

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 Council's 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	<p>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.</p>
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 results 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 and 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

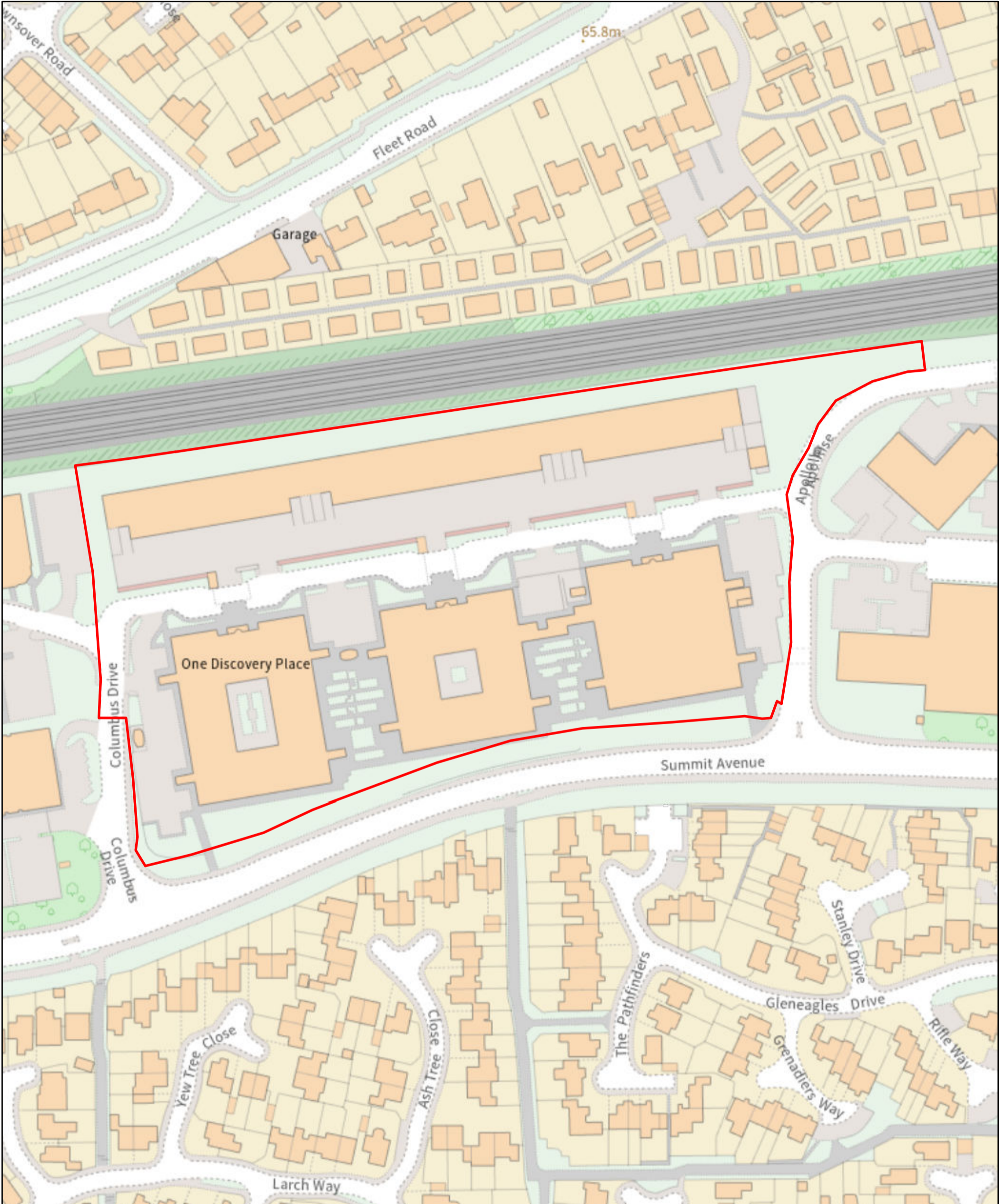
21. Prior to the occupation of the development the approved surface water drainage scheme shall be implemented in accordance with the so approved details'

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

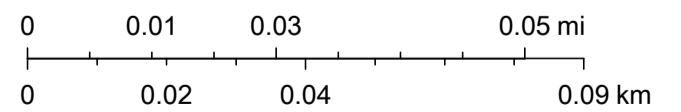
OSP

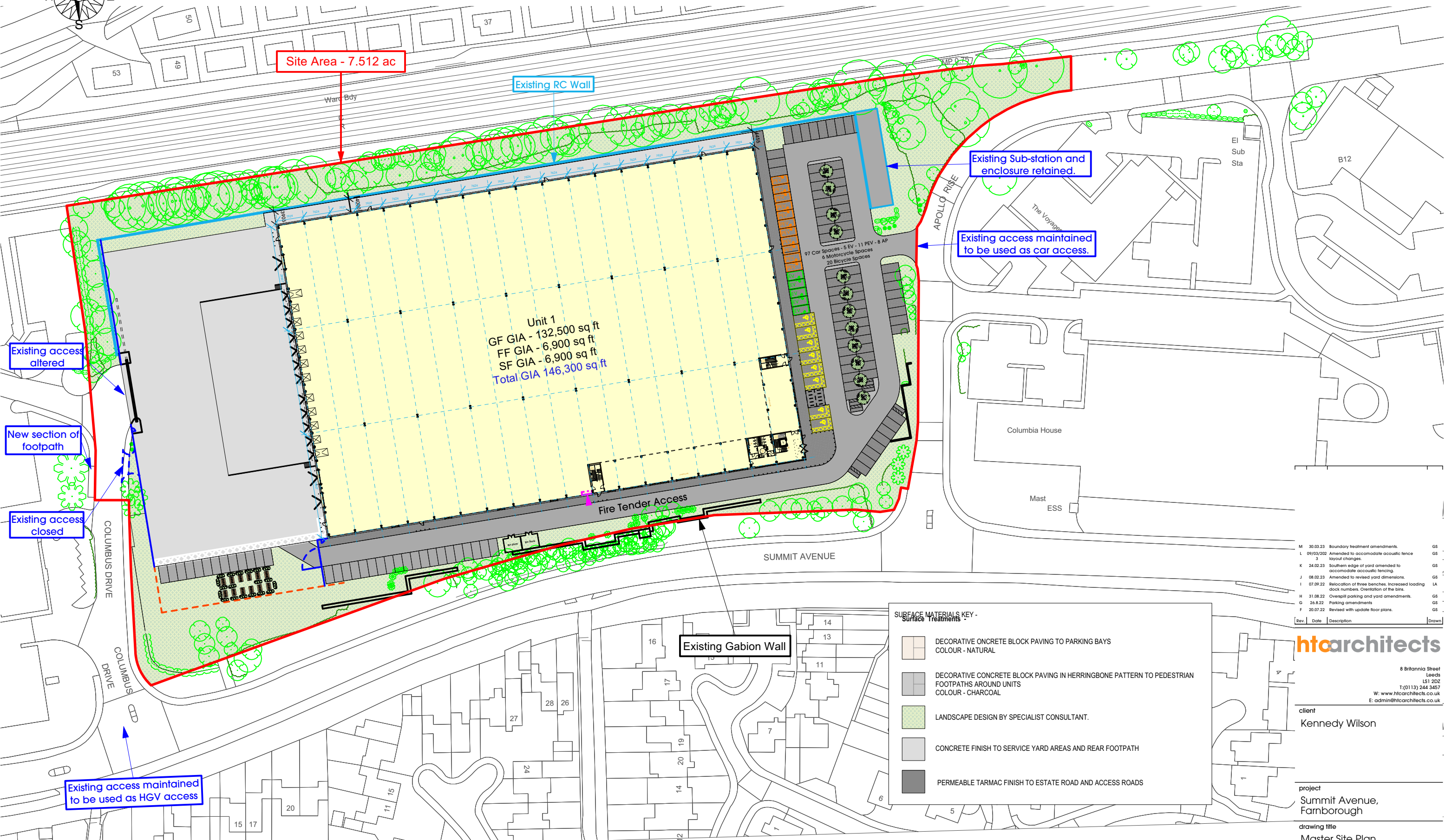
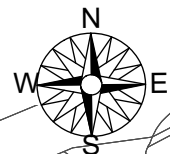


May 26, 2023

 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

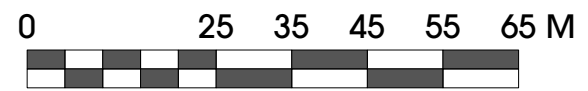
- DECORATIVE ONCRETE BLOCK PAVING TO PARKING BAYS
COLOUR - NATURAL
- DECORATIVE CONCRETE BLOCK PAVING IN HERRINGBONE PATTERN TO PEDESTRIAN FOOTPATHS AROUND UNITS
COLOUR - CHARCOAL
- LANDSCAPE DESIGN BY SPECIALIST CONSULTANT.
- CONCRETE FINISH TO SERVICE YARD AREAS AND REAR FOOTPATH
- PERMEABLE TARMAC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

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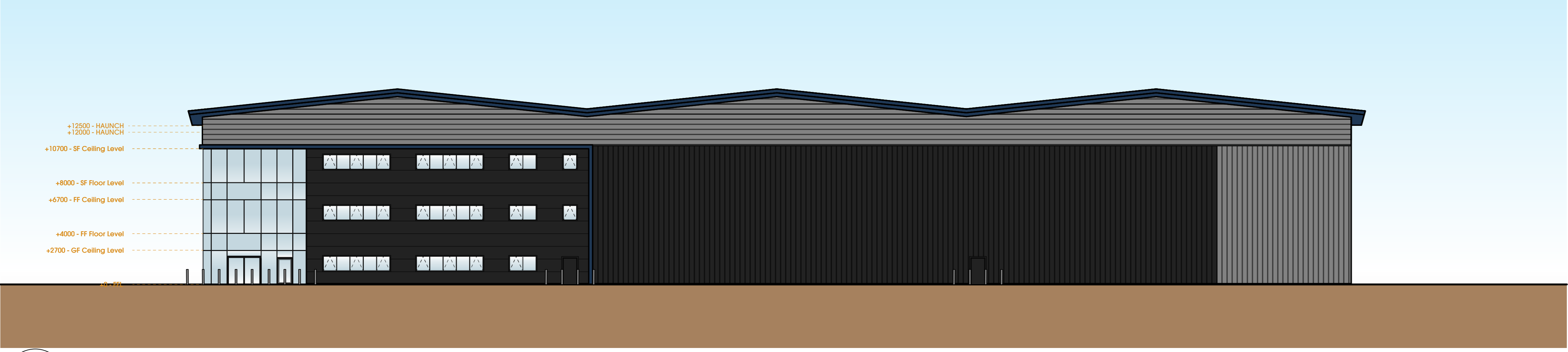
client
 Kennedy Wilson

project
 Summit Avenue,
 Farnborough

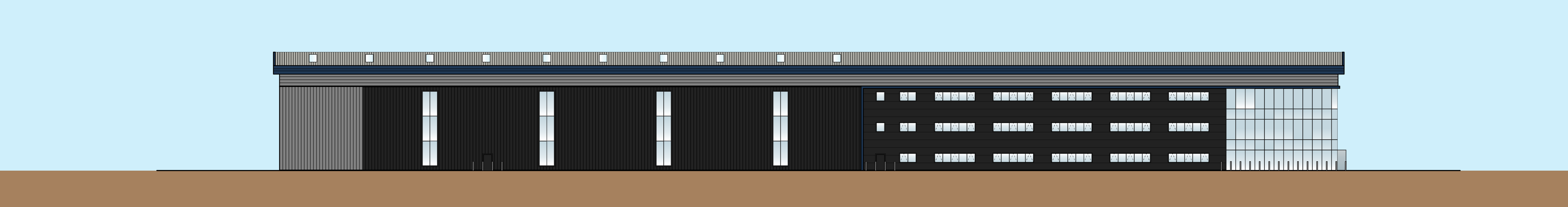
drawing title
 Master Site Plan



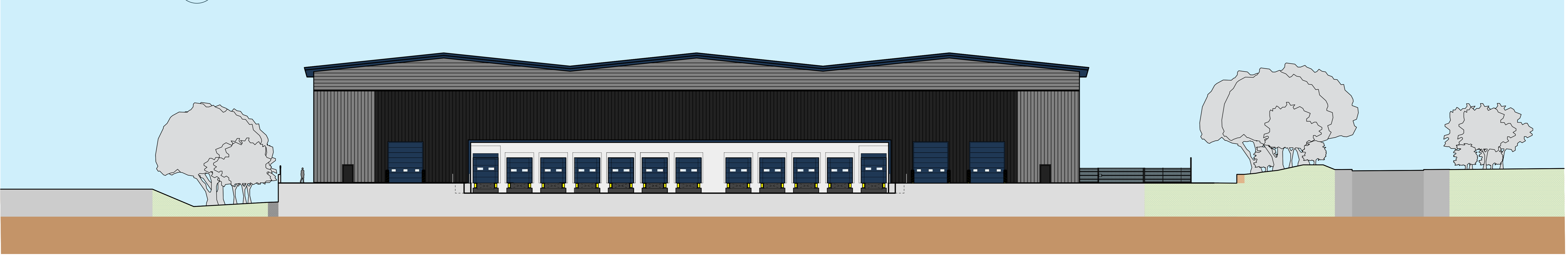
date May 2022
 status Planning
 scale 1:1000 @ A3
 drawn GS checked DW
 job no. 2754 dwg no. P400 rev. M



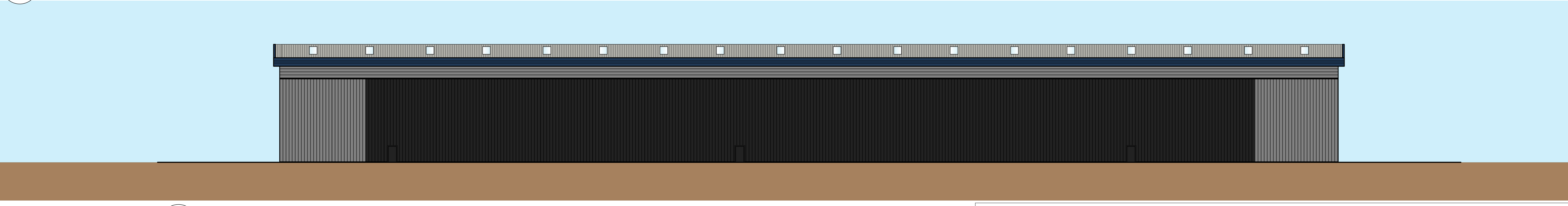
1 **EAST/REAR ELEVATION**
Scale: 1:200



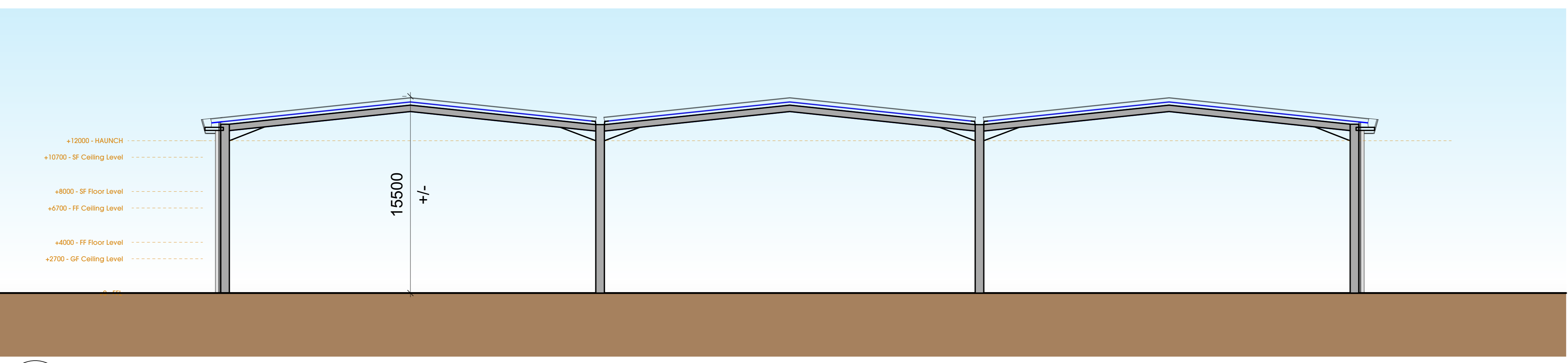
2 **SOUTH/SIDE ELEVATION**
Scale: 1:200



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 AND VEGES TO PROVIDE HIGH QUALITY FINISH AND DETAILING AROUND THE PERIMETER OF THE BUILDING.
COLOUR - RAL 7038 GOOSEWING GREY BS10A05

FASCIA DETAILING
TWO / THREE PIECE 2mm POWDER COATED ALUMINIUM FASCIA TO EAVES AND VEGES 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
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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 rendering work	LA

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client
Kennedy Wilson

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**