This has resulted in submission of revised reports and changes to the landscape plan. These amendments have not increased the number of parking spaces proposed or reduced the floor area of the building.

¹ The plans state GIA for the unit but this does not appear to match with the measurement from the scaled plans.

² Excluding roof overhangs

The recommendation to grant planning permission has been made on a balanced consideration of the material benefits of the proposal against the likelihood of potential harm.

The identified harm is the potential for parking stress on streets around the development site arising from its operation. The proposal would provide between 42%-84% of the parking spaces envisaged for such uses in the Councils Parking Standards. However, these are *maximum* parking standards designed to encourage more sustainable modes of transport. Given the poor public transport links in the area, there is considered to be potential for between 20 and 172 vehicles parking off site and in surrounding streets depending upon the nature of the occupier. This could be mitigated or managed through the use of a Travel Plan (Secured by S106) and a parking management plan, but not completely eradicated. It is this potential parking stress in surrounding streets that must be weighed in the planning balance.

The proposal would provide a significant benefit through employment opportunities both through its construction but also through its operation – amounting to between 207 – 383 FTE jobs. Unemployment in the borough is around 2.7%. The applicant has drafted an Employment and Skills Plan to ensure that local residents are able to benefit from the opportunities available during construction and Officers will seek to work with the occupiers to develop a further plan for the operation of the unit.

When balancing this harm against such benefit, it is considered that the employment benefits of the proposal outweigh the harm. Whilst the risk of parking stress is significant and could result in a degree of harm this is considered to be outweighed by the employment and economic benefits.

Consultee Responses

HCC Highways Development Planning

In the absence of a Lorry routing Agreement and Section 278 Agreement to secure the proposed work to the highway network the Highway Authority are proposing a holding objection to the proposed development that will be withdrawn when both documents are in place. The wording of the holding objection is as follows :-

- In its present form the local highway network is inadequate to accommodate the type of traffic likely to be generated by the proposed development.

All HGV movements are being assigned to Junction 4A of the M3, this is acceptable and to ensure this is realised a Lorry Routing Agreement will be required for both the construction / demolition stage as well as the post construction stage.

Works appear to be proposed to Columbus Drive and Apollo Drive and these will need to be secured through either a S278 or a Licence with the Highway Authority.

Officer comment: The agent/ applicant has agreed to enter into a lorry routing agreement.

HCC Travel Plan Officers

Suggested alterations required prior to approval

County Archaeologist

The site has a relatively low archaeological potential, with no known archaeological remains located within the site and only a limited archaeological potential inferred from the HER. Whilst the site may have some limited archaeological potential, the level of previous development within the site has likely compromised the site's archaeological potential to

an extent that the survival of archaeological remains is unlikely. Given the low archaeological potential and the extensive previous impacts, I do not wish to raise any archaeological issues.

Ecologist Officer

The development should be implemented in accordance with an appropriately detailed Biodiversity Gain Plan, written in accordance with best practice as outlined within British Standard BS 8683:2021 'Process for designing and implementing Biodiversity Net Gain – Specifications', dated 2021. Delivery of the Biodiversity Gain Plan should be secured through planning obligation for a minimum of 30 years and enable delivery of habitats of the distinctiveness and condition as proposed within submitted documentation, including all necessary monitoring, management and remediation measures. The Biodiversity Gain Plan should be submitted to the Council for approval in writing prior to the commencement of development.

Environmental Health

Environmental Health comment on the revised information submitted in support of this application. There are outstanding issues that need to be addressed so a holding objection is raised until further information is provided.

Officer comment: This is addressed in the body of the report.

The latest Air Quality Assessment, dated 4 May 2023, concludes, on the basis of a net decrease of 1587 LDV and net increase of 80 HGV movements for a B8 use, that the potential impact of additional road traffic on local air quality would not be significant and that a detailed assessment was therefore not required. This is based on the screening criteria set-out within the Environmental Protection United Kingdom (EPUK) and Institute of Air Quality Management (IAQM) planning guidance to determine the need for a detailed assessment. EPUK/IAQM guidance identifies that an increase in HDV flows of more than 100 AADT outside of an AQMA is indicative of when an air quality assessment is likely to be required. We are reliant on the Transport outputs to determine what feeds into these Air Quality assessments so if these can be considered sound then on this basis Environmental Health would have to accept these conclusions.

Arboricultural Officer

This proposal threatens the loss of circa 56 C grade trees, many of which are of diminutive stature or suffering physiological problems. It is difficult to see where there might be spatial capacity to accommodate the same number of replacements for those trees lost.

Notwithstanding, the proposal will retain the most significant amenity trees worthy of retention and provided that these trees are protected from development harm in accordance with the stated tree protection measures within the submitted arboricultural report, I feel obliged to offer no objection.

Network Rail	Advises the agent/ applicant engages with Network Rails' Asset Protection and Optimisation team prior to works commencing. This is to allow the ASPRO team to review the proposals and ensure that the works can be completed without risk to the operational highway. The development may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works.
Hampshire Fire & Rescue Service	No comments received
Hampshire Constabulary	No comments received.
Thames Water	<p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>With regard to water supply, this comes within the area covered by the South East Water Company. For your information the address to write to is - South East Water Company, Rocfort Road, Snodland, Kent, ME6 5AH, Tel: 01444-448200</p>
Lead Local Flood Authorities	No objection.
Environment Agency	No comments received.
Designing Out Crime Officer	No comments received.
South East Water	No comments received.
Community Safety Team	No comments received.
Planning Policy	<p>The proposal is in conflict with Policy IN2 (Transport) as it does not provide appropriate car and cycle parking provision in terms of amount in accordance with the Car and Cycle Parking Standards SPD.</p> <p><i>Officer comment: This is addressed in the body of the report.</i></p>
Skills and Employment Officer	<p>An Economic Benefits Statement has been produced on behalf of the applicant. This sets out the number of jobs and gross value added (GVA) that the proposed scheme is estimated to generate.</p> <p>The construction phase is estimated to lead to 122 jobs (direct and indirect/ induced roles) and generate up to £9 million GVA. Operationally the proposal is estimated to generate up to 383 jobs and £32.1 million in GVA per annum. These jobs will include roles at different skill levels. It is estimated that the scheme will generate approximately £470,000 per annum in business rates.</p> <p>The roles provided by the scheme will provide employment opportunities for local residents and boost local economic growth. Unemployment (measured by the claimant count) in</p>

the borough is currently 2.7% (claimants as a proportion of the working age population) which is above pre-pandemic rates in the borough - 1.7% in March 2020. Youth unemployment is also above the pre-pandemic rate; currently 3.6% of 18-24 years olds are unemployed in Rushmoor, above the 2.9% of the working age population claiming in March 2020.

The applicant has drafted an Employment and Skills Plan for the construction phase of the project which will help the council to ensure that local residents are able to benefit from the opportunities available. The plan includes targets on work placements, training opportunities on site and construction careers information, advice and guidance events. The council will work with the applicant to ensure that these commitments are realised. The council will also seek to ensure that a further plan is developed once the site is operational.

Neighbours notified

In addition to posting a site notice and press advertisement, 209 individual letters of notification were sent to the following addresses;

1, 2 Apollo Rise; 7, 9, 11, 15, 17, 19, 21, 22, 23, 24, 25, 26, 27, 28 Ash Tree Close ; 66 Blunden Road; 4 Briars Close; 20, 36 Broadmead; 22 Chamomile Gardens; 6, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37,38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 50, 53 Chiltern Farm Park; 12 The Copse; 19A Cove Road; 1, 2, 3 Columbus Drive; 1, 2-3, Discovery Place; 157, 159, 161, 163, 165, 167, 169, 171 Fleet Road; 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 Gleneagles Drive; 11 Grasmere Road; 7 Griffon Close; 7 Langdale Close; 3, 7, 120, 122 Ively Road; 1, 4, 9, 14, 47, 48, 49, 50, 52, 54, 56, 67, 69, 71 Larch Way; 1 Langdale Close; 5 Lauderdale ; 3, 4, 7, 10 Lodsworth; 15 Long beech Drive; 8 Nevada Close; 15 New Dawn Close; Merlin Way; 24 Mcnaughton Close; 6, 9, 12, 15, 16, 17, 29, 31 Oldwood Chase; 11 Palmerston Close; 1, 3 Primrose Gardens; 24, 42, 46, 45 Randolph Drive; Richmond Close; 12 Rifle Way; 10 Rose Gardens; 29, 44 Southwood Road; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 Stanley Drive; 16 Saddleback Way; 43 Shakespeare; 84 Southwood Road; 99 West Heath Road; 12 Windermere Close; 26, 41 Wisley Gardens; 1, 3, 4, 5, 7, 9, 11, 14, 15, 16, 17, 18, 20 Yew Tree Close.

Neighbour comments

96 objections were received to the proposals. 1 support was received, but their comments related to noise and disturbance and traffic congestion and therefore their comments are taken as an objection. These objections were received from the following addresses; and their comments are summarised below;

11, 23 Ash Tree Close; 66 Blunden Road; 4 Briars Close; 20, 36 Broadmead Farnborough; 2 Columbus Drive; 22 chamomile gardens; 29 Chilton Farm Park; 19a Cove Road; 7 Glebe road; 14, 20 Gleneagles Drive; 11 Grasmere Road; 7 Griffon Close; 7 Ively Road; 1, 4, 9, 14, 71 Larch Way; 1,7 Langdale Close; 5 Lauderdale Farnborough; 3, 4, 7, 10 Lodsworth; 15 long beech drive; Merlin Way; 24 McNaughton Close; 8 Nevada Close; 15 New Dawn Drive; 6, 9, 12, 15, 16, 17, 29, 31 Oldwood Chase; 10, 11 Palmerston Close; 1 Primrose Gardens; 24, 42, 45, 46 Randolph Drive; 12 Rifle Way; 10 Rose Gardens; 16 saddleback; 43 Shakespeare gardens; 29 Southern Way; 44, 84 Southwood Road; 12 The Copse; 3, 120, 122 Ively Road; 99 Westheath Road; 26, 41 Wisley Gardens; 12 Windermere Close; 3, 18 Yew Tree.

Impact upon character

- Buildings are more industrial. Too many buildings. Harm to character.
- Fed up with the council trying to push a distribution depot into the Southwood Estate

Highway safety

- Highway safety due to more HGV's/ traffic./ what's wrong with railway lines/
- Safety concerns A327 Summit Avenue/ Ively Rd. vehicles jump lights at the crossing.
- Junction to warehouse not adequate for large vehicles. Single access road.
- Speed limits need reconsidering.
- Concerns for highway safety due to vehicles exiting Columbus Drive onto Summit Avenue, and obstruction of Columbus drive. HGV's waiting to exit onto Summit Avenue.
- Road is dangerous with few crossing points.

Officer comment: Concerns regarding driver behaviour is not something that can be controlled through the Planning System.

Highway congestion/ obstruction

- Traffic particularly at rush hours / school runs etc. as existing and due to recent developments.
- Already difficult to cross the road in Kennels Lane and Summit Avenue and Southwood Road.
- A longer period of accident data should be reviewed due to Covid. Proposal for Logistics Centre on Old Pystock Site was rejected due to insufficient road infrastructure (Hartland Site). No crossings.
- Existing trip calculation and proposed trip generation are not correct Summit Avenue is very congested and is unsuitable for 4/500 lorry or Van movements per day.
- Majority of traffic will turn right onto Summit Avenue and cause gridlock/
- Increase in traffic along fleet road entrance to Chilton Farm Park 55+ residents on a blind bend and no traffic calming
- Question the inclusion of Columbus Drive and their landscaped area in the proposed development. This and the swept path suggests egress and access to units C2 and C3 will be compromised.

Parking

- Inadequate Parking. Yodel already encroach on Southwood Rd to park their vans.
- Motorcycle Parking does not accord with policy.

Environmental issues

- Air quality / Pollution – by more idling traffic/ increase in CO2/ doesn't support govt's carbon neutral policies/ harmful to families.
- Will cause harmful vibrations.
- Increase of pollution and noise as a result of development in combination with Hartland Park, Southwood Mews and Sun Park.
- Proposal is not in line with Part L 2001. Not clear if development is BREEAM Excellent or higher. Sustainable credentials are not there.
- Impact of security lighting

Ecology

- Will foxes be relocated
- Damage to SSSI/ loss of trees

Impact upon residential amenity

- Overlooking/ loss of privacy/ loss of light
- Smells
- Noise/ vibration and disturbance - concerns A327 Summit Avenue/ Ively Rd.
- Noise during demolition and construction

Other

- Road repairs are slow/ will cause damage to the road
- Jobs are required as job vacancies exist
- Will council enforce noise and dust?
- The trees we were promised here have not been replaced by ESSO
- Street Lights not working on Summit Avenue or Ullswater Avenue/ Derwent Close.
- SANG visitor centre affected by traffic - people will not visit
- Would be more beneficial for the council to use the site for residential
- Will devalue property
- Vibration will cause cracks in the wall

Officer comment: road repairs, complaints regarding other schemes, impact upon property values, the operation [or not] of street lights, property damage during construction, and alternative uses for the site are not material planning considerations that can be taken into account in the determination of this planning application.

Policy and determining issues

The site is Located within the Southwood Strategic Employment Site and the defined urban area. The following policies are relevant in the determination of this application;

SS1 Presumption in favour of Sustainable Development; IN2 Transport, DE1 design in the Built Environment, DE10 Pollution, PC1 Economic Growth and Investment, PC2 Strategic Employment Sites, PC8 Skills, Training and Employment, NE3 Trees and Planting, EN4 Biodiversity, NE8 Sustainable Drainage Systems of the Local Plan.

The Councils Car and Cycle standards SPD is also relevant in the determination of this application.

The main considerations in the determination of this application are; principal of development, visual impact, impact upon neighbouring amenities, transport impacts, and ecological matters.

The following reports (final versions) have been assessed as part of this application;

Design and Access Statement – Kennedy Wilson; PRP Foul and Storm Water Drainage Strategy dated 17th February 2023; Pegasus Group Economic Benefits Statement – 26/05/2022.; Discovery Place Environmental Noise Survey and Noise Impact Assessment Report 31st October 2022 29910/NIA Hann Tucker Associates; Discovery Place Environmental Noise Survey and Noise Impact Assessment Report 23rd February 2023 2991/NIA2/rev1 Hann Tucker Associates; Feasibility Study into low and zero carbon energy systems – HBA consulting Engineers; PRP Flood Risk Assessment 1st November 2022; Kennedy Wilson – Framework Travel Plan. Dated 26th October 2022; Heritage Statement – Pegasus Group. Dated 3rd November 2022; Hurst Warne Discovery Place by Peter Richards. 16th June 2022; Phase 1 Desk Study Report. Preliminary Contaminated Land Risk Assessment. 27th June 2022; Statement of community involvement – Pegasus Group; Synergy – Sustainability Statement and BREEAM 2018 Pre-assessment. Revision A; ADC Infrastructure. Kennedy Wilson. Transport Statement. Dated 26th October 2022; Tree protection and Removal Plan 710 Rev A; RPS Tree Survey Report and Arboricultural Impact Assessment. JSL4454_770 28th October 2022; Swept Path Plan – ADC2980-DR-001 P6; HGV Tracking Plan – P405 Rev F; Amenities P407 Rev D; Discovery Place. Farnborough. SEO Farnborough Limited. Acoustics. Proposed Employment Development. Noise Impact Assessment. Revision 3 – 03 May 2023. By Hoare Lea; ADC Infrastructure. Technical Note –

response to Rushmoor Borough Council. Dated 10th February 2023; ADC Infrastructure Limited. Proposed employment development at summit avenue, Farnborough. Letter dated 26th April 2023; 'Preliminary Ecological Appraisal' dated June 2022 and 'Biodiversity Net Gain Assessment' dated October 2022, both author RPS Group PLC; RPS Memo 'Additional information regarding biodiversity net gain (BNG) Assessment dated 15th May 2023; 'Detailed Landscape Proposals' – P21-3311_EN_001_01H; 'Landscape Management Plan', ref P22-3311_EN_001_02E, author Pegasus Group; 'Biodiversity Net Gain Assessment', dated February 2023, ref ECO02510_872 Rev F, author RPS Group Plc; 'Biodiversity Metric 3.1 Calculation Tool', undated and author not stated, version as attached to email dated 16/05/2023 from Tom Beardsmore, Pegasus Group to Katie Herrington; Hoare Lea. Ait Quality Assessment. Rev 2. 4th May 2023. Along with the following plans; P100e Proposed Floor Plans; P101a Proposed Roof Plan; P102b Area Check Plan; P110 Bin Store Detail ; P200 I Proposed Elevations; P400 M Master Site Plan; P401d Existing Site Plan; P402b Location Plan; P201 Rev B Site Section Plan.

1. Principle of development.

The proposal would result in the loss of a 150,000 sqft office space and the erection of a 13,591 sqm (GF 12, 309 sqm, 1st floor 641 sqm and 2nd floor 641 sqm) flexible use E (g)(iii), B2 and B8 commercial unit.

The site is located within a Strategic Employment area. Policy PC2 safeguards against loss of non-B-class employment uses within Strategic Business Parks. The Policy also supports redevelopment and regeneration of the sites to provide B-class³ employment floorspace that meets the needs of the market. The proposal would not result in the loss of B class employment uses⁴.

The Council's Planning Policy team initially raised a concern over the loss of office floor space. The Council's Employment Land Review, which informed the Local Plan policy approach, identified a potential lack of Grade A office accommodation within the Functional Economic Area, and although the pandemic has led to changes in the way people work, the impact on offices has yet to be fully understood⁵. However, the quality of the existing office accommodation is poor, and has been offered to the market for over 5 years without successfully achieving full occupation⁶. The current market is only exacerbating this. The Marketing report sets out that over recent years, the highest levels of demand through the property market are the warehouse, industrial and manufacturing sector. On this basis the objection in that regard is not sustained.

The proposal would not conflict with the requirements of Policy PC2 and PC2 of the Local Plan.

2. Visual Impact

Policy DE1 - Design in the Built Environment - of the Local Plan requires developments to make a positive contribution towards improving the quality of the built environment.

This part of Southwood is characterised by commercial development to the north of Summit Avenue, and residential development to the south, resulting in a relationship but a clear delineation between the uses. The site itself is sandwiched between Summit Avenue to the south and the railway line to the north. Beyond both the railway and Road are residential units. To the sides are commercial units.

Within the business park there are a number of offices and warehouse units, all of which are relatively modest in their scale and massing.

³ It is noted that some B1 classes now fall within Use Class E, but this is not considered to materially affect the purpose and general thrust of this policy.

⁴ Class E(g)(iii) was formally known as 'B1'. Class E(g)(iii) includes Uses which can be carried out in a residential area without detriment to its amenity- Offices, R&D, and industrial processes.

⁶ Marketing Report by Kennedy Wilson (June 2022).

The proposal would introduce a much larger commercial unit within the business park and street scene. It would comprise a large rectangular warehouse structure that would extend across the majority of the site, measuring 90m in width, and 138m in length⁷, and 15.5m high when measured from the land level immediately adjacent to the building within the site⁸. To the west would be a large lorry loading/manoeuvring bay with an at least 3m high acoustic screens to Summit Avenue and Chiltern Park Farm⁹. The scale and massing of the building would appear more dominant than the existing offices, by virtue of its increased height¹⁰ and bulk spread across the site. The materials of the building are utilitarian, comprising a mix of cladding and glazing.

Whilst the building would appear dominant in the street scene, this is not considered to be harmful in context.



Figure 1 Plan indicating the size of the plot in relation to other business units within Southwood Business Park

- Impact on trees

Policy NE3 – Trees and Landscaping - of the Local Plan does not permit development that would adversely affecting existing trees.

This proposal would result in the loss of 55 trees within the site. These are located with the centre of the site between the buildings. However, these are C – low quality - grade trees, many of which are of diminutive stature or suffering physiological problems¹¹.

These trees do not make a significant contribution to the area's character - given their location within the middle of the site, relatively small size and of low quality. The proposal will retain the most significant amenity trees. Providing these trees are protected in accordance with the stated tree protection measures within the submitted arboricultural report, it is not considered that the proposal would result in harm in that respect. The proposal would therefore not conflict with Policy DE1 or NE3 of the Local Plan in that respect.

⁷ Excluding roof overhangs

⁸ The site is terraced, with the site levels terracing back towards the railway line, with retaining walls to Summit Avenue.

⁹ A condition has been imposed to requires a similar acoustic screen to Chiltern Park Farm also.

¹⁰ The existing building measures approximately 8.5m in height when measured from the lowest ground immediately adjacent to the building, excluding roof plant.

¹¹ The biodiversity loss as a result of the removal of these trees is addressed elsewhere in this report.



Figure 2 Tree removal plan

- Landscape and planting

Policy NE3 – Trees and Landscaping - of the Local Plan expects development to make provision for tree and general planting, and for major schemes, include comprehensive landscaping, and tree planting.

The Biodiversity impacts of the loss of these trees are addressed elsewhere in this report. It has not been possible to replace all lost trees within the site, given the spread of development, however 29¹², trees are proposed to be replanted within the site. Some of these would be within the car park, between parking bays. These trees are unlikely to thrive given the level of hardstanding and compaction of vehicles. This is not ideal, but given the constraints of the site would not be adverse. The proposal would also provide general planting around the site including shrubs and flowing lawn mix. This would provide a suitable landscaping scheme for the site.

This proposal would not conflict with Policy DE1 or Policy NE3 in this respect.

3. Impact upon neighbouring residential occupiers

Policy DE10 of the Local Plan permits development where it does not give rise to, or would be subject to, unacceptable levels of pollution. In relation to this site, 'pollution' includes noise and impact upon air quality.

Policy DE1 of the Local Plan requires that development does not cause harm to the proposed, existing and/or adjacent users by reason of noise, vibration or air pollution.

- Noise from 'within site' vehicles to the residential occupiers

The degree of impact of development is assessed by comparing the measured background level with the Rating Level. Where the Rating Level exceeds the background, the level of impact increases. The 'British Standard' provides guidance for such assessment including the acceptable levels¹³.

The background noise levels were measured twice, once in 2022¹⁴ and again in 2023. There is a difference between the noise levels reported between these reports of around 3db. The June 2022 Noise survey reported background noise levels to the south of the site 3dB lower than that of the 2023¹⁵

¹² 11 trees are proposed between parking spaces.

¹³ BS4142:2014 'Methods for rating and assessing industrial and commercial sound'

¹⁴ Hann Tucker Associates Environmental Noise Survey and Noise Impact Assessment Report 31st October 2022.

¹⁵ The Hann Tucker report ref 29910/NIA2 dated 8 February 2023

survey (an L_{A90} of 32dB compared to 35dB). The reasons for this have not been explained. But this has been taken into account when assessing noise impacts resulting from the development.

During consideration of this application reports seeking to resolve the concerns of officers have been submitted. Some have provided contradictory information on hours of operation, the number of vehicle movements, and ambient noise levels. The most recent report, produced by Hoare Lea dated 3/05/23, is based on 80 daily HGV movements over a 24-hour period. The report assesses noise on the basis of 80 HGV movements per day, with 1 HGV movements in any given 15-minute period at night. Of particular concern to the Council's Environmental Health Team is the inconsistency regarding traffic, particularly with respect to HGV movements. From both a noise and air quality perspective, the number a daily and hourly HGV movements associated with the proposed development is the significant factor determining the degree of impact the proposed development will have on nearby sensitive receptors. The noise reports rely on this data when considering the likely noise impact on local residents.

Figures in the submitted reports vary between an assumed 206 HGV movements over a 16 hour period to 80 movements over a 24 hour period¹⁶.

The Trip rates including HGV movements have been assessed elsewhere in this report. To address this uncertainty, the Transport Consultants have provided a report based on 'real life' data gathered at a comparable site. In this case such data was taken from noise levels generated by HGV delivery vehicles at a large supermarket with dock levellers in Gloucester and it is considered that this data is comparable in terms of sound levels likely to be generated by deliveries at the proposed development site. This level includes all vehicle movement, alarms during reversing, brake noise, opening and closing of doors and any noise break-out from the trailer body whilst moving goods into the building. Given that it is based upon comparable distribution uses, it is considered that the resulting vehicle trip movements would therefore be realistic to model from.

An impact assessment was undertaken to determine the likely impact on the nearest residents. Under these circumstances at night (assuming two vehicle movements within a 15-minute period), they report an 'adverse' impact on Yew Tree Road residents and a 'low' impact on Chilton Farm Park residents. The report therefore recommends a 3m high barrier along the proposed southern fence line to provide screening to those residents to the south of the development, and to ensure a 'low impact' on these dwellings.

The Council's Environmental Health officer has raised a concern with this assessment due to the distances adopted in such calculations. The report used the measurement from midpoint of the service yard, rather than the edges where lorries are likely to be located and operating¹⁷. If a night-time HGV delivery/departure took place at this loading bay, then noise levels would likely fall into an 'above adverse' impact category, with the rating levels being some 6dB greater than that reported within the BS4142 impact assessment. During the daytime, noise levels would also have an 'above low' impact on residents.

¹⁶ The original Transport Statement (doc Ref: ADC2980-RP-A) was produced under the assumption that operational hours would be between 07:00 to 19:00 and all trip rate data provided within this report aligns with these operational hours. Paras 4.5 to 4.7 state that the TRICS outputs for a B8 use show there would be 108 daily arrivals and 98 HGV departures, equalling 206 total movements, within this 16hr period. The follow up Technical Note dated 10/2/2023 (Doc Ref: ADC2980-RP-C) reported only 80 additional HGV movements compared to the existing use, over what is assumed to be a 24-hour period with no explanation as to how this was derived. The latest information provided by ADC Infrastructure, in a letter dated 26 April 2023, states that many of the comparable sites in the TRICS database used to calculate the HGV trips presented in the original Transport Statement did not include 24 hour trip profiles for B8 uses and so the Transport Consultants have revised their assessment by using data from other sources, such as surveyed data from large scale warehouse and distribution schemes with 24 hour operations and the TRICS database. The result is that for a proposed 24-hour operation the additional daily HGV movements associated with a proposed B8 use is still only 80.

¹⁷ Using the midpoint of the service yard, a distance to residents in Chilton Farm Park of 90m in all calculations and for Yew Tree Close properties it's 110m. The nearest loading bay to Chiltern Farm Park is only some 45m distant and there appears to be line of site from the park home to any HGV that would be using this bay.

For this reason, the Council's Environmental Health Officer has requested additional information. It is however considered that this impact can be addressed through the provision of an acoustic wall to both the north (for Chiltern Farm Park residents) and south of the service yard, secured by condition. Such acoustic barriers would also need to be taller to account for headlights and extend around the servicing bay to reduce sound leakage.

These can be secured by way of conditions. The proposal, subject to conditions, would not therefore conflict with the requirements of Policy DE10 of the Local Plan.

Environmental Health have also advised limiting the number of HGV movements at night-time periods to avoid significant and harmful noise impacts, given the ambiguity from the differing number of HGV movements in the submitted reports. However, as set out earlier in this report, the level of movements set out in the noise assessment is considered to be consistent with similar distribution uses (where higher lorry movements are expected). In addition, it is not considered that seeking to securing this by condition would meet the tests of reasonableness set out in the NPPF¹⁸, as it would be difficult to monitor and enforce.

The Council's Environmental Health Officer also raised concerns that the Transport Assessments do not consider the impact of the proposals if the building were used as a distribution centre with smaller LGV's for local deliveries. It would be difficult to prevent the building from being used in such way - where large volumes of stock are brought in and transferred to smaller LGVs for local distribution or delivery to customers. However the building is clearly not designed for this purpose and such occupation would be unlikely, as parking arrangements would make the site unattractive to such occupiers.

- *Noise impact from HGV Movements*

Lorry movements night and day would be expected along Summit Avenue and noise impacts from engines and air brakes are possible. On the basis of 6 HGV movements per hour and 1 HGV movement per 15 minutes during the night, the level of traffic noise as a result of HGV movements on dwellings in Summit Avenue would be below existing daytime and night time ambient sound levels. The proposal is unlikely to have any significant noise impact upon the nearest dwellings across Summit Avenue when compared with existing levels of vehicle movements along this section of road. The proposal would not conflict with the requirements of Policy DE10 of the Local Plan.

- Noise breakout from the proposed building

The proposal is for a flexible use B1(g), B2, and B8, and so there is potential for industrial activities to take place within the unit that may result in noise disturbance.

The submitted noise report (2023) has assessed such impact in relation to the noise levels of a distribution centre in Sheffield to determine typical operational sound levels.

For the potentially noisier manufacturing end use, the submitted noise report indicates that the breakout of noise would have a low impact at the nearest affecting residential premises. However, this is reliant on the January 2023 noise survey to establish existing ambient noise levels that reported background noise levels to the south of the site 3dB lower than that of the later survey.

In addition, the Report only adds a +3dB correction for noise intermittency (such as hammering), whereas as a further +3 dB could be applied if noise from the building is readily distinctive at night or a further +6 dB if the noise is impulsive in nature and readily perceptible. If there are any tonal qualities to the noise then further penalties can be applied. Considering the application is for 24-hour usage,

¹⁸ Paragraph 55 of the National Planning Policy Framework makes clear that planning conditions should be kept to a minimum, and only used where they satisfy the following tests: necessary; relevant to planning; relevant to the development to be permitted; enforceable; precise; and reasonable in all other respects.

these noise events could be at a level that could cause awakenings or prevent sleep, especially during the summer months when residents can be expected to have windows open for ventilation.

It is considered necessary to require sufficient sound insulation to sufficiently mitigate noise levels to acceptable levels. This is required by condition. The proposal, subject to conditions, would not conflict with the requirements of Policy DE10 or DE1 of the Local Plan.

- *External Plant noise*

The Noise Impact Assessment report 2023 reviewed the impact of external plant on the closest residential occupiers. As with the other reports, it compares the ambient background noise levels with that of the noise created by the plant. However, due to the difference in the reported ambient background noise levels between the 2022 and 2023 noise reports, there is a need to be satisfied that the correct 'benchmark' is being applied. With the plant potentially operating 24/7, the determining factor will be the night-time background noise levels. Provided the cumulative plant noise rating levels do not exceed the existing background noise levels then there should be little risk of adverse impact. This can be addressed by condition.

The proposal, subject to conditions, would not conflict with the requirements of Policy DE10 or DE1 of the Local Plan.

- Air Quality

The latest Air Quality Assessment, dated 4 May 2023 concludes, on the basis of a net decrease of 1587 LDV and net increase of 80 HGV movements for a B8 use, that the potential impact of additional road traffic on local air quality would not be significant and that a detailed assessment was therefore not required. This is based on the screening criteria set-out within the Environmental Protection United Kingdom (EPUK) and Institute of Air Quality Management (IAQM) planning guidance to determine the need for a detailed assessment. On this basis the proposal would not conflict with policy in that regard.

The proposal would not conflict with Policy DE10 or DE1 in this regard.

- Overbearing impacts & Daylight and sunlight

Policy DE1 of the Local Plan requires that development does not cause harm to the proposed, existing and/or adjacent users by reason of loss of light, privacy or outlook

The submission does not provide sectional plans across Summit Avenue and Chiltern Park Farm to the rear of the site. The agents have provided a section drawing to assist in this assessment. The BRE's 'Site Layout Planning For Daylight and Sunlight: A Guide to Good Practice' is the established guidance for assessing the loss of daylight and sunlight. The closest residential occupiers to the site are those located within Chiltern Park Farm. The windows of these residents would be between 45m and 42m from the flank of the proposed building.

The plans show the building to be approx. With a building height of 14.1m, 3 times the height would be 42m, as such, requiring an assessment using the BRE's 25 degree 'rule of thumb' to be undertaken. If the angle between the midpoint of the window to the development is less than 25 degrees, then it is unlikely to have a substantial effect on the diffuse daylight enjoyed by the existing building. The proposal would be below the 25 degree line, and as a result, is unlikely to result in a harmful loss of daylight and sunlight. NEEDS CLARIFYING!!

Given the distance and the intervening railway and trees, it is also considered that the proposal would not appear harmfully overbearing to the residential occupiers of Chilton Farm Park.

The proposal would not conflict with Policy DE1 in that regard.

4. Highways matters

Residents have raised the concern that the proposal would result in harm to highway safety through an increase in vehicular movements, but in particular, via lorry movements.

Policy IN2- Transport – of the Local Plan states that development will be permitted that does not have a severe impact on the operation of, safety of, or accessibility to the local or strategic road networks.

Hampshire County Council have also reviewed the accident data from the area, and considers it to be fairly good with no obvious location forming a pattern that would require mitigating.

The impact of the proposal upon the local highway network is assessed through the likely trip pattern duration and pattern. To assess the impact upon the local highway network, the agents have compared level of traffic likely to be generated by the development when compared to the fall-back position of the existing uses on the site. This is an approach that is accepted by Hampshire Council's Highways Officers.

The Transport Statement presented the forecast trip rates and traffic generation generated by the existing office use with 17,000sqm GFA. It is noted that the offices have not been fully occupied for some time¹⁹, and have not reached their maximum capacity. However, there is the potential for the offices to be fully occupied and result in such trip rates. This approach has been accepted by Hampshire County Council.

A number of reports have been submitted that have presented different trip rates. Following the concern that the original submitted Transport Assessment was not for a 24/7 use²⁰, a revised Transport Report was provided based upon 'real life' data based upon vehicle trip rate data for large scale warehousing and distribution uses with 24 hour operations, along with the TRICS database.

The sample includes occupiers from food, clothes and goods occupiers (e.g. Sainsbury's, Argos, Gap). The largest building is 137,500 sqm in Swan Valley Northants, but this comprises 4 units (Carlsberg, Levi Strauss and Morrison); the remainder range from 21,000sqm to 80,000sqm. These units are larger 115,723 sqm (GF 12, 431sqm, 1st floor 705.8sqm and 2nd floor 705.8sqm) proposed as per this submission. To extrapolate the data to the proposal, the trip rate per 100sqm has been calculated and applied in the modelling. Hampshire County Council's Highways Officer has made no objection to this methodology.

The following table compares the existing trip generation with that which has been projected as proposed. The data has shown a significant reduction in trip rates in total. A reduction in trip rates is associated with a reduced highway safety risk. However, the biggest change is the increase in HGV movements across the day compared to the existing use. However, despite this, overall traffic movements are reduced.

Use		Light	Heavy	Total
Net (existing vs B2)	AM	-223	+7	-216
	PM	-190	+4	-186
	Daily	-1,393	+72	-1,321
Net (existing vs B8)	AM	-257	+6	-251
	PM	-233	+6	-227
	Daily	-1,587	+80	-1,506

Figure 3 Existing versus proposed vehicle movements (Net)

¹⁹ According to the submitted Marketing report, Building B and C have not been fully occupied since 2001.

²⁰ The TRICS database used to calculate HGV trips does not include 24 hour trip profiles.

Hampshire County Council Highways require a Lorry Routing Agreement to ensure that the movement of lorries do not result in harm to the highway network. Avoidance of alternative routing is important to avoid HGV's using a route that is longer, not as good and to avoid conflict points such as frontage accesses on the network.

The Transport Report sets out that the primary route will be from the strategic road network via the M3 to the north of the site. It assumes that there would be an even split of HGV's generated by the development routing to/from the site via the M3 (E and W).

Provided that this is secured by S106, then the Highway Authority would not consider the proposal to result in harm in that regard.

Hampshire County Council have a holding objection to the proposal subject to this being secured. At the time of writing the applicants have agreed to this being secured by a S106 undertaking. As a result, the proposal would not conflict with the requirements of Policy IN2 of the Local Plan.

- Vehicle parking standards

Policy IN2- Transport – of the Local Plan states that development will be permitted which provides appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted 'Car and Cycle Parking Standards' supplementary planning document;

The Council's Car and Cycle Parking SPD is an adopted document that sets out parking standards within the borough. As the unit could be occupied by a B1iii, B2 or B8 occupier, an assessment of parking standards is based on this range of uses.

The SPD sets out *Maximum* Car parking standards for non-residential development. Maximum standards are designed to encourage more sustainable modes of transport, but should only be provided where it would be appropriate and not result in problem parking or highway safety issues²¹. To accept provision below maximum, the Council must have confidence that 'the functional parking needs of the development can be accommodated on or close to the site without prejudicing highway safety or other planning objectives', and the planning application 'must include information to demonstrate to the satisfaction of the Council' that this is the case²².

The SPD sets out that for a Class E(g)iii or B2 use, 1 space per 45sqm of floor space would be required. This result in a requirement of 302 parking spaces. For a B8 Warehouse use, 1 space per 90 sqm of floor space is required and for a B8 Cash and carry 1 space per 30sqm is required. This results in a need for 151 or 453 spaces respectively.

The proposal seeks to provide 130 Car parking spaces, which is significantly below those 'maximum standards'. Given the potential for adverse harm resulting from the parking demand associated with a 'Cash and Carry' use, the applicant has agreed to allow the imposition of a condition to prohibit the use of the building for these purposes given the potential for a harmful level of overflow parking on the surrounding streets.

Use		Spaces required as per SPD	Spaces proposed	Shortfall (number of bays)	% provided of SPD standard
Class E(g)iii	1 space per 45sqm	302	130	-172	42%

²¹ Indeed, The rationale behind the maximum parking standards is set out at paragraphs 3.14-3.16 of the SPD, which confirm that the standards are intended to encourage more use of sustainable transport

²² As set out within Principle 3 of the SPD

B2	1 space per 45sqm	302		-172	42%
B8	B8 Warehouse – 1 space per 90sqm	151		-20	84%
	B8 cash and carry – 1 space per 30sqm	453		323	28%

Figure 4 proposed car parking versus SPD maximum standards

The applicant submits that due to the sustainable location of the proposa, such shortfall in parking of between 20 – 171 bays would not result in harmful parking stress or obstruction on the highway.

However, the existing poor public transport and cycle links do not support this approach. The site is not well served by public transport, and no public transport is available for those working afternoon or night-time shifts. The site is only reached by one bus service Bus 9 which operates between 9:10 and 14:48 Monday to Friday. The closest train station is around 2.7miles away. It is possible for people to travel to the site by cycle but there is no segregated cycle route. The proposal does not provide a policy complaint amount of cycle bays to facilitate this mode of transport, providing 20 rather than 93 required cycle parking spaces²³.

The site is not considered to be sustainably located for alternative modes of transport, and therefore workers are likely to be reliant on private cars to reach the site. The claimed justification for a reduction below the maximum parking standards on sustainable transport availability grounds is considered to merit limited weight.

TRICS (Trip Rate Information Computer System) is a database of trip rates for developments used in the UK for transport planning purposes, specifically to quantify the trip generation of new developments. The data is based upon surveys that monitor vehicular traffic entering and leaving a site over a day.

The applicants submit that the TRICS data evidences that only 108 parking spaces will be required at any one time for B2/B1 uses and 55 parking spaces for B8 uses at any one time. This is significantly below the maximum parking requirements as set out by the SPD.

The methodology for trip rates is likely to be different than that used to calculate parking demand. The TRICS database is designed to calculate trip rates, not the number of vehicles parked within a car park. It counts vehicles leaving and entering a unit but does not calculate the number of vehicles already parked or whether the same or different vehicles are entering and leaving.

The TRICS data used to calculate the parking demand for B2 uses at this development is not based upon 24/7 use – showing only data between 7am – 7pm, and to address this assumes that there are 25 vehicles parked on site. However, no justification has been provided to how this number has been arrived at. No adjustment or consideration for the level of transport sustainability has been provided either. This is important, as those sites that are more sustainably located (such as London), would have reduced trip rates as public transport accessibility is higher.

Officers have not seen the raw data and as such have not been able to establish whether the data used to provide such trip rates for the purpose of car parking spaces are comparable to this development, and no clarity has been provided that the integrity of the data and its methodology is robust enough for the application in the method for the calculation of parking standards.

It is considered that on this basis, that the TRICS data based car parking demand should be given little material weight.

²³ The requirement in Appendix A of the SPD²³ is 1 space per 250 sqm for B1(c), 1 space per 350 sqm for B2 and 1 space per 150 sqm for B8. Given that the standards in Appendix A are a minimum, the maximum requirement should be used in case the development is used for B8. This means the development has a requirement for 93 cycle parking spaces. The proposed development would provide 20 cycle parking spaces.

Comparable schemes

It is noted that there are developments for flexible warehouse uses that have a similar floor space to parking space ratio as that set out within this development, This includes the 2 x 33,110m² floor space units, and 2 x 16,890m² floor space units at 'Land adjacent to M40 Junction 11 (19/00128/HYBRID – Cherwell District Council). However, this proposal's location is materially different from such schemes. Those proposals are located in out of town and industrial locations where there is a reduced risk or harm associated with parking stress, along with good levels of sustainable transport.

This is in contrast with this proposal that is not sustainably located for non-vehicular modes of transport and is located in a mixed-use area, where it would be easy and tempting for visitors and workers to parking in the surrounding residential streets.

Extent of parking stress

The Car and Cycle SPD allows a below maximum provision where the 'the functional parking needs of the development can be accommodated on or close to the site without prejudicing highway safety'.

The harm that could result from insufficient on-site parking provision is of parking stress and associated impact upon the local highway network. If vehicles cannot park on the site, then close by alternatives will be sought for parking. There are no parking restrictions in the area.

Within walking distance of the site are the car parks of the units within Columbus Drive and Apollo Rise. To the south are residential roads including Links Way, and streets including Yew Tree Close, Ash Tree Close, The pathfinders, and Stanley Drive.

It is understood that there is some parking stress within the business park– particularly at the adjacent the Farnborough Centre of Health. Residents have reported commercial vehicles from existing commercial occupiers (including the existing distribution enter Yodel) using the residential streets to park.

Whilst no parking stress surveys have been conducted, it is likely that there would be space within the surrounding roads and streets to accommodate such vehicles without resulting in adverse harm to highway safety. This would, however, result in harm due to the resulting parking stress that could be experienced by those seeking to park in the area.

Some of this parking stress could be mitigated via encouraging more sustainable modes of transport. Travel Plans set targets to promote sustainable travel modes to reduce reliance on the private motor car, complementing proposals that seek to encourage more sustainable modes of transport. However, given the limited sustainable transport options for this location, the benefits of the Travel Plan to justify such a shortfall are limited.

A car parking management plan, in addition to the Travel Plan, can be used to better manage parking demand that exceeds that provided on site. This could include seeking arrangements of other car parks and the use of mini-buses and other means of transport. However, this cannot guarantee that parking stress would not result.

It is considered that subject to securing a Travel Plan and parking management plan, that the parking stress resulting from the development would not be averse to the extent that it would pose a risk to Highway safety. In this respect the proposal would not conflict with Car and Parking Standards SPD, and therefore Policy IN2.

However, the proposal would result in some harm as a result of this parking stress and this must be balanced against the benefits of the proposal in the planning balance.

- Lorry parking

The Car and Cycle SPD sets out the requirement for lorry parking which is (for B1(C)/B2/B8 uses) one space per 500 sqm for the first 2000 sqm and one space per 1000 sqm for floorspace over 2000 sqm. The requirement for the site is therefore 16 lorry parking spaces. The proposed development provides 15 loading bays plus an additional 3 HGV parking spaces for lorries waiting to unload. This aspect of the proposal would comply with development plan policy in that respect.

5. Biodiversity

Policy NE4 of the Local Plan permits development if significant harm to biodiversity can be avoided or mitigated.

The site does not comprise any priority sites or any other protected sites, and the buildings on the site are not considered to have potential to support roosting bats. The Council's Ecologist has reviewed the report and advises conditioning the species and habitat impact avoidance recommendations as per the report.

The proposal is likely to require security lighting. Nocturnal species including bats are expected to be present at the development site, especially given its location adjacent to the railway line which provides and importance foraging and commuting corridor in this location. These species are sensitive to any increase in artificial lighting of their roosting and foraging places and commuting routes. To avoid harm in this regard, the proposal would need to not result in a net increase in external artificial light from the existing situation. A condition has been imposed requiring a lighting strategy.

- Biodiversity net gain

Adopted Policy NE4 of the Local Plan requires development to not result in a net-loss of biodiversity, but encourages development to achieve a net gain. The Environment Act 2021, that requires a Biodiversity Net Gain of 10% is not yet a statutory requirement²⁴, but the Council has an expectation that all major schemes achieve this.

Significant discussions have taken place and it has been demonstrated that the proposal could achieve a 10% Biodiversity Net Gain (BNG). While the proposals would result in a slight loss of overall tree canopy cover, the applicant commits to replace poor condition constrained trees, with less constrained trees to be managed at moderate condition.

Aide from the provision of trees, the 'net-gain' includes the provision of modified grassland enhancements and increased shrub planting.

The Council's Ecologist has reviewed the submission and has no objection. However, they have sought to secure the Biodiversity Gain Plan for a minimum of 30 years through a S106. Whilst this is a requirement of the Environment Act, it has not yet come into force. As a result, it is not considered reasonable to secure such mechanism through S106, and instead such provisions can be secured by condition for the lifetime of the development.

Subject to this condition, the proposal would not conflict with Policy NE4 of the Local Plan.

6. Drainage and flooding

Policy DE4 (Sustainable Water Use) requires that all new non-residential development of 1,000 sqm gross external area or more will provide evidence on completion, through the submission of a post-construction BREEAM certificate, of achievement of the BREEAM 'excellent' standard for water consumption. This requirement is the subject of a proposed condition.

²⁴ It is expected that this will become a statutory requirement from November 2023

7. Economic benefits of the proposal.

The economic benefits of the proposal are a material consideration in the determination of this application.

An Economic Benefits Statement has been produced on behalf of the applicant, and this has been assessed by the Council's Economy and Growth Service Manager.

The construction phase is estimated to lead to 122 jobs (direct and indirect/ induced roles) and generate up to £9 million GVA. Operationally the proposal is estimated to generate up to 383 jobs and £32.1 million in GVA per annum. These jobs will include roles at different skill levels. It is estimated that the scheme will generate approximately £470,000 per annum in business rates.

The roles provided by the scheme will provide employment opportunities for local residents and boost local economic growth. Unemployment (measured by the claimant count) in the borough is currently 2.7% (claimants as a proportion of the working age population) which is above pre-pandemic rates in the borough - 1.7% in March 2020. Youth unemployment is also above the pre-pandemic rate; currently 3.6% of 18-24 years olds are unemployed in Rushmoor, above the 2.9% of the working age population claiming in March 2020.

The applicant has drafted an Employment and Skills Plan for the construction phase of the project which will help the council to ensure that local residents are able to benefit from the opportunities available. The plan includes targets on work placements, training opportunities on site and construction careers information, advice and guidance events. The council will work with the applicant to ensure that these commitments are realised. The council will also seek to ensure that a further plan is developed once the site is operational.

The proposal has the potential to offer significant employment and economic benefit to the borough.

8. Conclusions-

This application is for the demolition of existing buildings and the construction of a single building for class E(g)(iii), B2 and B8 with associated infrastructure.

Subject to the necessary conditions and legal agreements being in place, the proposal is not considered to result in harm to the local highway network and would not result in adverse harm to residential amenity. It would also not result in harm in terms of drainage and flooding and would not result in a net loss of biodiversity.

The proposal would result in some harm in terms of parking stress, and such harm needs to be weighed in the planning balance in relation to the schemes benefits.

The proposal is likely to result in an increase in parking stress in the surrounding streets. However, the proposal would provide a significant benefit through employment opportunities in the town both through its construction and operation – amounting to between 207 – 383 FTE jobs. In addition, such harm from parking stress could be managed through a Travel Plan and a parking management plan.

It is considered that such harm is outweighed by the benefits of the proposal.

Full Recommendation

It is therefore recommended that subject to the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 by 25th July 2023, or in accordance with an agreed extension of time, to secure the following:-

1) provision of a full Travel Plan along with associated approval, monitoring fees and bond as required by Hampshire County Council;

2) A Lorry routing plan for post construction routes

the Executive Head of Property and Growth in consultation with the Chairman be authorised to **GRANT** planning permission subject to the following conditions and informatives (see below)

CONDITIONS

Timescale

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

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

No cash and carry

2. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order, 1987, (or any other Order revoking or re-enacting that Order) the land and/or building(s) shall not be used as a B8 Cash and Carry.

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

Approved plans and documents

3. The permission hereby granted shall be carried out in accordance with the following approved drawings. Drawing numbers:

Design and Access Statement – Kennedy Wilson; PRP Foul and Storm Water Drainage Strategy dated 17th February 2023; Pegasus Group Economic Benefits Statement – 26/05/2022.; Discovery Place Environmental Noise Survey and Noise Impact Assessment Report 31st October 2022 29910/NIA Hann Tucker Associates; Discovery Place Environmental Noise Survey and Noise Impact Assessment Report 23rd February 2023 2991/NIA2/rev1 Hann Tucker Associates; Feasibility Study into low and zero carbon energy systems – HBA consulting Engineers; PRP Flood Risk Assessment 1st November 2022; Kennedy Wilson – Framework Travel Plan. Dated 26th October 2022; Heritage Statement – Pegasus Group. Dated 3rd November 2022; Hurst Warne Discovery Place by Peter Richards. 16th June 2022; Phase 1 Desk Study Report. Preliminary Contaminated Land Risk Assessment. 27th June 2022; Statement of community involvement – Pegasus Group; Synergy – Sustainability Statement and BREEAM 2018 Pre-assessment. Revision A; ADC Infrastructure. Kennedy Wilson. Transport Statement. Dated 26th October 2022; Tree protection and Removal Plan 710 Rev A; RPS Tree Survey Report and Arboricultural Impact Assessment. JSL4454_770 28th October 2022; Swept Path Plan – ADC2980-DR-001 P6; HGV Tracking Plan – P405 Rev F; Amenities P407 Rev D; Discovery Place. Farnborough. SEO Farnborough Limited. Acoustics. Proposed Employment Development. Noise Impact Assessment. Revision 3 – 03 May 2023. By Hoare Lea; ADC Infrastructure. Technical Note – response to Rushmoor Borough Council. Dated 10th February 2023; ADC Infrastructure Limited. Proposed employment development at summit avenue, Farnborough. Letter dated 26th April 2023; 'Preliminary Ecological Appraisal' dated June 2022 and 'Biodiversity Net Gain Assessment' dated October 2022, both author RPS Group PLC; RPS Memo 'Additional information regarding biodiversity net gain (BNG) Assessment dated 15th May 2023; 'Detailed Landscape Proposals' – P21-3311_EN_001_01H; 'Landscape Management Plan', ref P22-3311_EN_001_02E, author Pegasus Group; 'Biodiversity Net Gain Assessment', dated February 2023, ref ECO02510_872 Rev F, author RPS Group Plc; 'Biodiversity Metric 3.1 Calculation Tool', undated and author not stated, version as attached to

email dated 16/05/2023 from Tom Beardsmore, Pegasus Group to Katie Herrington; Hoare Lea. Ait Quality Assessment. Rev 2. 4th May 2023. Along with the following plans; P100e Proposed Floor Plans; P101a Proposed Roof Plan; P102b Area Check Plan; P110 Bin Store Detail ; P200 I Proposed Elevations; P400 M Master Site Plan; P401d Existing Site Plan; P402b Location Plan; P201 Rev B Site Section Plan.

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

Materials

4. Construction of the following elements of the development hereby approved shall not start until a schedule and/or samples of the materials to be used in them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained:
 - External walls
 - Roofing materials

Reason - To ensure satisfactory external appearance

CEMP

5. Prior to the commencement of the development, there shall be submitted to and approved in writing by the Local Planning Authority A Construction Environmental & Traffic Management Plan. The Construction Environmental & Traffic Management Plan shall state :-
 - (a) responsibility(ies) for the implementation and operation of the CETMP;
 - (b) the parking of vehicles of site operatives and visitors;
 - (c) the routing of HGV deliveries to the site;
 - (d) loading and unloading of plant and materials;
 - (e) storage of plant and materials used in constructing the development;
 - (f) details and location(s) of temporary site accommodation;
 - (g) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - (h) wheel washing facilities;
 - (i) measures to control the emission of dust, dirt and other emissions during construction;
 - (j) a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - (k) measures to minimise noise and vibrations during construction and demolition;
 - (l) measures to ensure/maintain vehicular and pedestrian access to any adjoining and nearby properties at all times during the demolition and construction period; and
 - (m) communication with the neighbours/local community to deal with any issues that arise as a result of the construction period.

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

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

Noise mitigation (use)

6. No occupation or use of the development hereby approved shall take place until a scheme of provisions for the control of noise emanating from the site has been implemented in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. This shall include;
 - i. Details of an acoustic barrier towards Chiltern Park Farm
 - ii. Details of the acoustic barrier towards Summit Avenue, including height, material and acoustic properties.
 - iii. Details of sound attenuation within the building

- iv. The submission of a noise management plan for the control of noise within the lorry loading yard

The approved scheme installed shall be thereafter retained.

Reason - To protect the amenity of neighbouring occupiers.*

Noise Mitigation – plant

7. Prior to the first occupation of the building hereby permitted, full details of a scheme to acoustically enclose all items of external mechanical plant and equipment shall be first be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out and retained in accordance with such so approved details.

Reason: In the interest of residential amenity.

Contamination.

8. Prior to the first occupation of the development, a phase 2 contamination plan shall be submitted to and approved in writing by the Local Planning Authority. The recommendations of the approved plan shall be carried out.

Reason: to protect the environment and occupiers from harmful pollutants.

Tannoys

9. No sound reproduction equipment, conveying messages, music, or other sound which is audible outside the premises shall be installed on the site.

Reason - To protect the amenity of neighbouring property

Vehicle parking

10. The development hereby approved shall not be occupied until the off-street parking an manoeuvring facilities shown on the approved plans have been completed and made ready for use by the occupiers. The parking facilities shall be thereafter retained solely for parking purposes (to be used by the occupiers of, and visitors to, the development). *

Reason - To ensure the provision and availability of adequate off-street parking.

Parking Management Plan

11. Within 6 months of the first occupation of the building hereby approved, a parking management plan shall be submitted to and approved in writing by the Local Planning Authority. Such so approved Parking and Management Plan shall be updated and maintained for the lifetime of the development.

Reason: To reduce the impact of parking stress on the local area.

Cycle parking

12. Prior to the first occupation of the building, covered cycle parking facilities shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The covered cycle parking facilities so approved shall thereafter be permanently retained and maintained for the parking of cycles in connection with the development.

Reason - To ensure the provision and availability of adequate cycle parking.

Lorry Loading Area

13. The development hereby approved shall not be occupied until the lorry loading bay area has been completed and made ready for use by the occupiers. The lorry loading area shall be thereafter retained solely for lorry parking and loading purposes (to be used by the occupiers of, and visitors to, the development). *

Reason - To ensure the provision and availability of adequate off-street parking.

No mezzanines

14. Notwithstanding the provisions of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended); section 55 (2A) of the Town and Country Planning Act 1990 (as amended); no internal operations increasing the floor space available within the buildings hereby permitted shall be carried out.

Reason: To Enable the Local Planning Authority to retain planning control over the provision of additional floor space in order to sustain an adequate overall level of parking provision and servicing on the site.

Biodiversity and planting

15. All planting, seeding or turfing comprised in the approved details (Landscape Management Plan', dated February 2023, ref P22-3311_EN-001_02E, author Pegasus Group; Biodiversity Net Gain Assessment', dated February 2023, ref ECO02510_872 Rev F, author RPS Group Plc; 'Biodiversity Metric 3.1 Calculation Tool emailed on the 16th May 2023'; RPS Memo 'Additional information regarding biodiversity net gain (BNG) Assessment' dated 15th May 2023 of landscaping and associated biodiversity enhancements shall be carried out in the first planting and seeding season following the occupation of the buildings or the practical completion of the development, whichever is the sooner and shall be so retained.

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

Tree protection

16. The existing trees and hedges on and adjoining the application site which are to be retained shall be adequately protected from damage during site clearance and works in accordance with the following:-
 - a. stout exclusion fencing erected and retained for the duration of the site clearance and construction period located outside the extent of the root protection area(s) of the trees/hedges as identified in the Tree Survey Report submitted with the application hereby approved;
 - b. no building materials, plant or equipment shall be stored during the site clearance and construction period within the rooting zone of any trees or hedges on or adjoining the application site;
 - c. no burning of materials shall take place on site; and
 - d. care should be taken to ensure that any vehicles entering or leaving the site, or deliveries made to the site, do not cause damage (including ground compression within rooting zones) of any trees on or adjoining the application site.

These measures shall be put in place before any excavation, construction, vehicle parking or storage of building materials commences in the vicinity of the trees or hedges.

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

LEMP

17. No development shall take place until a Landscape and Ecological Management Plan (LEMP), including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas has been submitted to, and approved in writing by, the Local Planning Authority. The LEMP shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority for the lifetime of the development. The scheme shall include the following elements:
 - Details of maintenance regimes;
 - Details of management responsibilities.

Reason - To ensure the protection of wildlife and supporting habitats and to secure opportunities for enhancing the site's nature conservation value in line with national planning policy and local policies. *

Ecological mitigation

18. The development hereby approved shall be implemented and/or maintained as appropriate incorporating in full the ecological avoidance and mitigation recommendations specified and set out in the Section 5.3 of the approved Preliminary Ecological Appraisal by RPS dated June 2022 hereby approved.

Reason - To ensure the protection of wildlife in the interests of nature conservation in accordance with the National Planning Policy Framework.

Lighting

19. Prior to the occupation of the development, details of the external lighting including the design, position, orientation and any screening of the lighting shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed and operated in accordance with the approved scheme at all times thereafter.

Reason: In order to safeguard residential amenity and minimise the impact to ecology and biodiversity.

BREEAM

20. The development hereby permitted shall be designed and implemented to meet the BREEAM 'excellent' standard for water consumption. On completion of the development, a post-construction BREEAM certificate shall be submitted to the Council demonstrating that this standard has been met.

Reason – To ensure that the development manages water consumption efficiently in accordance with Policy DE4 of the Rushmoor Local Plan.

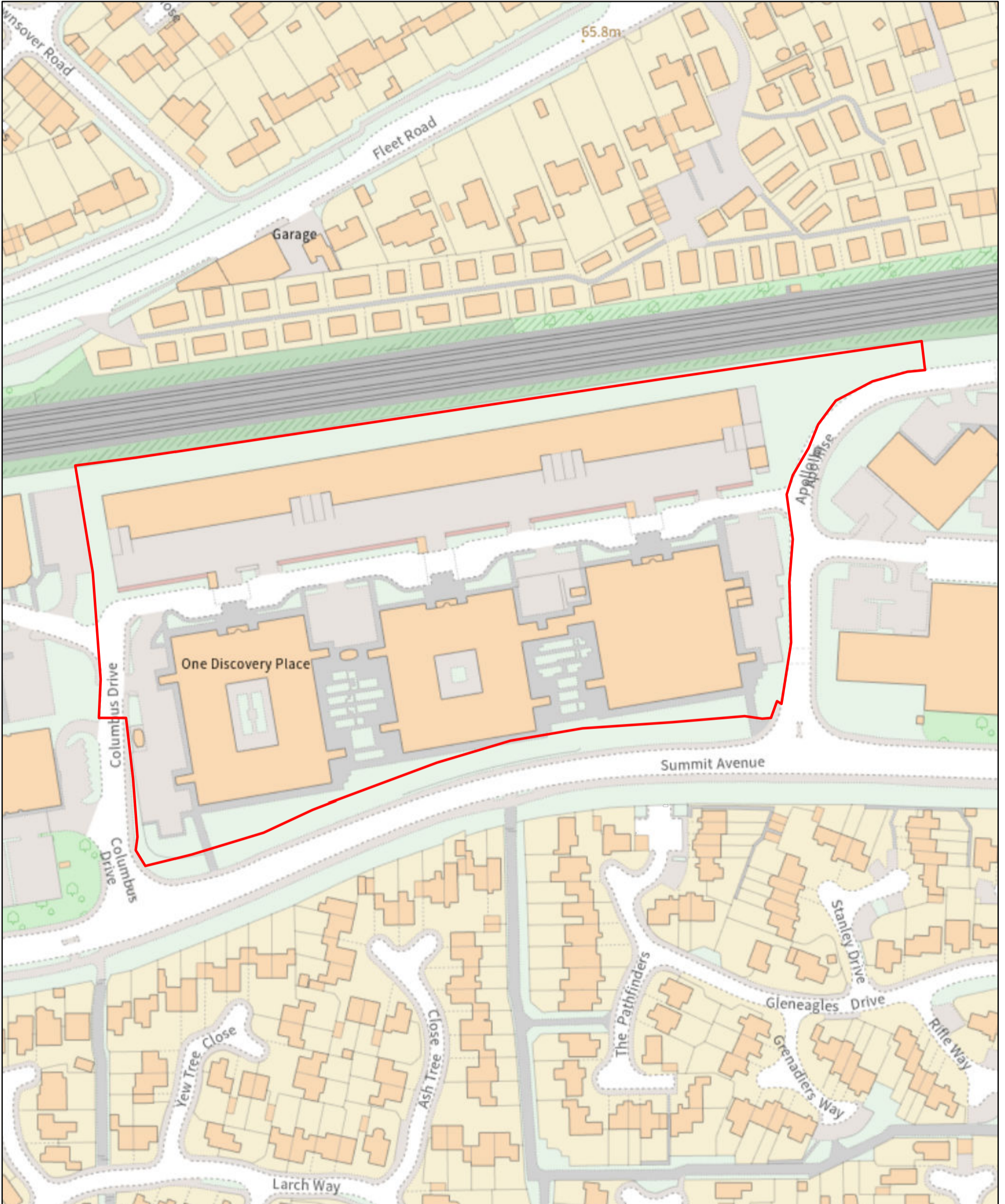
Surface Water Drainage

21. Prior to the occupation of the development the approved surface water drainage scheme shall be implemented in accordance with the so approved details'


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

Informative

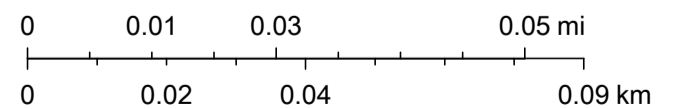
1. **INFORMATIVE** – The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.
2. **INFORMATIVE** - Prior to demolition commencing the works to improve the accesses shall be the subject of an Agreement between the developer/site owner and at least the Highway Authority. The work shall be carried out and completed prior to occupation of the development

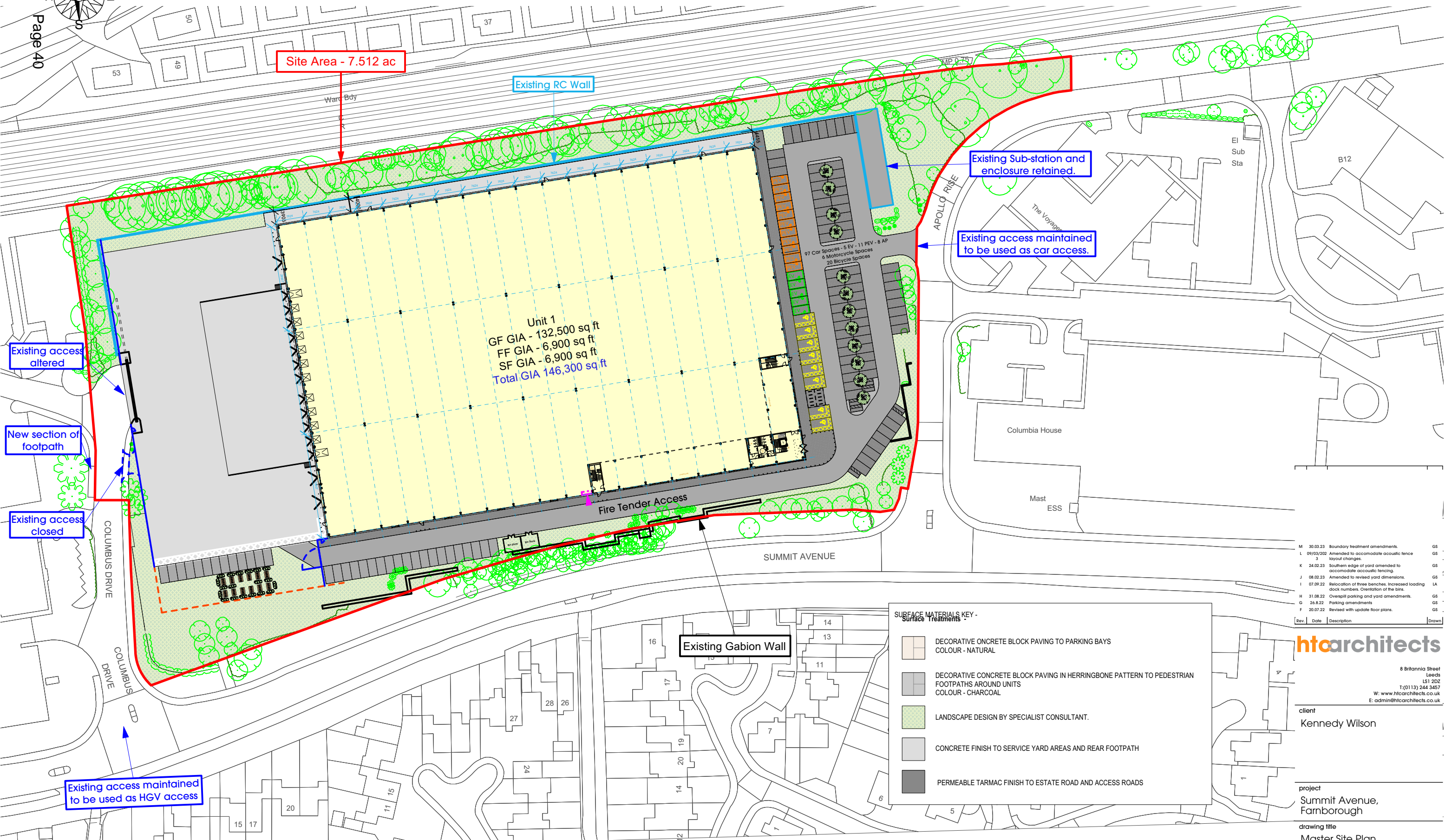


May 26, 2023

 Planning Application

1:1,224





Rev	Date	Description	Drawn
M	30.03.23	Boundary treatment amendments.	GS
L	09/03/2022	Amended to accommodate acoustic fence layout changes.	GS
K	24.02.23	Southern edge of yard amended to accommodate acoustic fencing.	GS
J	08.02.23	Amended to revised yard dimensions.	GS
I	07.09.22	Relocation of three benches, increased loading dock numbers, Overhaul of the bins.	LA
H	31.08.22	Overflow parking and yard amendments.	GS
G	26.8.22	Parking amendments	GS
F	20.07.22	Revised with update floor plans.	GS

SURFACE MATERIALS KEY -
 Surface Treatments

- DECORATIVE CONCRETE BLOCK PAVING TO PARKING BAYS
COLOUR - NATURAL
- DECORATIVE CONCRETE BLOCK PAVING IN HERRINGBONE PATTERN TO PEDESTRIAN FOOTPATHS AROUND UNITS
COLOUR - CHARCOAL
- LANDSCAPE DESIGN BY SPECIALIST CONSULTANT.
- CONCRETE FINISH TO SERVICE YARD AREAS AND REAR FOOTPATH
- PERMEABLE TARMAC FINISH TO ESTATE ROAD AND ACCESS ROADS

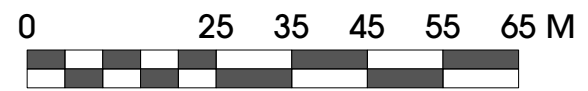
htcarchitects
 8 Britannia Street
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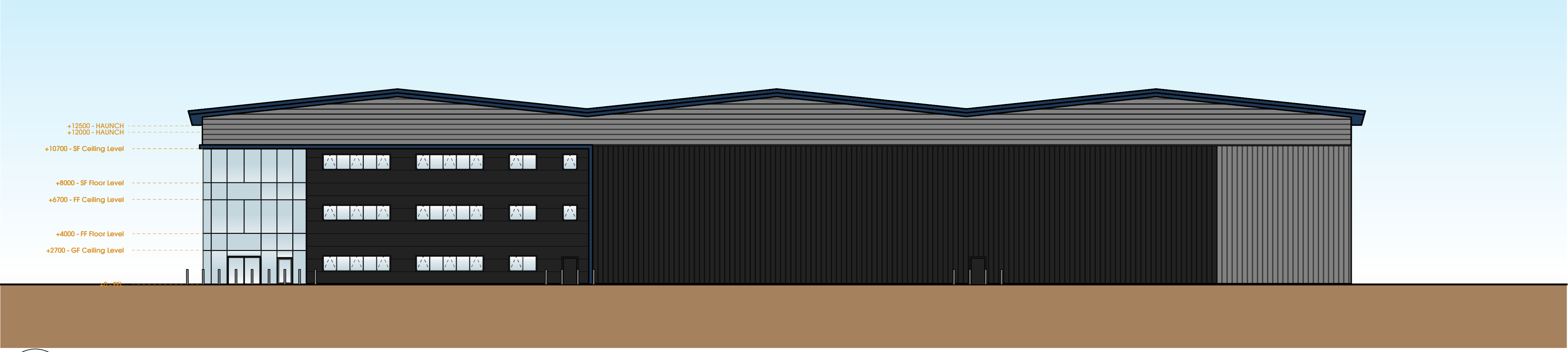
client
 Kennedy Wilson

project
 Summit Avenue,
 Farnborough

drawing title
 Master Site Plan

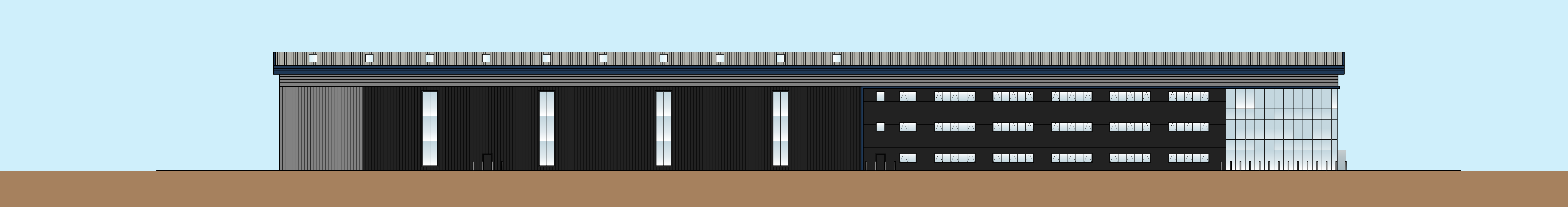
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 status Planning
 scale 1:1000 @ A3
 drawn GS checked DW
 job no. 2754 dwg no. P400 rev. M



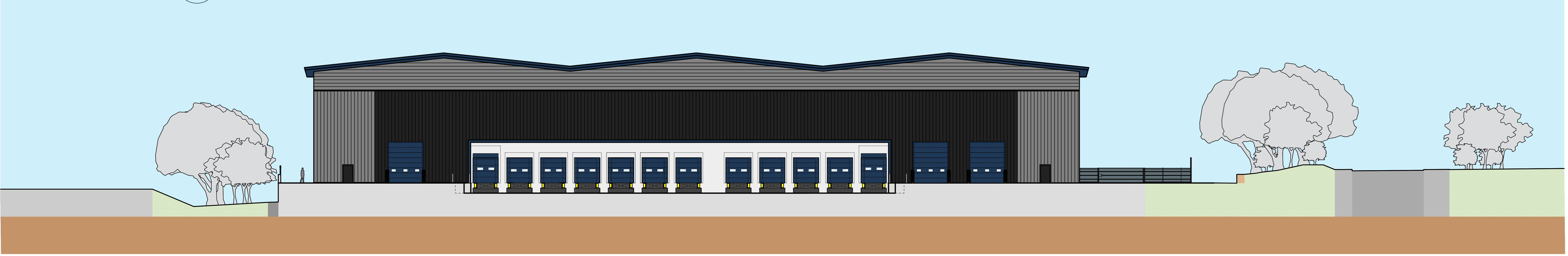


1 **EAST/REAR ELEVATION**
Scale: 1:200

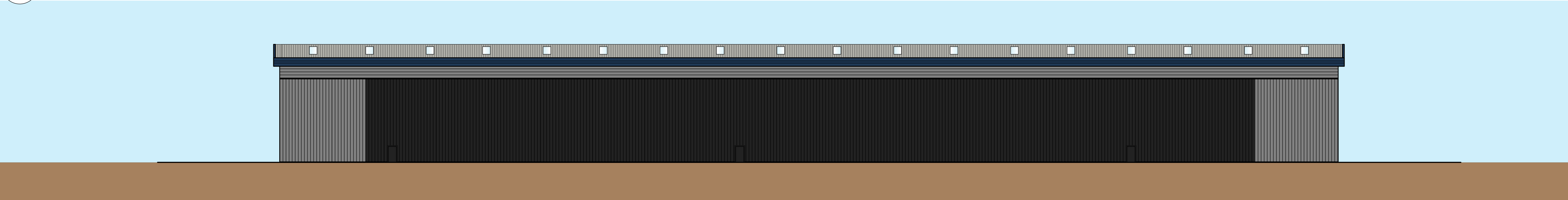
	RAL 5003 SARGASSO
	RAL 000 55 00 PURE GREY
	RAL 7038 GOOSEWING GREY
	RAL 9005 BLACK



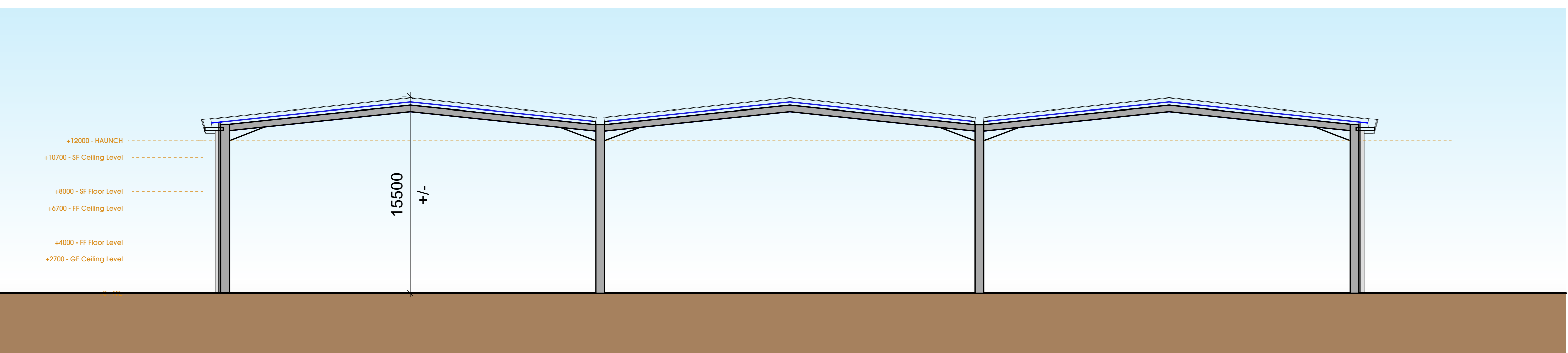
2 **SOUTH/SIDE ELEVATION**
Scale: 1:200



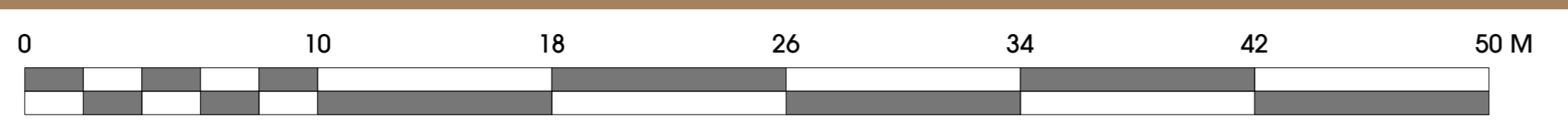
3 **WEST/FRONT ELEVATION**
Scale: 1:200



4 **NORTH/SIDE ELEVATION**
Scale: 1:200



5 **EAST - WEST SECTION**
Scale: 1:200



MATERIALS NOTES
ALL NOTES ARE TO BE READ IN CONJUNCTION WITH THE EMPLOYERS SPECIFICATION.

ROOF
PITCHED ROOF TO BE CONSTRUCTED USING BUILT UP STEEL CLADDING SET TO INSIDE OF LINER SHEET AT 6 DEGREES.
COLOUR - RAL 7038 GOOSEWING GREY BS10A05

FASCIA DETAILING
TWO / THREE PIECE 2mm POWDER COATED ALUMINIUM FASCIA TO EAVES AND VERRGES TO PROVIDE HIGH QUALITY FINISH AND DETAILING AROUND THE PERIMETER OF THE BUILDING.
MAIN BUILDING FASCIA COLOUR - RAL 5003 SARGASSO

WALLS
FULL HEIGHT CLADDING TO PERIMETER OF BUILDING. CLADDING ZONES TO BE EITHER:

- HORIZONTAL BUILT UP OR COMPOSITE CLADDING.
COLOUR - RAL 000 55 00 PURE GREY

- VERTICAL BUILT UP OR COMPOSITE CLADDING.
COLOURS - RAL 000 55 00 PURE GREY
- RAL 9005 BLACK

- BUILT UP OR COMPOSITE, HORIZONTAL FEATURE CLADDING TO OFFICE AREA.
COLOUR - RAL 9005 BLACK

ALL CLADDING COLOURS ARE SPECIFIED FROM THE TATA COLOURCOAT HPS200 RANGE (OR SIMILAR EQUALLY APPROVED) OF CLADDING COLOURS. ALL FLASHINGS AROUND THE BUILDING ARE TO BE COLOUR CODED TO THE MAIN CLADDING PANELS.

SERVICE DOORS
4m WIDE x 4.8m HIGH LEVEL ACCESS SECTIONAL DOORS.
DOORS TO INCLUDE VISION PANELS AS INDICATED ON DRAWINGS.
ALL DOCK LEVELLER SHELTERS / EQUIPMENT / WHEEL GUIDES TO BE PROVIDED AS NOTED IN THE SPECIFICATION.
COLOUR - RAL 5003 SARGASSO

FIRE EXIT DOORS
STEEL DOORS AND FRAMES WITH POWDER COATED FINISH.
COLOUR - RAL 9005 BLACK

OFFICE CURTAIN WALLING / ENTRANCE DOORS / CANOPY
FEATURE PC ALUMINIUM CURTAIN WALLING SYSTEM WITH DOUBLE GLAZED TOUGHENED UNITS. GLAZING TO BE TINTED.
FRAME COLOUR - RAL 9005 BLACK
STAINLESS STEEL BOLLARDS TO PROTECT CURTAIN WALLING AS INDICATED ON PLANS.
SPANDREL PANELS TO BE INCLUDED INTERNALLY TO MASK ANY INTERNAL STRUCTURE WHERE REQUIRED. TO BE DARK GREY
AUTOMATIC CIRCULAR ENTRANCE DOOR AND AUTOMATIC PASS / FE ESCAPE DOOR. REFER TO SPECIFICATION FOR FULL GLAZING DETAILS.

OFFICE WINDOWS
PC ALUMINIUM FRAMED DOUBLE GLAZED UNITS WITH OPENING LIGHTS EVERY SECOND WINDOW.
SPANDREL PANELS INSTALLED LOCALLY TO GLAZING IN-LINE WITH OFFICE WALL SETTING OUT AS NOTED ON PLANS.
FRAME COLOUR - RAL 9005 BLACK

PC ALUMINIUM FLASHINGS
FEATURE 2mm POWDER COATED ALUMINIUM FLASHING SURROUNDS TO OFFICE AREA AND PRO WALL.
ANY SECONDARY STEELWORK REQUIREMENTS TO BE HIDDEN.
COLOUR - RAL 5003 SARGASSO

EAVES / RAINWATER GOODS
SIPHONIC DRAINAGE SYSTEM BY SPECIALIST. ALL RAINWATER PIPES INTERNAL.
REFER TO E.R DOCUMENTATION FOR FURTHER INFORMATION

I	30/03/2022	boundary treatment amendments	GS
H	09/02/2022	amended to accommodate acoustic fence layout	GS
G	02/02/2022	revised to include boundary treatments	GS
F	28/09/2021	Issue amended	GS
E	07/09/2021	increased number of stacks and relocation	LA
Rev	Date	Description	Drawn

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Client
Kennedy Wilson

Project
**Summit Avenue,
Farnborough**

Drawing Title
Proposed Elevations

Date **May 2022**
Status **Planning**
Scale **1:200 @ A0**
Drawn **GS** checked **NT**
Job no. **2754** dwg no. **P200** rev. **1**



2 WEST/FRONT ELEVATION
Scale: 1:200

Rev	Date	Description	Drawn
0	30.03.23	Raising wall, acoustic fencing and parking paving amendments	GS
A	28.03.23	updated raising wall	LA

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client
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project
**Summit Avenue,
Farnborough**

drawing title
Site Section

date **January 2023**
status **Planning**
scale **1:200 @ A0**
drawn **GS** checked **NT**
job no. **2754** dwg no. **P201** rev. **B**

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

Case Officer	Louise Davies
Application No.	23/00293/FULPP
Date Valid	14th April 2023
Expiry date of consultations	14 June 2023
Proposal	Erection of a single storey side/front extension and conversion of garage to a habitable room
Address	44 Cambridge Road West Farnborough
Ward	Knellwood
Applicant	Mr Jannesari Ladani
Agent	Mr Chanto Foo
Recommendation	Grant

This application is before members for consideration because the applicant is the spouse of a serving Rushmoor Borough Councillor.

Description

The property is a 1970s detached house on the north side of Cambridge Road West near the closed junction with Alexandra Road. The property has a substantial flat roofed two-storey extension on the east side, a rear extension, and an attached garage to the west side set back near the rear corner of the building and projecting into the rear garden.

This application proposes the erection of a single-storey extension to the west side of the building to provide a further bathroom, a sitting room and garage/domestic store. This would be joined to the front of the existing garage, which is to be converted to a bedroom.

The proposed extension would provide additional ground floor living space accessible from the main house, with two internal doors into the proposed sitting room; and an external side door into the new garage in addition to an up-and-over door to the front. The proposed extension would measure 11.6 metres in length by 1.8 metres wide, and project 5.9 metres in front of the existing house towards the street, leaving a short forecourt of 0.8 metres set back from the front boundary of the property.

As a result of revised plans received on 24 May 2023, the design of the roof of the proposed extension has been changed from a mono-pitch to a shallow dual-pitch design with concealed gutters on either side in order to reduce the bulk of the proposed extension when viewed from the street. As amended the proposed extension would measure 2.6 metres at the eaves and have a ridge height of approximately 3 metres.

Three parking spaces are shown to serve the development within the existing driveway which is served by an existing dropped kerb from the road.

Relevant Planning History

29.05.2008 08/00248/FUL : Erection of a single storey side and rear extension following demolition of garage – Granted

08.08.2012 12/00470/FULPP : Erection of a single storey side extension and conversion of garage to habitable room - Granted

Consultee Responses

Arboricultural Officer No objections subject to conditions concerning tree protection and details of the proposed raft foundations to be used.

Neighbours notified

In addition to posting a site notice, 11 individual letters of notification were sent to surrounding properties in Cambridge Road West and Barton Court, including all immediately adjacent to the application site.

Neighbour Comments Received

At the time of writing this report no comments have been received from neighbours. However the neighbour notification period does not expire until 14 June 2023, an update on this matter will be made to the Committee at the meeting.

Policy and Determining Issues

The site is within the built-up area of Farnborough and is neither within a Conservation Area nor does it adjoin a Listed Building. Adopted Rushmoor Local Plan (2014-2032) Policies DE1 (Design in the Built Environment), NE3 (Trees) and IN2 (Transport) are relevant to the consideration of the current proposals; as are the Council's adopted Supplementary Planning Documents (SPDs) 'Home Improvements and Extensions (February 2020) and 'Car and Cycle Parking Standards' (2017).

Domestic extensions to provide additional ancillary and incidental accommodation, as in this case, are acceptable in principle subject to the proposals being found acceptable in all detailed respects.

In this context the main determining issues are considered to be the visual impact upon the character and appearance of the area; impacts on trees; the impact on neighbours; and highways considerations.

Commentary

1. Visual Impact -

The surrounding properties, which are situated within a short cul-de-sac, are a mix of building types and external designs. These include, to the west, a 3-storey flat development (Oxford Court, Nos.32-42 Cambridge Road West) and, to the east, a further 3-storey flat development (Barton Court). Detached 2-storey dwellings are located immediately opposite, however a further flat development (William Court) is situated opposite Barton Court. Adjacent to Barton Court to the east are 3-storey flats of an unusual hexagonal form at The Quinneys. There is a single-storey corrugated metal sheet clad commercial building at the junction of Cambridge Road West and Guildford Road East. There are established trees to the highway verge outside the property and wide grass verges form a green buffer between the pavement and the highway; all of which would remain.

Although the proposed extension would project significantly forward of the front elevation of the house, it is considered that it would not impinge unacceptably upon the visual character and appearance of the street due to the screening effect of existing mature trees and planting. In addition, where visible, the external materials, shallow-pitched amended roof design, windows and doors would all suitably match the existing property.

It is therefore considered that the proposed extension would have an acceptable visual impact.

2. Impact on Trees -

Whilst the proposals do not require the removal of the surrounding trees or planted areas, there are significant trees within the highway verge outside the front of the application property. To address this and to ensure that there would be no impact upon the health and stability of these street trees, it is proposed that raft foundations are used in the construction of the proposed extension to minimise disturbance of the ground and evenly spread the weight of the new building works. The proposed extension is of single-storey height and weight such that this foundation design is appropriate in principle subject to appropriate detailed design – which can be secured by imposition of a suitably-worded condition.

Whilst there is also a significant tree located close to the rear of the existing garage structure to be retained, no building works to the ground are proposed in proximity to this tree.

Accordingly, subject to appropriate conditions being imposed, it is considered that the proposals accord with the requirements of Local Plan Policy NE3.

3. Impact on Neighbours –

The existing boundary treatment (fences, trees and planting) would screen the proposals in part from neighbouring properties. Oxford Court (Nos. 32-42) to the west of the application property is considered to be the most affected neighbouring property since it has a garden area immediately adjacent to the proposed extension. However, this garden area is screened by an existing 2-metre high fence and the proposed extension would be of single-storey height only, a roof eaves height of 2.6 metres with concealed rainwater gutters, a shallow-pitched

roof, and no windows are proposed for the side elevation facing this neighbour. Accordingly, it is not considered that occupiers of this adjoining property would be subject to any material and undue loss of light, outlook or privacy as a result of the proposals. It is therefore considered that the relationship of the proposed development with this nearest neighbour is acceptable in planning terms.

Due to the degree of separation from the proposed development, no other adjoining or nearby properties would be materially and harmfully affected by the proposed development.

It is considered that the relationships with neighbours are acceptable in planning terms.

4. Highway Considerations –

The amended plans received on 24 May 2023 show that three on-site parking spaces would be provided within the remaining front garden area to serve the extended property. This provision is considered acceptable having regard to the Council's adopted Parking Standards SPD. Accordingly, it is considered that the proposal will have no material and harmful impacts on the safety and convenience of highway users.

Conclusions -

As amended, the proposed development is considered to be in keeping with the existing building in terms of design and scale, appropriate for its setting, acceptable in principle, would have no material and harmful impacts upon the visual character and appearance of the street scene, neighbours, highway issues and trees. The proposals are thereby considered acceptable having regard to Policies DE1 (Design in the Built Environment), NE3 (Trees) and IN2 of the adopted Rushmoor Local Plan (2014-2032) as well as the Council's adopted Supplementary Planning Documents 'Car and Cycle Parking Standards' (2017) and 'Home Improvements and Extensions' (February 2020).

Recommendation

It is recommended that **SUBJECT** to no substantial objections being raised by neighbours on or before the expiry of the neighbour notification period on 14 June 2023 that the Head of Planning, in consultation with the Chairman, be authorised to **GRANT** planning permission subject to the following conditions and informatives:-

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

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The accommodation hereby permitted shall be used solely in connection with and ancillary to the occupation of the existing property on the site as a single dwelling and shall not at any time be occupied separately.

Reason - In order to safeguard residential amenity and by preventing the establishment of an unrelated or independent use on the site.

- 3 The external walls of the extension hereby permitted shall be finished in materials of the same colour and type as those of the existing building, and in the case of brickwork

matching the existing bond and pointing. The development shall be completed and retained in accordance with the details so approved.

Reason - To ensure satisfactory external appearance.

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

Reason - To protect the amenities of neighbouring residential properties.

- 5 The existing trees and hedges on and adjoining the application site which are to be retained shall be adequately protected from damage during site clearance and works in accordance with the following:-
- (a) stout exclusion fencing erected and retained for the duration of the site clearance and construction period located outside the extent of the root protection area(s) of the trees/hedges as identified in the Tree Survey Report submitted with the application hereby approved;
 - (b) no building materials, plant or equipment shall be stored during the site clearance and construction period within the rooting zone of any trees or hedges on or adjoining the application site;
 - (c) no burning of materials shall take place on site; and
 - (d) care should be taken to ensure that any vehicles entering or leaving the site, or deliveries made to the site, do not cause damage (including ground compression within rooting zones) of any trees on or adjoining the application site.

These measures shall be put in place before any excavation, construction, vehicle parking or storage of building materials commences in the vicinity of the trees or hedges.

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

- 6 No development shall commence until full details of the foundations for the development hereby permitted to ensure no damage to tree roots of the nearby street trees have been submitted to and approved in writing by the Local Planning Authority. The details so approved shall subsequently be implemented in full and retained thereafter.

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

- 7 The permission hereby granted shall be carried out in accordance with the following approved drawings. C T Foo Associates Drawing numbers: 1825 1, 2, 3, 4 REV.A, 5 REV.A, 6 REV.A, 7 REV.A & 8 REV.A; and Design & Access Statement.

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

Informatives

- 1 **INFORMATIVE** – The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting

information or amendments both before and after submission, in line with the National Planning Policy Framework.

2 INFORMATIVE - The Council has granted permission because:-

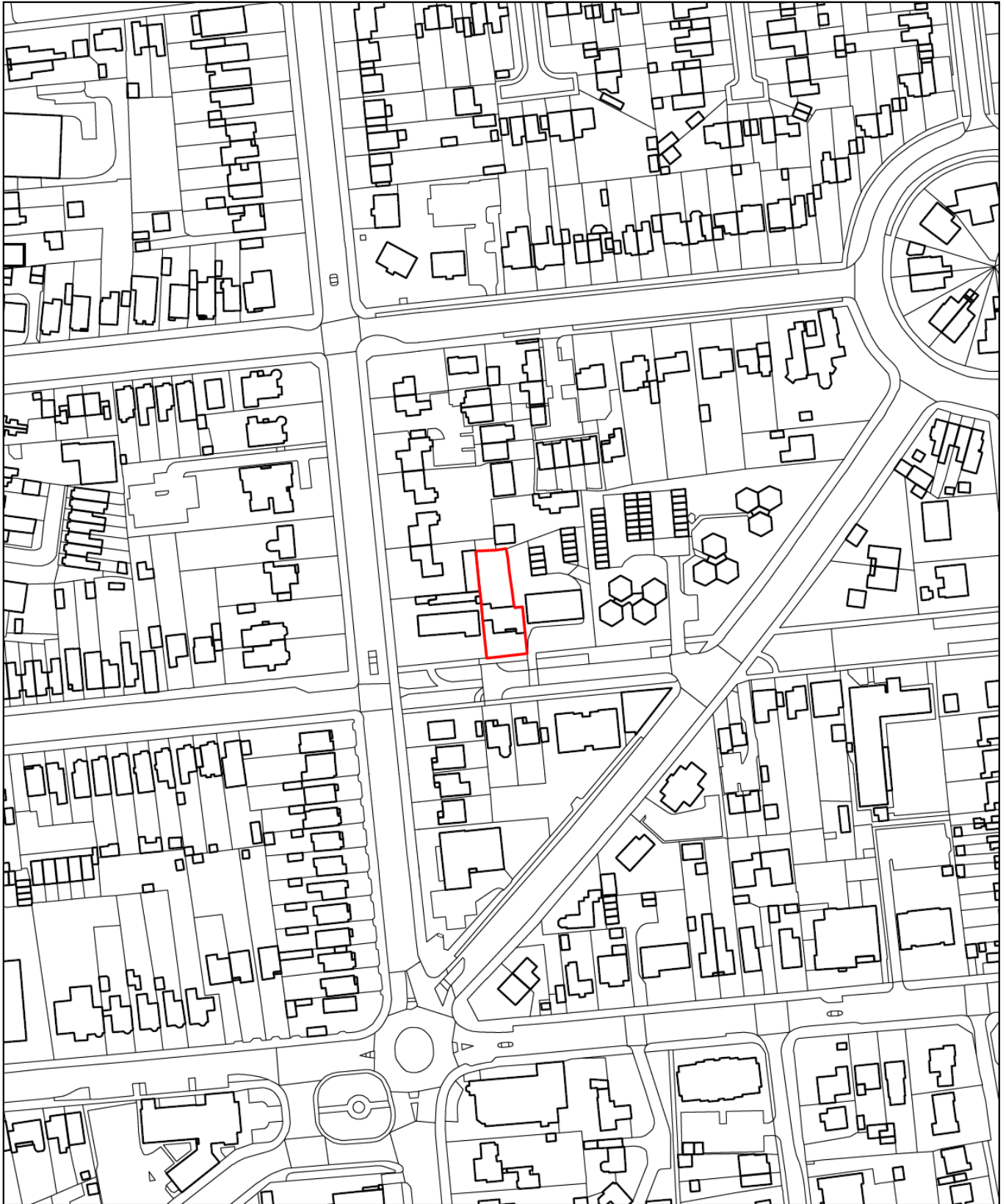
As amended, the proposed development is considered to be in keeping with the existing building in terms of design and scale, appropriate for its setting, acceptable in principle, would have no material and harmful impacts upon the visual character and appearance of the street scene, neighbours, highway issues and trees. The proposals are thereby considered acceptable having regard to Policies DE1 (Design in the Built Environment), NE3 (Trees) and IN2 of the adopted Rushmoor Local Plan (2014-2032) as well as the Council's adopted Supplementary Planning Documents 'Car and Cycle Parking Standards' (2017) and 'Home Improvements and Extensions' (February 2020).

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


3 INFORMATIVE - The applicant is advised that there may be a need to comply with the requirements of the Party Wall (etc.) Act 1996 before starting works on site. The Party Wall (etc.) Act is not enforced or administered by the Council but further information can be found on the Planning Portal website <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance> and you are able to download The Party Wall Act 1996 explanatory booklet.

4 INFORMATIVE - In order to avoid risk arising from overbuilding of the gas network, the applicant is advised to check their proposals against the information at <https://www.linesearchbeforeudig.co.uk> and contact the Plant Protection Team at Scotland Gas Networks Plc plantlocation@sgn.co.uk Tel: 0800 912 1722.

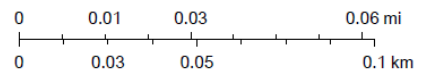
5 INFORMATIVE - All species of bat and their roosts are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017, as amended. They are afforded additional protection under the Wildlife and Countryside Act 1981, as amended, making it an offence to kill, injure or disturb an individual; damage, destroy or obstruct access to a breeding site or resting place of that individual. Destruction of a bat roost is therefore an offence, regardless of whether a bat is present at the time of roost removal. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works could constitute an offence. If bats or signs of bats are encountered at any point during development, then all works must stop immediately and you should contact Natural England in order to avoid breach of the above referenced legislation.

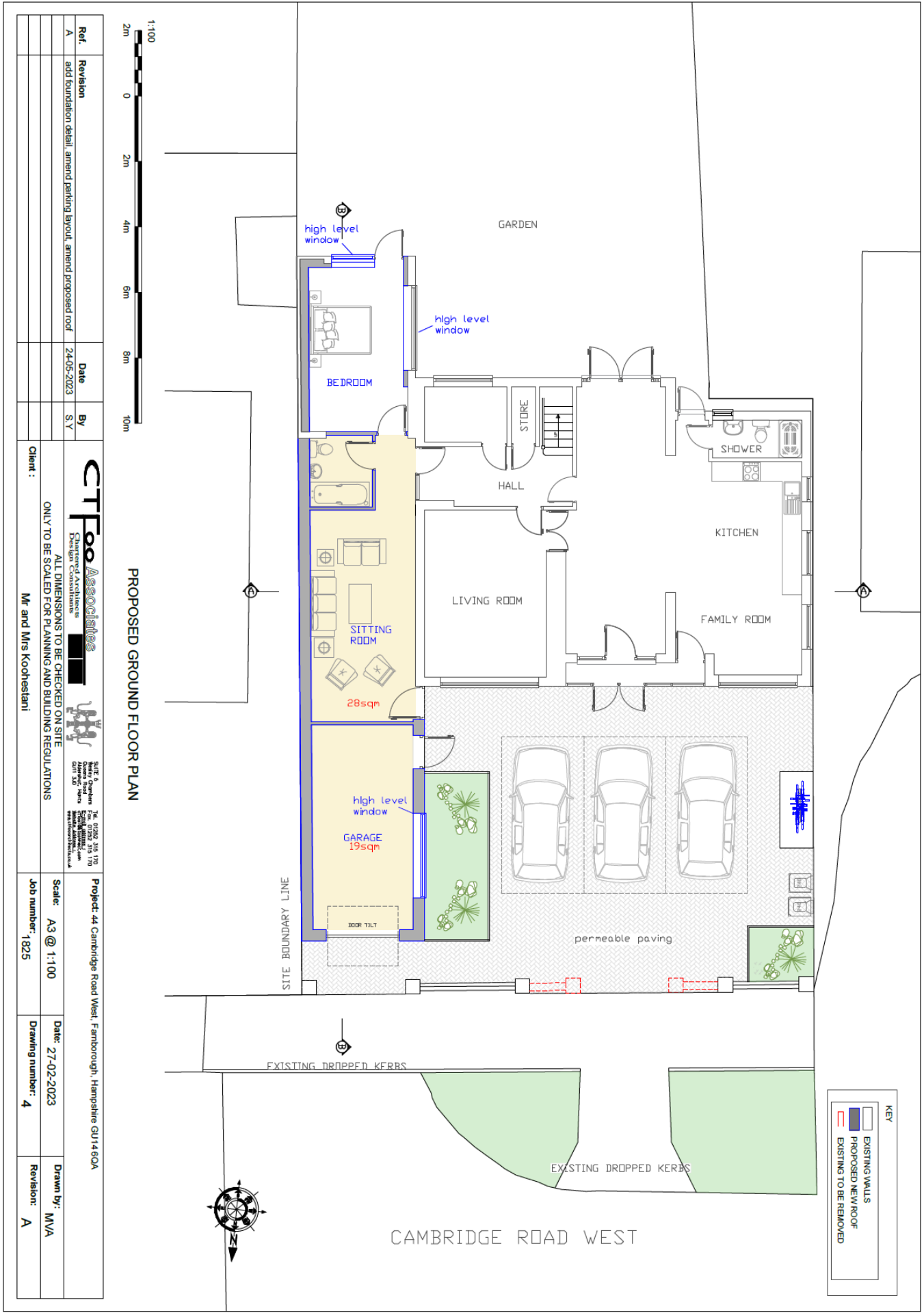


May 25, 2023

 Planning Application

1:1,378







KEY	
	EXISTING WALLS
	PROPOSED NEW ROOF
	EXISTING TO BE REMOVED

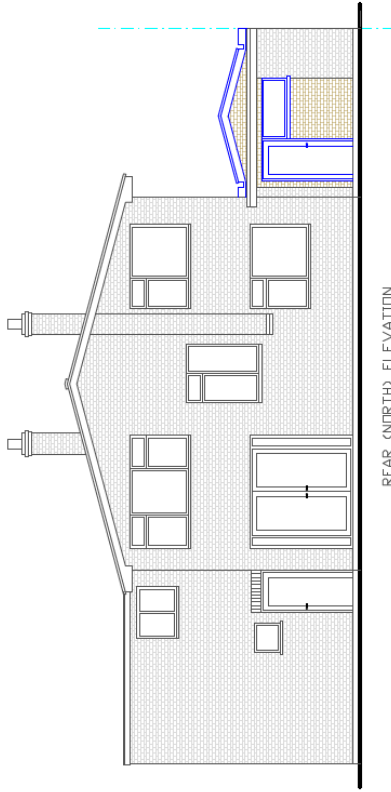
PROPOSED GROUND FLOOR PLAN



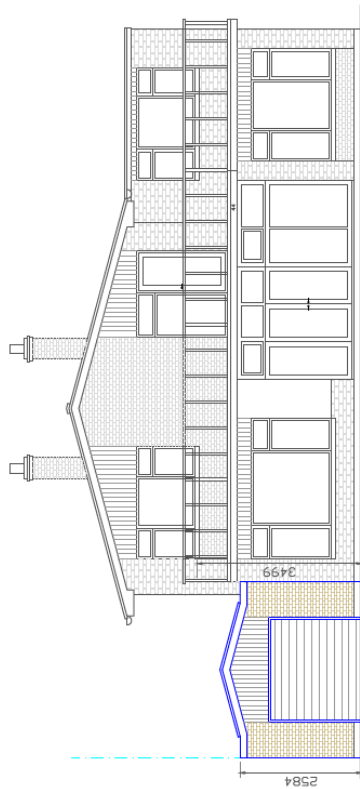
Ref.	Revision	Date	By
A	add foundation detail; amend parking layout; amend proposed roof	24-05-2023	S.Y

Chartered Architects 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000		Suite 5, Quayside, Cambridge Road West, Farnborough, Hampshire GU14 6QA Tel: 01252 315 170 Fax: 01252 315 170 Email: info@ctfao.co.uk Website: www.ctfao.co.uk
Project: 44 Cambridge Road West, Farnborough, Hampshire GU14 6QA		
Scale: A3 @ 1:100	Date: 27-02-2023	Drawn by: MVA
Job number: 1825	Drawing number: 4	Revision: A

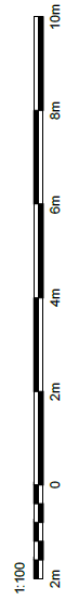
KEY
 PROPOSED ROOF
 PROPOSED NEW WALLS




REAR (NORTH) ELEVATION



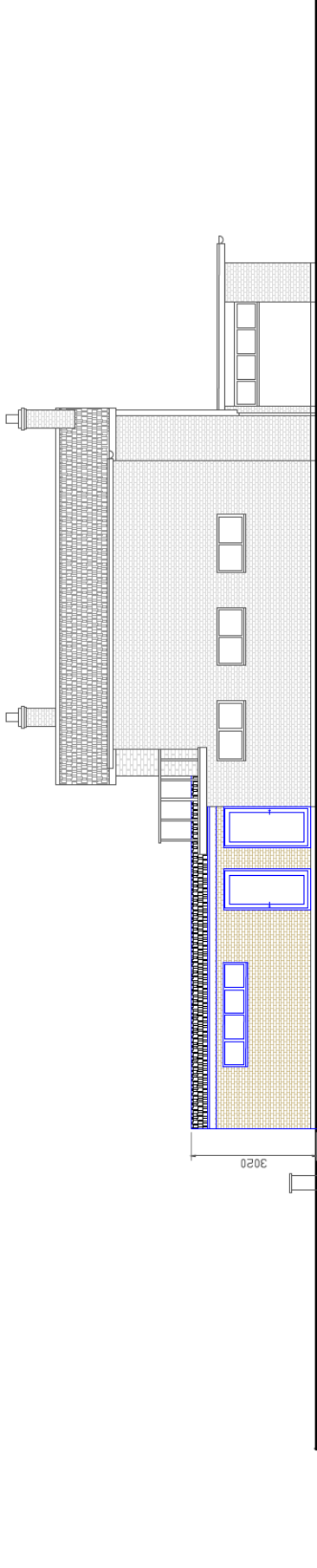
FRONT (SOUTH) ELEVATION



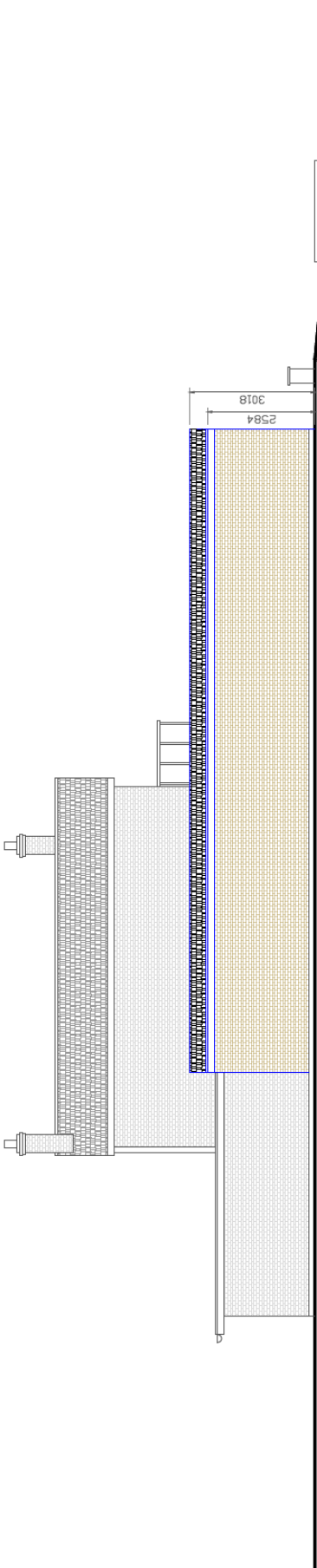
PROPOSED ELEVATIONS

Ref.	Revision	Date	By
	A	add foundation detail, amend parking layout, amend proposed roof	24-05-2023
Client : Mr and Mrs Koohestani			
Job number: 1825			
Scale: A3 @ 1:100			
Date: 27-02-2023			
Drawing number: 6			
Revision: A			
 Chartered Architects Design Consultants ALL DIMENSIONS TO BE CHECKED ON SITE ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS Client : Mr and Mrs Koohestani			
Suite 6 Bury Chambers 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000			
Project: 44 Cambridge Road West, Farnborough, Hampshire GU14 6QA Tel: 01252 318 170 Fax: 01252 318 170 Email: info@ctfassociates.com Website: www.ctfassociates.com			

KEY	
	PROPOSED ROOF
	PROPOSED NEW WALLS



SIDE (EAST) ELEVATION

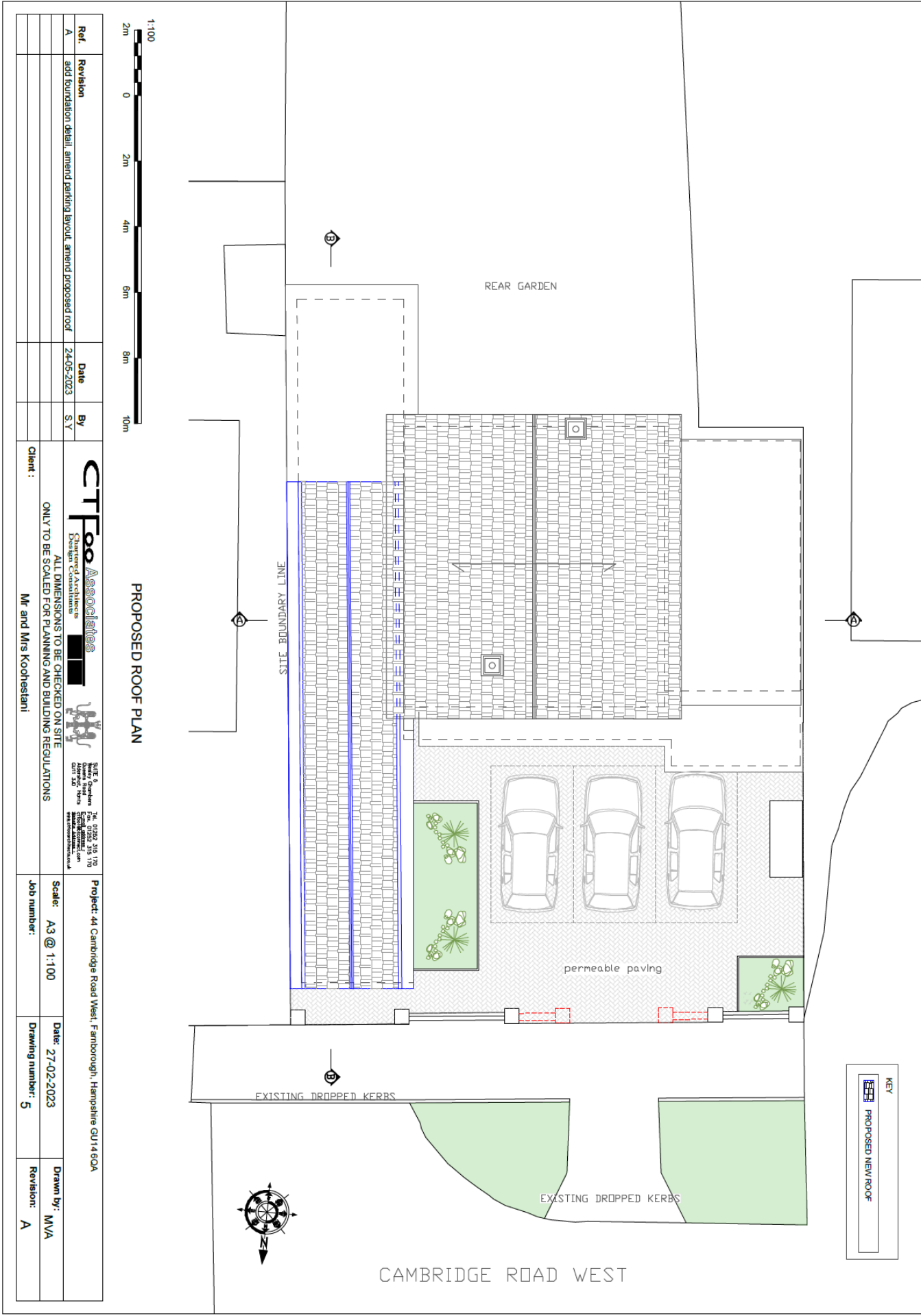


SIDE (WEST) ELEVATION



PROPOSED ELEVATION

Ref.	Revision	Date	By
A	add foundation detail, amend parking layout, amend proposed roof	24-05-2023	S.Y
Client :		Mr and Mrs Koohestani	
Job number:		1825	
Scale:		A3 @ 1:100	
Date:		27-02-2023	
Drawing number:		7	
Drawn by:		MVA	
Revision:		A	
<p>Project: 44 Cambridge Road West, Farnborough, Hampshire GU14 6QA</p> <p>SITE 0 01202 315 170 Over 20 Years Experienced 2017 2018 2019 2020 2021 2022 2023 2024</p> <p>CTF Associates Chartered Surveyors 44 Cambridge Road West Farnborough, Hampshire GU14 6QA Tel: 01202 315 170 Email: info@ctf.co.uk www.ctf.co.uk</p> <p>ALL DIMENSIONS TO BE CHECKED ON SITE ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS</p>			



PROPOSED ROOF PLAN



Ref.	Revision	Date	By
A	add foundation detail, amend parking layout, amend proposed roof	24-05-2023	S.Y

CT Foo Associates
 Chartered Architects
 Design Consultants

ALL DIMENSIONS TO BE CHECKED ON SITE
 ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS

Client: Mr and Mrs Koohestani

SUITE 5, GARDENS
 41 CAMBRIDGE ROAD WEST
 FARNBOROUGH, HAMPSHIRE GU14 6DA
 TEL: 01252 315 170
 FAX: 01252 315 170
 WWW.CTFOOASSOCIATES.CO.UK

Project: 41 Cambridge Road West, Farnborough, Hampshire GU14 6DA	Scale: A3 @ 1:100	Date: 27-02-2023	Drawn by: MVA
Job number:	Drawing number: 5	Revision: A	

	KEY
	PROPOSED NEW ROOF

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Section D

The following applications are reported for INFORMATION purposes only. They relate to applications, prior approvals, notifications, and consultations that have already been determined by the Head of Economy, Planning and Strategic Housing and where necessary, in consultation with the Chairman, in accordance with the Council's adopted Scheme of Delegation.

If Members wish to have more details about the decision on any of the applications on this list please contact David Stevens (01252 398738) or John W Thorne (01252 398791) in advance of the Committee meeting.

Application No	21/00871/CONDPP	Ward: Wellington
Applicant:	Taylor Wimpey West London	
Decision:	Permission Granted	
Decision Date:	26 April 2023	
Proposal:	Submission of details part pursuant to condition 13 (drainage) of hybrid outline planning permission 12/00958/OUT dated 10th March 2014 in relation to part reserved matters application permission 21/00108/REMPP dated 27th May 2021. (RECONSULTATION - Technical Report Plans Received February 2023)	
Address	Part Of Land At Stanhope Lines E And Part Of Buller Alisons Road Aldershot Hampshire	

Application No	22/00596/CONDPP	Ward: Wellington
Applicant:	C/o Agent	
Decision:	Permission Granted	
Decision Date:	28 April 2023	
Proposal:	Submission of details in respect of Gunhill Zone E, part pursuant to condition 15 (remediation reports) of hybrid outline planning permission 12/00958/OUT dated 10th March 2014.	
Address	Zone E - Gunhill Aldershot Urban Extension Alisons Road Aldershot Hampshire	

Application No 22/00687/CONDPP Ward: Wellington

Applicant: Taylor Wimpey West London

Decision: **Permission Granted**

Decision Date: 27 April 2023

Proposal: Submission of details pursuant to conditions 17 (biodiversity) and 18 (landscaping & biodiversity) of part reserved matters application 21/00108/REMPP dated 27th May 2021

Address **Part Of Land At Stanhope Lines E And Part Of Buller Alisons Road Aldershot Hampshire**

Application No 22/00688/CONDPP Ward: Wellington

Applicant: Taylor Wimpey West London

Decision: **Permission Granted**

Decision Date: 27 April 2023

Proposal: Submission of details pursuant to condition 7 (boundary treatment) of part reserved matters application 21/00108/REMPP dated 27th May 2021

Address **Part Of Land At Stanhope Lines E And Part Of Buller Alisons Road Aldershot Hampshire**

Application No 22/00863/MISC28 Ward: Cherrywood

Applicant: Shell Kelly

Decision: **No Objection**

Decision Date: 19 May 2023

Proposal: Proposed upgrade to the existing 30m High Lattice Tower at Farnborough Town FC, Cherrywood Road, Farnborough, Hampshire, GU14 8UD, NGR: E: 486238 N: 157521

Address **Telecommunication Mast 3 Farnborough Football Club Cherrywood Road Farnborough Hampshire**

Application No 23/00008/COU Ward: Aldershot Park

Applicant: Izvorski Limited

Decision: **Permission Granted**

Decision Date: 28 April 2023

Proposal: Change of use from class C3 to class C4 HMO with 3 single-occupancy rooms and 1 double occupancy room

Address **8 Brighton Road Aldershot Hampshire GU12 4HQ**

Application No 23/00053/FULPP Ward: Manor Park

Applicant: Harman Singh Soni

Decision: **Permission Granted**

Decision Date: 12 May 2023

Proposal: Change of use from ground floor launderette (sui generis) to E(b) Restaurant with ancillary takeaway, retention of new shopfront and installation of extraction system to rear

Address **1 Townstead House 111 - 113 Victoria Road Aldershot Hampshire GU11 1JE**

Application No 23/00080/ADVPP Ward: Empress

Applicant: Traci Crowe

Decision: **Permission Granted**

Decision Date: 15 May 2023

Proposal: Display of single sided digital advertising display on inside panel that will portray static advertising images that change every 10 seconds to replace double sided paper sheet static internally illuminated display.

Address **Bus Shelter To The Front Of 349 Farnborough Road Farnborough Hampshire**

Application No 23/00134/ADVPP Ward: Wellington

Applicant: Mr Rafique Patel

Decision: **Permission Granted**

Decision Date: 03 May 2023

Proposal: Installation of two aluminium composite non-illuminated signage panels to front elevation

Address **Alexandra Terrace Alexandra Road Aldershot Hampshire**

Application No 23/00140/FULPP Ward: Aldershot Park

Applicant: Mr Alyx Horner

Decision: **Permission Granted**

Decision Date: 02 May 2023

Proposal: Erection of a two storey rear extension, installation of a dropped kerb and creation of hardstanding for 2 cars

Address **103 Lower Farnham Road Aldershot Hampshire GU12 4EW**

Application No 23/00173/CONDPP Ward: Wellington

Applicant: Mr Puran Giri

Decision: **Conditions details approved**

Decision Date: 17 May 2023

Proposal: Submission of details pursuant to condition 4 (kitchen extraction system) of planning permission 22/00434/FULPP granted 9/12/22 for Change of use of the vacant unit (from Use Class E-Shop) to Restaurant & Drinking Establishment (Sui Generis) incorporating provision of external extraction flue and retention of new glazing on front and side elevations

Address **47 Union Street Aldershot Hampshire GU11 1EP**

Application No 23/00174/FULPP Ward: Cove And Southwood

Applicant: Mr Mark Towers

Decision: **Permission Granted**

Decision Date: 19 May 2023

Proposal: Erection of a single storey rear and side extension with first floor extension over the garage

Address **1 The Copse Farnborough Hampshire GU14 0QD**

Application No 23/00181/CONDPP Ward: St John's

Applicant: BPC Building Development Limited

Decision: **Conditions details approved**

Decision Date: 24 May 2023

Proposal: Submission of details pursuant to Condition Nos.8 (Landscape & Planting Scheme), 16 (Landscape & Ecological Management Plan) and 17 (Sensitive Lighting Management Plan) of planning permission 22/00394/FULPP dated 22 November 2022

Address **Briarwood Sorrel Close Farnborough Hampshire GU14 9XW**

Application No 23/00200/MISC28 Ward: St John's

Applicant: Jennifer Stead

Decision: **No Objection**

Decision Date: 19 May 2023

Proposal: The Electronics Communications Code (Conditions and Restrictions) (Amendment) Regulations 2017-toob intends to install fixed line broadband electronic communications apparatus (cabinet) at 42 Maple Avenue FB109-MP

Address **42 Maple Avenue Farnborough Hampshire GU14 9UR**

Application No 23/00201/PDCPP Ward: North Town

Applicant: Mr and Mrs Blakiston

Decision: **Development is Lawful**

Decision Date: 02 May 2023

Proposal: LAWFUL DEVELOPMENT CERTIFICATE: Formation of a hip to gable roof extension and dormer window to rear with insertion of two roof lights to front roof elevation

Address **3 Clive Road Aldershot Hampshire GU12 4RE**

Application No 23/00203/FULPP Ward: Cove And Southwood
Applicant: RDI Farnborough Limited
Decision: **Permission Granted**
Decision Date: 03 May 2023
Proposal: Installation of 1no. aluminium framed window to first floor north elevation
Address **Unit B4 Armstrong Mall Farnborough Hampshire GU14 0NR**

Application No 23/00211/FULPP Ward: St Mark's
Applicant: Ms Adele Williams
Decision: **Permission Granted**
Decision Date: 05 May 2023
Proposal: Erection of a single storey rear extension
Address **11 South Street Farnborough Hampshire GU14 6LN**

Application No 23/00212/FULPP Ward: Rowhill
Applicant: Mrs Ursula Hemans
Decision: **Permission Granted**
Decision Date: 05 May 2023
Proposal: Erection of a single storey rear extension
Address **73 Cranmore Lane Aldershot Hampshire GU11 3AP**

Application No 23/00217/FULPP Ward: Manor Park
Applicant: Mr Marcus Coloman
Decision: **Permission Granted**
Decision Date: 05 May 2023
Proposal: Retention of outbuilding in rear garden
Address **292 Lower Farnham Road Aldershot Hampshire GU11 3RD**

Application No 23/00218/FULPP Ward: Empress
Applicant: Mr Michael Smith
Decision: **Permission Granted**
Decision Date: 27 April 2023
Proposal: Replacement of existing river bridge over the Blackwater river with a new vehicular river bridge to accommodate pedestrians and vehicles
Address **Blackwater River Bridge The Hatches Farnborough Hampshire**

Application No 23/00221/FUL Ward: Rowhill
Applicant: Mr And Mrs Seehra
Decision: **Permission Granted**
Decision Date: 05 May 2023
Proposal: Retention of a two storey rear extension, installation of garage door, changes to windows, new roof tiles and solar panels
Address **The Coach House 5 Hillside Road Aldershot Hampshire GU11 3LX**

Application No 23/00222/FUL Ward: Empress
Applicant: Mr And Mrs Khera
Decision: **Permission Granted**
Decision Date: 25 April 2023
Proposal: Variation of planning permission 22/00252/FUL (Erection of two storey side, part rear and single storey side extension) dated 21st September 2020 for the retention of alterations to doors, windows and roof tiles and erection of a pitched roof over garage
Address **4 Pierrefondes Avenue Farnborough Hampshire GU14 8NF**

Application No 23/00225/NMAPP Ward: Empress

Applicant: Aldi Stores Ltd

Decision: **Permission Granted**

Decision Date: 28 April 2023

Proposal: Non Material Amendment : Re-positioning of dock-loader and external plant to rear of unit; provision for separate roof-mounted plant for sub-let unit; alterations to front and rear/side elevations including removal of proposed low-level canopy over trolley bay to front of building; re-location of trolley bays to under existing building canopy; and re-arrangement of fire exit doors of development as approved with planning permission 20/00149/FULPP dated 1 April 2022

Address **Units 2A And 3 Blackwater Shopping Park 12 Farnborough Gate
Farnborough Hampshire GU14 8BL**

Application No 23/00228/FUL Ward: Wellington

Applicant: Ms Anna Hammond

Decision: **Permission Granted**

Decision Date: 24 May 2023

Proposal: Installation of 175 solar panels on roof

Address **The Cambridge Primary School Queens Avenue Wellesley Aldershot
Hampshire GU11 4AA**

Application No 23/00232/FULPP Ward: St John's

Applicant: Mrs Linda Anderson

Decision: **Permission Granted**

Decision Date: 12 May 2023

Proposal: Continued use of land to facilitate a portable building for music therapy service

Address **92 - 94 Whetstone Road Farnborough Hampshire GU14 9SX**

Application No 23/00233/PDCPP Ward: Aldershot Park

Applicant: Mr. Abdullah Tekagac

Decision: **Development is Lawful**

Decision Date: 27 April 2023

Proposal: Lawful Development Certificate For Proposed Development: Formation of a dormer within rear facing slope and 2 roof lights within front facing roof slope to facilitate loft conversion

Address **2 Chestnut Avenue Aldershot Hampshire GU12 4AU**

Application No 23/00234/FULPP Ward: Aldershot Park

Applicant: Mr. Abdullah Tekagac

Decision: **Permission Granted**

Decision Date: 28 April 2023

Proposal: Erection of a two storey side extension and single storey rear extension

Address **2 Chestnut Avenue Aldershot Hampshire GU12 4AU**

Application No 23/00235/TPOPP Ward: Knellwood

Applicant: Mr Hayden

Decision: **Permission Granted**

Decision Date: 27 April 2023

Proposal: Two Lime trees (part of group G3 of TPO 432V) T1 in the garden of 5 Waverley Road and T2 in the garden of 57 Avenue Road as per submitted plan, reduce height of crown by no more than 2.5 metres and reduce laterals by no more than 1.5 metres and remove epicormic growth on main stem. Remove and replace one dying Beech tree (part of group G4 of TPO 432V) T3 in garden of 57 Avenue Road as per submitted plan

Address **Land Affected By TPO 432V - To The North Of Hilder Gardens And To The East And West Of Avenue Road Farnborough Hampshire**

Application No 23/00238/FULPP Ward: Cove And Southwood
Applicant: D BATES
Decision: **Permission Granted**
Decision Date: 05 May 2023
Proposal: Erection of a single storey rear extension and retention of conversion of garage to habitable room
Address **12 Whitebeam Gardens Farnborough Hampshire GU14 0PS**

Application No 23/00243/FULPP Ward: Manor Park
Applicant: N Partridge
Decision: **Permission Granted**
Decision Date: 18 May 2023
Proposal: Erection of Replacement Detached Garage On Site Of Recently Demolished Garage
Address **24 Northbrook Road Aldershot Hampshire GU11 3HE**

Application No 23/00245/FULPP Ward: Knellwood
Applicant: FABIAN ROBERTS
Decision: **Permission Granted**
Decision Date: 26 May 2023
Proposal: Erection of a two storey front extension, two storey side extension and part single storey and part two storey rear extension. New windows, roof and white render on all elevations
Address **Bankside 76 Salisbury Road Farnborough Hampshire GU14 7AG**

Application No 23/00246/PDCPP Ward: Fernhill
Applicant: Mr Hassib Mirza
Decision: **Development is Lawful**
Decision Date: 24 April 2023
Proposal: Lawful Development Certificate for proposed development:- Formation of a dormer within rear facing roof slope
Address **72 Chapel Lane Farnborough Hampshire GU14 9BJ**

Application No 23/00247/TPO Ward: Knellwood

Applicant: Mr Aaron Shepherd

Decision: **Permission Granted**

Decision Date: 27 April 2023

Proposal: Five Oak trees (T1 to T5 of TPO 283 see submitted report) T1 reduce height and lateral spread by no more than 2 metres. T2 reduce height and lateral spread by no more than 3.5 metres. T3 remove to ground level and replace. T4 reduce height and lateral spread by no more than 3 metres. T5 remove to ground level and replace

Address **229 Sycamore Road Farnborough Hampshire GU14 6RQ**

Application No 23/00248/FUL Ward: Wellington

Applicant: Mrs A Clough

Decision: **Permission Granted**

Decision Date: 02 May 2023

Proposal: Refurbishment of existing concrete tiled roof and installation of two Velux sun tunnels

Address **2 Sherlow House Nelson Street Aldershot Hampshire GU11 1HB**

Application No 23/00254/REXPD Ward: West Heath

Applicant: Ross Ludlow

Decision: **Prior approval is NOT required**

Decision Date: 24 April 2023

Proposal: Erection of a single storey rear extension measuring 4m from the original rear wall, 2.3m to the eaves and 3.8m in overall height

Address **7 Kingsley Road Farnborough Hampshire GU14 8SU**

Application No 23/00256/TELEPP Ward: North Town
Applicant: Cornerstone
Decision: **Prior Approval Required and Granted**
Decision Date: 17 May 2023
Proposal: Proposed Base Station upgrade to the 17m High Monopole. Proposed removal and replacement of existing 3No. Antennas with proposed 3No. Antennas. Proposed installation of 2No. GPS Modules. Existing equipment cabin to be upgraded internally and associated ancillary works
Address **Telecommunication Mast Manaway Industrial Complex Holder Road Aldershot Hampshire**

Application No 23/00257/PDCPP Ward: Manor Park
Applicant: Mr Vladislav Aleksandrov
Decision: **Development is Lawful**
Decision Date: 09 May 2023
Proposal: Conversion of the garage to habitable room
Address **11 Reeves Road Aldershot Hampshire GU12 4NT**

Application No 23/00260/FULPP Ward: Empress
Applicant: Mr and Mrs Dean
Decision: **Permission Granted**
Decision Date: 10 May 2023
Proposal: Extension of existing roof with formation of a dormer within both side facing roof elevations along with external alterations
Address **150 Ship Lane Farnborough Hampshire GU14 8BJ**

Application No 23/00263/FULPP Ward: West Heath
Applicant: Mr & Mrs Smith
Decision: **Permission Granted**
Decision Date: 02 May 2023
Proposal: Erection of a single storey front and rear extension, new porch and alterations to fenestration
Address **5 Tile Barn Close Farnborough Hampshire GU14 8LS**

Application No 23/00264/TPO Ward: North Town
Applicant: Mrs Brenda Jepp
Decision: **Permission Granted**
Decision Date: 05 May 2023
Proposal: One Holm Oak (T1 of TPO 66) crown reduce by no more than 3 metres
Address **57 Newport Road Aldershot Hampshire GU12 4PW**

Application No 23/00267/PD CPP Ward: Empress
Applicant: Mr Cameron Blackmore
Decision: **Development is Lawful**
Decision Date: 27 April 2023
Proposal: Lawful Development Certificate for proposed development: Erection of a single storey rear extension
Address **88 Pierrefondes Avenue Farnborough Hampshire GU14 8PA**

Application No 23/00269/FULPP Ward: Manor Park
Applicant: Mr Bone
Decision: **Permission Granted**
Decision Date: 19 May 2023
Proposal: Conversion of garage into a habitable room erection of a single storey garage extension to front elevation
Address **5 Bennetts Rise Aldershot Hampshire GU11 3SP**

Application No 23/00272/FUL Ward: West Heath
Applicant: Mr And Mrs Lord
Decision: **Permission Granted**
Decision Date: 11 May 2023
Proposal: Erection of a single storey front extension, widening of existing access and dropped kerb with formation of hardstanding for parking and erection of an outbuilding
Address **168 West Heath Road Farnborough Hampshire GU14 8PL**

Application No 23/00275/TPO Ward: Empress

Applicant: Mrs Alison Rapley

Decision: **Permission Granted**

Decision Date: 05 May 2023

Proposal: Crown lift Sweet Chestnut tree (T17 of TPO 368V) to give no more than 7 metre ground level clearance and remove significant dead branches, reduce lower south facing lateral to give no more than 3 metres clearance from building, reduce two lowest north facing laterals overhanging road by no more than 2 metres

Address **The Ridings 23 Empress Avenue Farnborough Hampshire GU14 8LU**

Application No 23/00276/FULPP Ward: Empress

Applicant: Mr Ahmed Shah

Decision: **Permission Granted**

Decision Date: 11 May 2023

Proposal: Erection of a single storey front extension

Address **Netherwood House 20 Revelstoke Avenue Farnborough Hampshire GU14 8NQ**

Application No 23/00279/FUL Ward: Cove And Southwood

Applicant: Mr S Perham

Decision: **Permission Granted**

Decision Date: 05 May 2023

Proposal: Erection of a two storey rear extension and single storey extensions to both side elevations (part retrospective)

Address **Oaklands 9 Elmsleigh Road Farnborough Hampshire GU14 0ET**

Application No 23/00282/MISC28 Ward: Fernhill

Applicant: Jennifer Stead

Decision: **No Objection**

Decision Date: 09 May 2023

Proposal: The Electronic Communications Code (Conditions and Restrictions) (Amendment) Regulations 2017-toob intends to install fixed line broadband electronic communications apparatus (poles) outside 26 and 38 Minley Road Farnborough, at: FB108-MR

Address **Street Record Minley Road Farnborough Hampshire**

Application No 23/00283/MISC28 Ward: Wellington

Applicant: Jennifer Stead

Decision: **No Objection**

Decision Date: 09 May 2023

Proposal: The Electronics Communications Code (Conditions and Restrictions) (Amendment) Regulations 2017-toob intends to install fixed line broadband electronic communications apparatus (poles) outside 4,18,44,57 Alamein Road, 22 Laws Terrace, 14 Kohima Close, 18 Falaise Close, 13 Cassino Close and 28 Mareta Close Aldershot, at: AD111-FB

Address **Street Record Alamein Road Aldershot Hampshire**

Application No 23/00284/FULPP Ward: St Mark's

Applicant: MR CHRIS LECKIE

Decision: **Permission Granted**

Decision Date: 19 May 2023

Proposal: Erection of a part single and part two storey rear extension and conversion of loft space to habitable room

Address **20 South Street Farnborough Hampshire GU14 6LN**

Application No 23/00286/FULPP Ward: Knellwood
Applicant: Mr Ryan Near
Decision: **Permission Granted**
Decision Date: 11 May 2023
Proposal: Erection of a single storey rear extension and decking area
Address **White Lodge 93 Salisbury Road Farnborough Hampshire GU14 7AE**

Application No 23/00287/FULPP Ward: Cherrywood
Applicant: Mr & Mrs Pausanos
Decision: **Permission Granted**
Decision Date: 10 May 2023
Proposal: Erection of single storey side and rear extension
Address **58 Sand Hill Farnborough Hampshire GU14 8ER**

Application No 23/00288/FULPP Ward: Cherrywood
Applicant: Mrs Jason Walton
Decision: **Permission Granted**
Decision Date: 24 May 2023
Proposal: Erection of a single storey side extension
Address **37 Prince Charles Crescent Farnborough Hampshire GU14 8DJ**

Application No 23/00301/MISC28 Ward: Cove And Southwood
Applicant: Mandy Poon
Decision: **No Objection**
Decision Date: 12 May 2023
Proposal: Removal and replacement of 3no antennas and 1no equipment cabinet with associated ancillary works at Apollo Rise
Address **Street Record Apollo Rise Farnborough Hampshire**

Application No 23/00308/REXPD Ward: Cove And Southwood

Applicant: Mr M Rudd

Decision: **Prior approval is NOT required**

Decision Date: 17 May 2023

Proposal: Notification of a prior approval for a proposed larger home extension:
Erection of a single storey rear extension 5m in depth from the original
part of the rear wall, 2.25m to the eaves and 3.4m in overall height

Address **77 Cove Road Farnborough Hampshire GU14 0EY**

Application No 23/00309/MISC28 Ward: Fernhill

Applicant: Shell Kelly

Decision: **No Objection**

Decision Date: 12 May 2023

Proposal: Notification under the Electronic Communications Code Regulations
2003 - The proposal is for an upgrade to the existing 15.0m High
Streetpole. Proposed removal and replacement of existing 15.0m High
Single Stack Jupiter Streetpole c/w 3No. Antennas with proposed 20.0m
High Hutchinson Engineering Apollo Pole on T9 root foundation c/w 6No.
Antennas. Existing 2No. Cabinets to be removed. Proposed installation
of 1No. 300 Dish, 1No. GPS Module, 3No. Cabinets and associated
ancillary works

Address **Telecommunication Mast O2 42357 At Junction Of Chapel Lane And
Fernhill Road Farnborough Hampshire**

Application No 23/00311/MISC28 Ward: Cove And Southwood

Applicant: Jennifer Stead

Decision: **No Objection**

Decision Date: 15 May 2023

Proposal: The Electronics Communications Code (Conditions and Restrictions)
(Amendment) Regulations 2017-toob intends to install fixed line
broadband electronic communications apparatus (cabinet) outside 33
The Copse in Farnborough, at: FB102-LR

Address **33 The Copse Farnborough Hampshire GU14 0QD**

Application No 23/00315/PDCPP Ward: Empress
Applicant: Mr and Mrs Keith Elmer
Decision: **Development is Lawful**
Decision Date: 17 May 2023
Proposal: Certificate of Lawfulness for Proposed Development : Erection of a rear dormer and two roof lights within the front facing roof slope
Address **9 High View Road Farnborough Hampshire GU14 7PU**

Application No 23/00318/FULPP Ward: Cove And Southwood
Applicant: Miss Eleanor Buttle
Decision: **Permission Granted**
Decision Date: 18 May 2023
Proposal: Erection of pergola to rear
Address **5 Nova Scotia Drive Farnborough Hampshire GU14 0FR**

Application No 23/00319/FULPP Ward: North Town
Applicant: Patricia Wall
Decision: **Permission Granted**
Decision Date: 19 May 2023
Proposal: Erection of a two-storey rear extension and conversion of existing garage
Address **39 Connaught Road Aldershot Hampshire GU12 4RN**

Application No 23/00332/MISC28 Ward: North Town
Applicant: R Kishore
Decision: **No Objection**
Decision Date: 17 May 2023
Proposal: The Electronic Communications Code (Conditions and restrictions)(Amendment) Regulations 2017 . BT intends to install fixed line broadband electronic communications apparatus (pole) at Ivy Road
Address **Street Record Ivy Road Aldershot Hampshire**

Application No 23/00335/REXPD Ward: North Town

Applicant: Mr Ross Allaker

Decision: **Prior approval is NOT required**

Decision Date: 24 May 2023

Proposal: Erection of a single storey rear extension measuring 4m in length from the original rear wall, 2.5m to the eaves and 2.5m in overall height

Address **9 Clive Road Aldershot Hampshire GU12 4RE**

Application No 23/00347/NMA Ward: St Mark's

Applicant: Mrs K Slingerland

Decision: **Permission Granted**

Decision Date: 05 May 2023

Proposal: Non-material amendment to planning permission 21/00415/FULPP dated 03 August 2021 (Erection of a first floor rear extension, single storey infill rear extension and formation of a new front porch area with new front door with a mono pitched canopy roof on front elevation) to allow retention of main entrance door within side elevation and infill front elevation with a rendered wall and an obscure window

Address **51 Guildford Road West Farnborough Hampshire GU14 6PS**

Application No 23/00349/MISC28 Ward: Empress

Applicant: Shell Kelly

Decision: **No Objection**

Decision Date: 23 May 2023

Proposal: Notification under the Electronic Communications Code Regulations 2003 - The proposal is for an upgrade to the existing 15.50m High Hutchinson Engineering Pole. Proposed installation 1No. GPS Module and associated ancillary work. Existing 6No. Antennas to be removed and replaced with proposed 3No. Antennas. Existing Equipment Cabin to be upgraded internally

Address **Telecommunication Mast O2 38812 Farnborough Street Farnborough Hampshire**

Application No 23/00357/MISC28 Ward: North Town

Applicant: Owen Church

Decision: **No Objection**

Decision Date: 25 May 2023

Proposal: Notification under the Electronic Communications Code Regulations 2003 - 1) The removal of 1no. Cabinets to be replaced with 1no. Cabinet, 2) The removal and replacement of 3no. antenna, 3) The removal and replacement of 9no. ERS, 4) The removal and replacement of 1no. GPS Node and 5) Development ancillary reworks thereto

Address **Thames Water Sewage Works Holder Road Aldershot Hampshire GU12 4RH**

Application No 23/00366/MISC28 Ward: Cherrywood

Applicant: Lilly Cunningham

Decision: **No Objection**

Decision Date: 17 May 2023

Proposal: The Electronic Communications Code (Conditions and restrictions) (Amendment) Regulations 2017 BT intends to install fixed line broadband electronic communications apparatus at Cherrywood Community Childcare Aldwick Close

Address **Cherrywood Community Childcare Aldwick Close Farnborough Hampshire GU14 8FH**

Application No 23/00375/MISC28 Ward: Empress

Applicant: Shell Kelly

Decision: **No Objection**

Decision Date: 25 May 2023

Proposal: NOTIFICATION UNDER THE ELECTRONIC COMMUNICATIONS CODE (CONDITIONS AND RESTRICTIONS) REGULATIONS 2003 (AS AMENDED) Proposed upgrade to the existing 15.0m High Lattice Tower. Proposed removal and replacement of existing 6No. Antennas with 6No. Antennas. Proposed installation of 2 metres Tower Extension, 1No. 600o Dish, 1No. GPs Module and associated ancillary works. Existing Equipment Cabin to be refreshed internally

Address **Telecommunication Mast 32 Invincible Road Farnborough Hampshire**

Development Management Committee
7th June 2023

**Head of Property &
Growth Report No.PG2019**

Enforcement and possible unauthorised development

1. Introduction

This report considers current matters of enforcement and possible unauthorised development. Authority to take planning enforcement action is delegated to the Head of Economy, Planning and Strategic Housing. Matters that require a Committee decision are reported, together with delegated decisions to take action.

It is not an offence to carry out works without planning permission and the National Planning Policy Framework (NPPF) states that enforcement action is discretionary and that local planning authorities should act proportionately in responding to suspected breaches of planning control. Local authorities are also advised to take action only where it is appropriate to do so. The purpose of this report is therefore to report to Committee decisions with regard to enforcement action and/or to seek approval for further action.

2. Policy

The Council's Approach to Planning Enforcement is set out in the adopted Local Enforcement Plan. The essential thrust of the Plan is that we will not condone wilful breaches of planning law, but we will exercise our discretion regarding enforcement action if it is considered expedient to do so. Our priorities with regard to enforcement are:

- To focus our resources to ensure that the most pressing and harmful issues are addressed appropriately.
- In determining the expediency of enforcement action we will have regard to the seriousness of any harm which is evident as a result of a breach of planning control.
- Matters which can potentially have a serious impact on the safety or amenity of residents or occupiers of property or on the natural environment will take priority over minor infractions and matters of dispute between neighbours.

3. Items

Each item contains a full description, details of any investigation, and an assessment of the situation and concludes with a recommendation.

This report relates to:

Item 1 Decisions for Enforcement Action

Item 2 Delegated Decisions on Enforcement Action

All information, recommendations and advice contained in this report are understood to be correct at the time of writing this report. Any change in circumstances will be updated verbally at the Committee meeting. Where a recommendation is either altered or substantially amended between preparing the report and the Committee meeting, a separate sheet will be circulated at the meeting to assist Members in following the modifications proposed.

4. Human rights

The Human Rights Act 1998 (the Act) has incorporated part of the European Convention on Human Rights into English law. Any recommendation either to take or not to take enforcement action has been assessed to make sure that the decision is compatible with the Act. If there is a potential conflict this will be highlighted in the individual report on the relevant item.

5. Financial implications

There are no direct financial implications arising from this report. However, in the event of an appeal, further resources will be put towards defending the Council's decision. Rarely, and in certain circumstances, decisions on planning enforcement cases result in the Council facing an application for costs arising from a planning appeal. Officers will aim to alert Members where this may be likely and provide appropriate advice in such circumstances.

6. Recommendation

That the report be **NOTED**

Tim Mills

Executive Head of Property & Growth

BACKGROUND PAPERS

Rushmoor Local Plan (2019)

Rushmoor Local Enforcement Plan (2016)

National Planning Policy Framework (NPPF)

Item 1

Site location: Park Road Garage, 107 Park Road, Farnborough

Alleged breach: 1. Unauthorised Change of Use from a Mixed-Use Vehicle Sales and Repair Garage (Sui generis and personal to the North American Motor Company) to a Hand Vehicle Washing and Valeting Premises, with ancillary Workshop (Sui generis); and 2. Unauthorised display of advertisements.

Recommendation: 1. Issue Enforcement Notice; 2. Prosecution

Description:

Park Road Garage is on the eastern side of Park Road, has a secondary frontage to Short Street and contains a two-storey building set back from the Park Road frontage with a forecourt parking area in front. There is a showroom area on the ground floor with residential above. The property was, until recently, used as a car sales and parking area by the 'North American Motor Company'. There is also a vehicular cross over from Short Street to a workshop to the rear of the ground floor.

The site has a long history of commercial use. It was the Park Road petrol filling station and repair garage until the mid-1990s; then a mixed-use vehicle sales premises and repair garage (sui generis). The 'North American Motor Company' have occupied the site since at least 2003, working on and then selling from the forecourt, second hand vehicles.

Relevant planning history is as follows:

- 95/00392/COU – Change of use of premises from car and petrol sales with vehicle workshop to car and petrol sales with M.O.T testing station – Permission granted in November 1995
- 99/00239/ADV – Continued display of one internally illuminated forecourt sign – Granted in July 1999
- 99/00242/FUL – Relief from condition No. 3 of planning permission 95/00392/COU to allow variation of forecourt parking – Permission refused in September 1999
- **03/00432/COU** – Change of use to a vehicle repair garage – Permission granted in August 2003

Relevant conditions of the most recent planning permission (03/00432/COU) are:

2. This permission shall enure only for the benefit of North American Motor Company and for no other person, persons, company or organisation and shall not enure for the benefit of the use of the land.

Reason – In granting this permission the Local Planning Authority has had regard to the applicant's special circumstances and the Authority requires to retain control over the future use of the land.

3. No machinery shall be operated, no process shall be carried out and no deliveries taken or despatched from the site outside the following times:
07:30 to 17:30 hours Monday to Fridays; and
08:30 14:00 hours on Saturdays.

The premises shall not be used at all on Sundays and Bank or Statutory Holidays.

Reason – To protect the amenities of occupiers of nearby properties.

5. All activities involving power driven tools and machinery shall not take place anywhere on the application site except within the workshop units with all door and window openings closed.

Reason – To protect the amenity of occupiers of nearby residential premises.

Investigation:

The Council received complaints in January 2023 that the site had recently been occupied by a hand vehicle washing and valeting business.

Environmental Health also received noise complaints from two separate addresses in February 2023 concerning associated jet washing and vacuuming noise issues, especially during the weekends and evenings.

A subsequent site visit revealed that a 'T & G Car Care Centre' had wholly occupied the site and put up new corporate fascia signage, and unauthorised window signage, advertising various types of wash and valet services. Furthermore, that the forecourt area was being used as the car washing and valeting area; and one half of the former showroom area refurbished as a waiting area. The signs advertise various different service washes and valet services as well as 'Battery Diagnostics', 'Hand Polish', 'Vehicle Wraps' and 'Window Tinting'.

Use as a Hand Vehicle Washing and Valeting business (Sui generis) requires planning permission. Since no planning permission exists for such a use this use is unauthorised.

Condition No.2 attached to the 2003 permission for use as a vehicle repair garage was made personal to the North American Motor Company and for no other person, persons, company or organisation. This personal permission was not time-limited. The effect of this in planning law is that should a personal use cease in these circumstances, the property would then have a 'nil' use, i.e. planning permission would be required for *any* subsequent use of the premises. No other party could continue the previous use and the property could not lawfully revert to any previous use. No such permission has been sought or obtained from the Council.

A letter was delivered to the operator concerning the unauthorised use on 27 January 2023 seeking their intentions with regard to resolving the breach of planning control. A commercial letting agent replied stating the operator was of the understanding that they did not need planning permission, but had now engaged a qualified town planner to assist with submitting a planning application. Having undertaken a full assessment of the situation the Council advised the commercial letting agent was, on 3 March 2023, advised that it was considered that a planning permission, temporary or otherwise, was unlikely to be granted on account of the clear evidence of unacceptable amenity impacts upon neighbours.

The Council's Environmental Health Officer also visited the site and spoke to the operator on 16 February 2023; and subsequently wrote a letter to the operator raising

concerns about the noise from the jet washer and vacuum that they had witnessed being used.

A Planning Contravention Notice (PCN) was served on both the landowner and the business operator on 10 March 2023 concerning the suspected breach, seeking further information concerning the ownership of the property and the operator/owners' intentions. In response, a Planning Agent contacted the Council on 13 March 2023 asking for clarification of the LPA's position on the unauthorised use. The PCN was then returned by the business operator on 30 March 2023, whom explained that they considered that the lawful planning use of the property was 'Garage/Vehicle sale with ancillary workshop and car wash (sui generis)'. No information was provided to back-up this assertion, although it would appear implicit in their response that the operator believes that there has been no change of use on the site, or that the car valet element is ancillary to an existing lawful use of the site and, as such, does not require planning permission. It is noted that, since the planning officer's first site visit on 27 January 2023, secondary signage was added to the fascia of the building on or about the 30 March 2023 advertising that 'MOT, Tyres, Repairs, Brake and Exhaust' services were also available at the site.

Nevertheless, as the on-going use on the site has been witnessed by Officers on a daily basis to be the washing and/or valeting of vehicles, and complaints were still being received from local residents, a letter was sent to the operator on 12 April 2023 explaining that, for the reasons previously explained to their planning agent, it was unlikely that planning permission could be granted for the operation of a vehicle washing and valeting service at the site.

On 14 April 2023 the operator attempted to submit a retrospective planning application for a 'Hand car wash and MOT service and car sale', but this was found to be invalid for a number of fundamental reasons. No floor or site layout plans, no 'red line' location plan, no Design and Access Statement, no acoustic report (which the operator had been advised would be required), insufficient application fee and one site/roof plan that is illegible. Although the operator has been advised of the reasons for invalidity, no further attempt has been made to submit a planning application seeking the retention of the unauthorised use to date.

Commentary:

Regard to provisions of development plan –

Section 172 of the Town and Country Planning Act 1990 states '*The local planning authority may issue a notice where it appears to them –*

- a) *That there has been a breach of planning control; and*
- b) *That it is expedient to issue the notice, having regard to the provisions of the development plan and to any other material considerations.*

Principle of development –

The previous use of the site as a mixed-use vehicle sales and vehicle repair premises was personal and not time-limited; and existed solely for the benefit of the 'North American Motor Company' (Condition No.5 of 03/00432/COU). This use has ceased, the premises have a 'nil' use and any new use requires planning permission. Any application for use of the site would have to be assessed against planning policy and development control criteria. The previous authorised use of the site is, nevertheless,

a material consideration and a point of comparison for any future use of the site that may be proposed.

Impact upon Residential Amenity –

Local Plan Policy DE1 (Design in the Built Environment) of the Rushmoor Local Plan (adopted 21 February 2019) states that development will be required to *‘make a positive contribution towards improving the quality of the built environment and will, where relevant to the proposal c) not cause harm to the proposed, existing and/or adjacent users by reason of loss of light, privacy or outlook, or noise, light pollution, vibration, smell or air pollution’*.

Local Plan Policy DE10 (Pollution) states *‘Development will be permitted provided that it does not give rise to, or would be subject to, unacceptable levels of pollution; and it is satisfactorily demonstrated that any adverse impacts of pollution, either arising from the proposed development or impacting on proposed sensitive development or the natural environment will be adequately mitigated or otherwise minimised to an acceptable level. Where development is proposed on a site by may be impacted by pollution, such a proposal shall be supported by a report that investigates the risks associated with the site and the possible impacts on the development, its future users and the natural and built environment. The report shall propose adequate mitigation or remediation when required to achieve a safe and acceptable development. This report shall be written in line with best practice guidance’*.

The National Planning Policy Framework (NPPF) states that planning policies and decisions should *‘mitigate and reduce to a minimum, potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life’* (para. 180).

The site is in a residential street and is surrounded by residential properties. The nearest residential property is No.109 Park Road, which directly abuts the north side boundary. No.4 Short Street is to the rear of the site, although there is a narrow single storey workshop building situated in-between. No.105 Park Road is less than 7 metres from the site on the opposite side of Short Street. Flats 1-6, No.116 Park Road are 25m from the site on the opposite side of Park Road.

Notwithstanding the current ‘nil’ use of the property, it is pertinent to consider the past authorised use of the site as a repair garage with car sales by the American Car Garage when considering the amenity impacts of the current unauthorised use. Whilst the repair garage use had the potential to cause some disturbance to residents through noise, vibration, disturbance and activity, such instances were relatively infrequent due to the small-scale nature of the rear workshop and, indeed, the general relatively low intensity of use of the site. This is reflected in the lack of complaints to the Council concerning the previous use of the site.

However, significant noise and activity is associated with the current unauthorised vehicle washing and valeting use, giving rise to the sustained complaints being received. It is also noted that conditions imposed on permission 03/00432/COU mitigated the amenity impacts of the previous use by restricting hours of operation and prohibiting use of mechanical and motorised tools. The sale of American vehicles at the site involved the occasional manoeuvring of vehicles around and on/off the site, however this was on a small scale compared to the more continuous noise and activity involved in the use of jet washers, commercial vacuum cleaners etc that are likely to be

associated with car washing and valeting. At busy times, commercial car washing and valeting uses can generate a continuous and sustained throughput of vehicles generating significant noise pollution that is considered to be unacceptable in proximity to residential properties.

The Council's Environmental Health Team undertook some noise monitoring from a nearby residential dwelling on Monday 23 March 2023 and have reported the following: *"With windows closed noise from the jet wash was clearly audible in their downstairs front room and with windows open it was the dominant noise source they also have a vacuum on site that tends to be on for longer durations than the use of the jet wash and this produces a different character of noise, lower volume but higher pitched so cuts through even the noise of the jet wash. There was only 3 cars washed in my time there and I didn't consider the noise to be a nuisance at that time of day and day of week but with fine weather and windows open I suspect we will receive more complaint. EH haven't had any other complaints coming forward but if I were to do a BS4142 noise survey/assessment at the nearest residential façade I'm fairly confident of what the outcome would be."*

In considering enforcement action the Council must consider whether there are any means of mitigating the impacts of the unauthorised development that could be introduced or adopted by the operators to obviate the need for enforcement action and allow the business to continue operating at the site. However, it is considered that there are none that are practicable, enforceable, would provide adequate mitigation; or would not create other planning harms. It could, for example, be possible to erect some permanent structure(s) enclosing parts of the site forecourt area seeking to contain noise emissions arising from the vehicle washing and valeting activity. However, such structures would have to be large and bulky; and would, therefore, be likely to have an unacceptable impact upon visual amenity. Similarly, re-locating the vehicle washing and valeting activity to different locations within the site would simply result in the most severe impacts affecting one neighbour on to another.

In light of the evident adverse impacts upon residential amenity resulting from noise nuisance and general activity and disturbance, and the lack of any effective means of mitigation that could render this acceptable, it is considered that the operation of the site as a hand vehicle washing and valeting use with ancillary or mixed use workshop is incompatible with the adjoining residential properties and detrimental to residential amenity through noise and contrary to Policies DE1, DE10 and para. 180 of the NPPF, and it would, therefore, be expedient to issue an Enforcement Notice.

Impact on visual amenities –

It is considered that the change of use of the premises to a vehicle washing and valeting use as existing would have little impact on visual amenity or the general character of the area given the previous use.

New signage has been applied to the outside of four of the display windows on the building. These advertisement displays are unauthorised and considered to be out of keeping with the visual amenity of the area. Accordingly, since it is an immediate offence to display unauthorised advertisements it is also considered that it is expedient for the Council to pursue the prosecution of the site operators and/or owners in this respect.

Full recommendation:

It is recommended that the Corporate Legal Manager, in consultation with the Corporate Planning Manager, be authorised to:

- A. Issue an **Enforcement Notice** to require the cessation of the use of the site for hand vehicle washing and valeting with a period of 1 month for compliance;
- B. **Commence Prosecution** proceedings in respect of the unauthorised advertisement display in the event that the unauthorised advertisements are not removed by 30 June 2023.

Item 2

Delegated decisions by the Corporate Planning Manager to take no further action in respect of alleged breaches of planning control.

The following decisions are reported for INFORMATION purposes only. They relate to enforcement cases that are in breach of planning but no application has been forthcoming and where a decision to take no further action has been taken in accordance with the Council's Scheme of Delegation.

Address	29a Southampton Street Farnborough
Ward	St Mark's
Alleged Breach	Retention of new window and patio doors.
Decision	No Further Action be taken
Decision Date	24 th May 2023
Commentary	<p>A complaint was made that the owner of the above address had installed a door at first floor level and erected railings around the roof of a flat-roofed single-storey extension to create a first-floor amenity terrace area. The complainant considered this to result in an unacceptable loss of privacy because people standing on the roof terrace you overlook neighbours. They also installed patio doors at ground floor level.</p> <p>The property owner was contacted by the Council, and they subsequently removed the railings and removed the first-floor door by fitting a new window in its place. However, the patio doors at ground floor level were not reinstated to their original form as they were considered to be an acceptable form of development.</p> <p>The owner was asked to submit a retrospective planning application for the retention of the new first-floor window and the patio doors but no such application has been received to date.</p>
Alternatives	An enforcement notice could be issued but as the development is considered acceptable and permission would be granted should an application be submitted, it is not considered expedient for the council to take any further action on this matter.
Case Officer	Tara Hasty
Associated Documents	Enforcement Reference 22/00115/RESWRK



Address **14 Frost Drive Wellesley Aldershot**

Ward Wellington

Alleged Breach Installation of satellite dish

Decision No Further Action be taken

Decision Date 5th June 2023

Commentary A satellite dish has been installed at this property facing a highway. This requires planning permission due to the Article 4 Direction placed on the Wellesley Development. The original position of the dish was unacceptable in planning terms; but the owners have since moved the dish to under the eaves where it is less visible. The owners are aware that planning permission is still required, but an application has not been forthcoming to date.

Alternatives An enforcement notice could be issued. However, as the revised location of the satellite dish is considered to be acceptable and, as such, permission would be granted were an application to be submitted, it is not considered expedient for the Council to take further action.

Case Officer Tara Hasty

Associated Documents Enforcement Reference 22/00143/AERIAL



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Development Management Committee
7th June 2023

Planning Report No. PG2320

**Planning (Development Management) summary report for the quarter
Jan-Mar 2023 and for the Year 2022-2023**

1. Introduction

- 1.1 The purpose of this report is to advise Members of the position with respect to Performance Indicators for the Development Management function of Planning, and the overall workload of the Section. This report covers the quarter from 1st January to 31st March 2023 and the year 1st April 2022 to 30th March 2023.

2. Planning Applications

- 2.1 The three tables below set out figures relating to determination of Major, Minor and 'Other' planning applications for the fourth quarter and for the financial year. We are required to provide the government with statistical returns in relation to decision times. It should be noted that the returns required by government do not include some application types including applications for the approval of details pursuant to conditions, applications to fell or carry out works to TPO trees and trees in Conservation Areas, Non-Material Amendments, Screening Opinions, Adjacent Authority Consultations and applications for approval in relation to conditions. These however constitute a significant source of demand on our service numbering 111 cases in the quarter and 373 in the year. These are included in the total figures reflecting workload set out at 3.1 below.

Major and small scale major Applications determined within 13 weeks/PPA target

2021/2022 Total	Decisions in quarter	Jan-Mar 2023	Government Target	2022/2023 Total
100%	4	100%	60%	100%

*Decisions on the 4 applications determined in the quarter were outside the statutory period, all were the subject of agreed extensions of time and therefore recorded as 'in time'.

Minor (Non householder) Applications determined within 8 weeks

2021/2022 Total	Decisions in quarter	Jan-Mar 2023	Government Target	2022/2023 Total
91%	11	100%	65%	94.5%

*Decisions on 4 applications determined in the quarter were outside the statutory period, all were the subject of agreed extensions of time and therefore recorded as 'in time'.

'Other' (Including Householder) Applications determined within 8 weeks

2021/2022 Total	Decisions in quarter	Jan-Mar 2023	Government Target	2022/2023 Total
90%	71	93%	80%	92.1%

2.2 The following table sets out figures relating to appeals allowed against the authority's decision to refuse permission.

% of appeals allowed against the authority's decision to refuse

Government Target	Jan-Mar 2023	Appeal Decisions
40% max	0%	2

% of appeals allowed against the authority's decision to refuse (Annual figures)

2021/22 Total I	Government Target	Appeal Decisions	Appeals Allowed	2022/23 Total
54.5%	40% max	10	1	10%

3. Workload

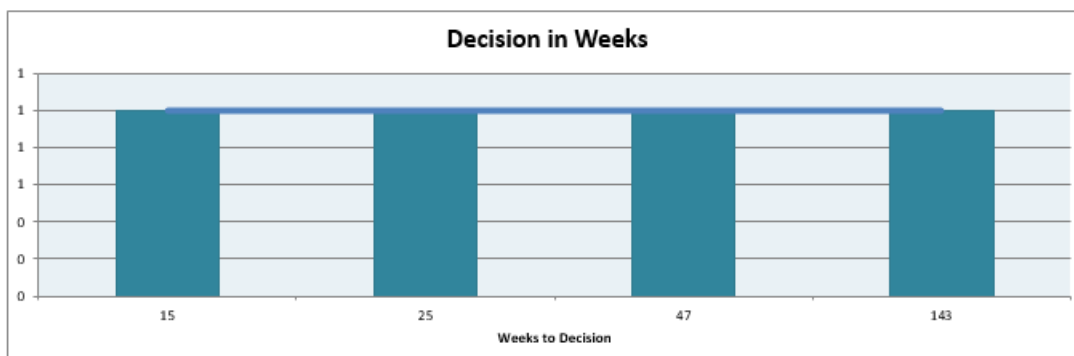
3.1 This section deals with workload demand on the Development Management Section in the first three months of 2023 and the financial year.

Departmental Work Demand Jan-Mar 2023 and financial year

	Applications Submitted (All types)	Pre-Application Cases	Applications Determined (All types)	Appeals Submitted
Q4	248	89	196	4
Year 2022-2023	918	290	747	9

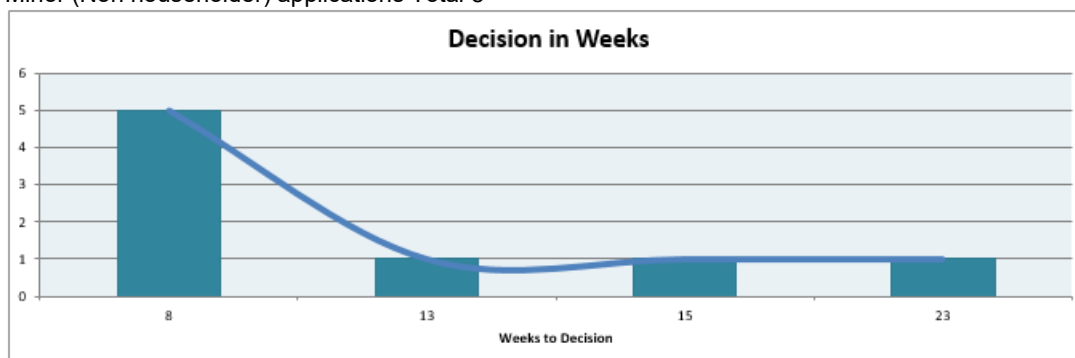
3.2 The following graphs present the time period being taken to determine different types of application in the fourth quarter of 2022-2023

Major and small-scale majors Total 4



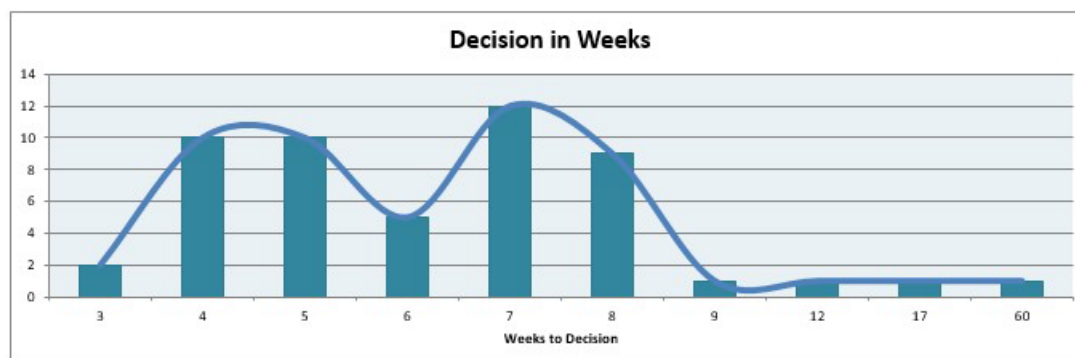
3.3 Performance with regard to Major applications remains well above the Government target with all three cases determined in accordance with agreed extensions of time or planning performance agreements. The figure for the ten major applications over the full year is 100%

Minor (Non householder) applications Total 8



3.4 This second graph illustrates the determination times for minor applications, all of which were determined within the statutory period or in accordance with agreed extensions of time in the fourth quarter of 2022-23. The figure for the full year is 94.5%.

'Other' (Including Householder) applications Total 71



3.5 This third graph shows that in the fourth quarter of this financial year the majority of householder applicants 90% received decisions in the fourth to eighth weeks after their validation date. The figure for determination within the statutory date for the full year is 92.1%.

4. Fee Income

4.1 The total planning fee income received for the fourth quarter was £76,670 against a budget estimate of £104,400. This represents a negative variance of 27%.

4.2 The total planning fee income received for the year was £255,232 against a budget estimate of £417,600. This represents a negative variance of 39%.

4.3 The total pre-application income received for the fourth quarter was £11,721 against a budget estimate of £9,000. This represents a positive variance of 30%.

4.4 The total pre-application income received for the year was £33,636 against a budget estimate of £36,000. This represents a negative variance of 5.5%.

5. Section 106 contributions

5.1 Information in this section relates to financial contributions secured by way of section 106 planning obligations.

Section 106 contributions received	Jan-Mar 2023	2022-2023 total
Contributions received (Rushmoor and Hampshire) apportioned as set out below~	£146,329.43~	£2,157,807.43
Open Space (specific projects set out in agreements)	£1,940.40	£698,958.97
SANGS a) Southwood II b) Southwood Country Park e) Hawley Meadows f) Rowhill Copse	a) £0 b) £0 e) £0 f) £7406.22	a) 448,080.79 b) £66,351 e) 21,344 f) £588,311.22
SAMM* a) Southwood II b) Southwood Country Park c) Wellesley Woodland d) Bramshot Farm (Hart) e) Hawley Meadows f) Rowhill Copse	a) £0 b) £0 c) £68,213.25 d) £532.78 e) £8,078 f) £1036.78	a) £48,179.65 b) £6,988 c) £133,667.68 d) £14,519.02 e) 8,708 f) £64,498.94
Transport (specific projects set out in agreements)*	£0	£17,411.87

~This figure also includes monitoring charges, interest and receipts for the Farnborough Airport Community Environmental Fund.

*.SAMM contributions and Transport are paid to Hampshire County Council.

6 new undertakings/legal agreements were signed in the period Jan-Mar 2023. A total of 22 agreements were completed during the financial year.

6. Comment on workload for this quarter and year

6.1 This financial year saw a decrease in the number of applications submitted and determined. The total of 747 decisions follows the gradual rise in numbers over the previous four financial years - 913(2021-2022), 855(2020-2021), 876(2019-2020) and 783(2018-2019). Planning application fee income shows a 39% shortfall against the annual budgetary estimate, whilst pre-application income has held up with only a 5.5% shortfall.

6.2 Planning activity and fee income reflects confidence in the wider financial markets and the past year has seen impacts arising from both the war in Ukraine and domestic political and economic issues. These have affected household

income and employment stability, and interest rates have risen. These factors can be critical to individual decisions to proceed with small development projects such as householder extensions, as well as to those in respect of borrowing and financing large scale development.

7. Wellesley

- 7.1 There have been 1185 residential occupations to date at Wellesley. Maida Development Zone A is complete (228 units).
- 7.2 Corunna Development Zone (Zone B), opposite Maida on the west side of Queen's Avenue is at an advanced stage of completion and will deliver 733 residential units, including six supported housing units. 669 of the units are now occupied.
- 7.3 Gunhill Development Zone (Zone E) west of the Cambridge Military Hospital and north of Hospital Road is complete and comprises 107 Private Rented Units, all of which have been occupied.
- 7.4 McGrigor Development Zone (Zone D) is nearing completion. This is located to the north of the Cambridge Military Hospital, and to the east of Maida Zone. It will provide a total of 116 residential units. 104 of the units are occupied including the converted curtilage listed buildings of St Michael's House and Cambridge House.
- 7.5 Work continues on site at Cambridge Military Hospital Development Zone (Zone C) by Weston Homes. A temporary marketing suite has been created within the central Admin Block following the sales launch in March 2021. The units within Gunhill House & Water Tower are completed. 53 units are now occupied within the CMH Development Zone.
- 7.6 Taylor Wimpey continues with development at Stanhope Line East (Zone K) and part of Buller (Zone M) Development Zones, following permission granted on the 27th May 2021 for 430 dwellings. This phase will incorporate the eastern half of Stanhope Lines, Wellesley's linear park. The Council is currently considering various detailed applications in relation to the permission. A sales and marketing suite has been approved and is operating on Hope Grant's Road (East). 24 of the units are now occupied.

8. Recommendation

- 8.1 That the report be NOTED

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BACKGROUND PAPERS: None.

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