

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	Chris Jones
Application No.	23/00879/FULPP
Date Valid	18th December 2023
Expiry date of consultations	26th January 2024
Proposal	Demolition of existing office building and erection of a new build workshop for military vehicles, together with hardstanding areas and associated drainage, infrastructure and landscaping at Mons Barracks, Aldershot
Address	Mons Barracks Princes Avenue Aldershot Hampshire GU11 2LF
Ward	St Mark's
Applicant	Secretary of State for Defence
Agent	Stephen Hemming
Recommendation	Grant Permission

Description

1. Aldershot Garrison, also known as Aldershot Military Town, is situated between the settlements of Aldershot to the south and Farnborough to the north. The Garrison is divided into North Camp and South Camp, either side of the Basingstoke Canal.
2. Aldershot Garrison has been the 'Home of the British Army' for over 150 years and has seen significant redevelopment and modernisation under Project Allenby Connaught in recent years, in order to cater for evolving military operational requirements of the 21st century.
3. The Application Site is located within the secure area of Mons Barracks, which lies within North Camp, to the east of the Queen's Parade Recreation Ground. It comprises a mix of living, office, technical and training accommodation, together with other ancillary buildings, hardstanding, and parking. The quality of the built environment within the camp is variable, which reflects its extended historical military use.
4. Mons Barracks is bounded to the north by New Normandy Barracks, and to the south

by the Basingstoke Canal. The Basingstoke Canal is designated as a Site of Special Scientific Interest (SSSI) and Conservation Area and also forms part of the Wellesley Woodlands Suitable Alternative Natural Greenspace (SANG) provision, secured through the hybrid permission for the Wellesley Site Allocation (12/00958/OUT).

5. To the west of Mons Barracks is Queen's Parade Recreation Ground; a range of sports facilities including Fox Lines (Army Physical Training Corps), Aldershot Garrison Sports Centre, Aldershot Tennis Centre, sports pitches and stadia. To the east of the Barracks, there is an area of woodland and green space (which borders the Site). Further east, beyond Camp Farm Road, there is a small development of Service Families Accommodation (Lock Road, Bank Road, Canal Close etc.).
6. The application site lies within the built-up area of Mons Barracks, adjacent to an existing technical area to the west which provides workshops and garaging. To the north of the Development Site, there are technical buildings and several Single Living Accommodation (SLA) blocks. To the east, beyond the Garrison's secure fence line, there is an open green area, containing varied trees, which extends further to Camp Farm Road. The Basingstoke Canal lies to the immediate south of the development site.
7. Vehicular access to the secure site is gained via a checkpoint at the eastern end of Princes Avenue.
8. Two red line areas are shown on the site location plan, the main development site, of 1.4 hectares, where it is proposed to erect a workshop building and a second parcel of land of 0.2ha which is an area identified for biodiversity enhancements.
9. The Development Site is comprised mostly of previously developed (brownfield) land with areas of greenfield land interspersed to the north-west, east and west. The Development Site contains a 1,494 sqm single-storey office building (Aspire House) which is formed by 38 portable buildings, alongside four temporary storage cabins, a shower block and cyclist and changing facilities which are located to the north-east of the Development Site. To the west and north of the office building, there is hardstanding which provides car parking and smaller area of partially mown grass. There is a small area of grassland within the northern most part of the Development Site. To the south of the office building, there is a prefabricated gymnasium which is required to be relocated as a result of this development, but which will be progressed separately to the planning application (to be dealt with under permitted development). To the east is the existing perimeter fence line and beyond this, an area containing trees and scrub.
10. This application seeks detailed planning permission for the demolition of the existing Aspire House office and ancillary buildings, to be replaced by the construction of a new workshop building, together with hardstanding areas and associated drainage infrastructure and landscaping.
11. The workshop forms part of the infrastructure requirements to support an existing regiment at Mons Barracks, rather than the needs of additional personnel, and is designed to meet specific operational requirements to enable the repair, testing and servicing of Army vehicles at Aldershot. The workshop will enable second line repairs within Aldershot Garrison, reducing the need for Garrison vehicles to travel elsewhere for this type of repair. It is referred on the plans and in the supporting documents by

the designation MNRGEN Aldershot.

12. The proposed workshop building will be orientated on a northwest-southeast axis, located to the south of Prince's Avenue and to the north of the Garrison's secure fence line and Basingstoke Canal. The workshop building will be positioned centrally within the Development Site, with hardstanding surrounding the building.
13. The proposed workshop building would have a footprint of 32.7m by 67.9m, with a ridge height of 13 metres. The total Gross External Area (GEA) of the proposed building is 3,472 sqm (total gross GIA is 3,328 sqm).
14. The building will stand three storeys in height, the first storey will be 4 metres in height, the second storey will be 8 metres in height and the third storey will have an eaves height of 10 metres.
15. External materials for the building would include orange brickwork with Goosewing Grey cladding panels above for the walls, Insulated panels -also Goosewing Grey for the roof, Blue for overhead sectional access doors and dark grey for the window frames, doors and most of the other external features. A full specification for the materials is included on the plans. Photovoltaic panels would be installed on the roof.
16. The ground floor will contain four vehicle workshop lanes (each 9m wide and 32m long, accommodating eight repair bays and four electronic vehicle repair bays), served by an overhead crane to allow for military vehicles. The ground floor will also provide one inspection, testing and servicing lane, a metalsmith's workshop, stores, plant rooms and ancillary accommodation. Mezzanine floor at the second storey will form office accommodation and shower changing rooms at one end and a plant deck at the other. Within the third storey, there are areas of restricted access and accessible space allowing for future expansion into office accommodation.
17. Externally to the north-west of the building will be sheltered cycle parking for 10 cycles.
18. To its west, the hardstanding will link with the existing hardstand of the adjacent technical area, in doing so covering an area that is partially existing parking and partially mown grass. On its eastern side, the hardstanding will be on an existing mown grass area and on the footprint of some existing small ancillary buildings.
19. The eastern hardstanding will require the local realignment of the existing security fence onto the existing open green area to the east of the Site, therefore resulting in removal of some existing trees and scrub.
20. An external heat pump compound is proposed to adjoin the north-eastern corner of the building and a cycle shelter is proposed to the north-west of the building. A sub-station is proposed to the north-east of the building and will support the operations of the building.
21. To the north of the building, an area of new hardstanding will be provided. The movement of the prefabricated gym currently located at the southern end of the Development Site will be relocated to the hardstanding, which is to be progressed separate from this application (to be dealt with under permitted development). A footpath, measuring 1.7 metres in width, will be provided to the north, linking the

existing car park to the area of hardstanding for the gym.

22. The existing fence line (approximately 2.5 metres high with concertina wire topping) will be replaced with the current security standard fence (3 metres in height with concertina wire topping), which will also have a tighter mesh. The replacement fencing will not exceed 4.5m in height and is therefore considered to be permitted development, by virtue of Part 19, Class R of the General Permitted Development Order (GDPO).
23. Ground levels within the site would need to be adjusted to create a level access between the new workshop and the workshop buildings to the west and to accommodate the expanded hard surfacing on the eastern side of the building., which would partially cut into an earth bund to the west of the current fence line. An existing parking area that extends beyond the new hardstand to the south of the building would be cleared and construction arisings used to create a mound. The proposed mound will vary in height slightly due to differing ground levels, with a maximum height of 1.8m.
24. Detailed landscaping plans, including measures .to achieve 10% Biodiversity Net Gain have been submitted.

Consultee Responses

County Archaeologist	No Objection.
Basingstoke Canal Authority	No comment received.
HCC Highways Development Planning	No Objection.
Ecologist Officer	No Objection, subject to a condition regarding a Biodiversity Gain Plan and an informative regarding closure of a badger sett.
Environmental Health	No Objection, subject to conditions.
Surface Water Drainage Consultations	No Objection.

Neighbours notified

25. This application was publicised by posting a site notice and press advertisement, but as the site is located within a military barracks with no civilian housing or other properties nearby, no individual letters of notification were sent.

Policy and determining issues

26. The site is located within the Defined Urban Area as shown on the Policies Map of the Rushmoor Local Plan and is adjacent to the boundary of the Basingstoke Canal Conservation Area. Policies SS1 – Presumption in Favour of Sustainable

Development, SS2 - Spatial Strategy, SP9 - Aldershot Military Town, IN2 – Transport, HE3 - Development within or adjoining a Conservation Area, HE4-Archaeology, DE1 – Design in the Built Environment, DE10-Pollution, NE3-Trees and Landscaping, NE4 – Biodiversity, NE6-Managing Fluvial Food Risk and NE8 - Sustainable Drainage Systems of the Rushmoor Local Plan are considered to be relevant, as are relevant sections of the National Planning Policy Framework (NPPF) (revised September 2023) and in particular Paragraph 97, which relates to national security.

27. The main determining issues are considered to be the principle of the development, impact upon visual amenity and the character of the area, impact on residential amenity, impact on the character and amenity of the adjoining Basingstoke Canal Conservation Area, Transport, archaeology, Pollution, Trees and landscaping, Biodiversity and Flood Risk and Sustainable Drainage.

Commentary

Principle-

28. The application site is located within an established military barracks, owned by the Secretary of State for Defence, where military redevelopment is supported by Policy SP9 – Aldershot Military Town, which states that:

29. The Council will work with the Ministry of Defence and other partners to support development of Aldershot Military Town. Proposals for development will be acceptable subject to:

- a) Consistency with the role as a Garrison and the need to meet its operational requirements;
- b) Supporting the use of the resettlement centre for the development of skills required for local employment sectors;
- c) Protecting the open character of land at, and adjoining, Queen’s Parade;
- d) Providing opportunities for minimising the need to travel and encouraging sustainable transport modes, particularly by maximising opportunities for access to bus routes;
- e) Ensuring that appropriate transport mitigation is in place, as identified through a transport assessment;
- f) Supporting the integration of military and civilian personnel; and
- g) Ensuring that any new development enhances the character of the Aldershot Military Town and Basingstoke Canal conservation areas, and that heritage assets are retained and enhanced.

30. The provision of the workshop has been identified as a specific infrastructure requirement for an existing regiment at Aldershot Garrison. The workshop building will support the repair, inspection/servicing and testing of military vehicles and is critical to the delivery of future UK defence capability. The proposal would therefore conform to the first point while the provision of on-site servicing for military vehicles would accord with the fourth point.

31. When assessing the proposals under the following headings, it should be noted that a building of the same footprint as the proposed building, and only approximately 2m

lower in height could be erected as permitted development under Class TA of Part 19 of the Town & Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Impact upon Character and Amenity-

32. The building is located within a closed military establishment, where there is no public access. When viewed from within the barracks, the utilitarian Aspire House would be replaced by a building that would be comparable in scale and appearance to the other technical buildings in this vicinity. The design of building would use a similar palette of materials to workshops and garages constructed under the wider Army Basing Plan and PAC. The building would be in-keeping with existing military buildings and has been designed to be harmonious with the scale, character and appearance of nearby buildings in the camp to create overall coherent look and feel, fitting comfortably into its neighbouring built context. The extension of the hard-surfaced area on either side of the building would be compensated for by additional landscaping and it is considered that there would be a positive impact on the character and amenity when viewed from within the barracks. The only publicly accessible location from which the site can be viewed is a relatively short section of the Basingstoke Canal towpath, which is owned by Hampshire County Council and is permissive right of way and from the adjacent part of the Wellesley Woodland SANG, in area adjoining the point where the Willow Trail joins the tow path. Views are partially screened by trees and shrubs, especially when in leaf. It is noted that, of the existing buildings on site, the demountable gymnasium is the most visible as it is positioned close to the fence, with Aspire House being significantly less visible. As the gym would be relocated away from the boundary and the new workshop would be positioned in approximately the same location as Aspire House, it is considered that there would be little impact on the visual amenity of members of the public using the towpath and woodland.

Impact on Residential Amenity-

33. The closest residential properties would be more than 100m from the proposed building, and given the wooded nature of the land in between, little impact is expected on residential amenity and outlook. Furthermore, it was not considered that removal of the existing bund and adjacent trees and additional hard surfaced area would result in the building becoming substantially more visible from these residential properties.

34. An Environmental Noise Report (ENR) (2023) has been submitted which assesses the noise impacts of the proposed new workshop on the nearest noise sensitive properties (residential properties to the east off Camp Farm Road and MOD accommodation at Salmon Road to the south). The report conducted a noise survey of the existing noise climate of the area, and then estimated the noise impacts based upon the expected noise level for the proposed use. It then carries out an assessment in accordance with BS4142:2014+A1:2019. This report concludes that the use of the workshop would not significantly impact on the residential amenity of the nearest properties or on the appreciation of the Canal Conservation Area.

35. The report has been considered by the Council's Environmental Health Officer (EHO), who advised that whilst this approach is considered appropriate, its reliance on an hourly LAeq, (a type of average) could underestimate any bangs, clanks and clashes associated with the use that could result in harm.

36. In order to mitigate the impact, the EHO recommends two conditions, the first limiting the hours of use of the workshop to 07:00hrs and 19:00hrs Monday to Friday and 07:30 to 13:00 on Saturdays, with no use on Sundays or Bank Holidays, and secondly a condition that would prevent the use of machinery associated with the use to be operated outside the buildings.
37. However, in this instance it is not considered that these would be necessary or sustainable to impose. While it is considered that such conditions would be entirely appropriate if the workshop was for commercial use and was located in a civilian area adjacent to housing, there are no similar conditions attached to other parts of the Aldershot Military Town, including the adjoining technical buildings, and, for reasons of National Security, the ability to use the workshop at all times must be maintained, in case an urgent deployment is required.
38. It is also noted that any accommodation that may be affected are 100m away, and would be occupied by military personnel and their families, who are already exposed to noise from within the barracks arising from military activity – who are likely to be more used to any kind of disturbance that may result from the workshop.
39. It is therefore considered that the suggested conditions would not satisfy all of the six tests set out in Paragraph 55 of the National Planning Policy Framework and it would not be reasonable or appropriate to impose them.

Impact upon the Basingstoke Canal Conservation Area-

40. The northern boundary of the Basingstoke Canal Conservation Area is drawn along the northern edge of the Tow Path in this area and is separated from the application site by a section of the Wellesley Woodland approximately 23m to 30m in depth, which would provide considerable screening, especially when the trees and shrubs are in leaf. Due to vegetated earthen banks that adjoin much of the Tow Path in this area, the site is only seen from a relatively short section of the path and the adjoining waterway, and it is considered that the proposals would not materially and adversely affect the character of the Conservation Area or views into and out from it. Indeed, given the proposed relocation of the gymnasium away from the boundary, which is the most intrusive feature at present, the proposal would have a small but positive impact on views from the Conservation Area.

Transport –

41. The application is accompanied by a Transport Assessment dated December 2023. This notes that the proposed workshop is intended to be used by an existing regiment stationed at Mons Barracks, with the primary role of the regiment being to fix and repair existing Garrison vehicles. The number of military vehicles in daily use in and around the Garrison necessary for the regiment to carry out its role will be approximately 10 vehicles, which is not considered to be a significant number, particularly when considering that the regiment is already stationed and operating from Mons Barracks. The maximum number of vehicles which the unit would fix/repair is 157 vehicles, including the 10 admin vehicles referenced above. However, the likelihood of the unit holding all 157 vehicles at any one time is remote and will likely fluctuate between 79 (Half) and the very unlikely fully equipped 157. The vehicles will primarily be held in camp and at the workshop being worked from and maintained, so

are unlikely to all be on the highway at any one time unless on exercise or deployment. This means that there will be no significant increase in traffic movements on the local highway network as the majority of trips made by these vehicles will be internal, with the vehicles already based within the Garrison.

42. On-site users (i.e. those living within the Garrison) are expected to access the workshop by foot or by cycling, which the proposed cycle shelter will support. Personnel living outside of the Garrison in the surrounding area already commute to the Garrison and particularly the technical area in which the site is located. Therefore, any additional trips resulting from the provision of the workshop are expected to be minimal.
43. The site is readily accessible from the existing road network, which connects to key routes into and out of the site, and existing infrastructure is sufficient to cater for any activity resulting from the development. The site's position within Mons Barracks ensures it is accessible through active transport methods, with established footpaths and the foot and cycle bridge over the Basingstoke Canal located nearby to the south-west of the Site. The proposed cycle shelter and the site's accessible location will support use of active travel methods.
44. The provision of a new workshop will not increase the number of vehicles based within the Garrison or travelling to the Garrison (for the purposes of testing, servicing/inspection and repair) from the wider area, as it is a workshop for existing Garrison vehicle holdings. Furthermore, no additional garaging or vehicle parking areas is proposed, so additional travel to the site for these purposes will not occur.
45. Currently, Aldershot Garrison does not have a second line repair facility, which means that vehicles requiring second line repairs (i.e. larger repairs) must travel outside of the Garrison to this type of facility. Provision of the workshop will enable the regiment to undertake second line vehicle repairs within the Garrison, saving the need for Garrison vehicles to travel outside of the Garrison for second line repairs, thereby reducing travelling time and distance and the volume of military traffic on public highways within the vicinity. Accordingly, there will be no significant increase in traffic to the site or on the local highway network. Hampshire County Council as Local Highway Authority raise no objection to the proposals.

Archaeology-

46. The application is accompanied by an Archaeological Impact Assessment prepared by Wessex Archaeology - Document Ref.: 280170.02 July 2023. The conclusions of the report are as follows: The effect of the development proposals on the known and potential heritage resource will be a material consideration in determination of the planning application. This study has identified no overriding cultural heritage constraints which are likely to prohibit development. Surviving archaeological remains within the Site are expected to be limited to the early 20th century barrack blocks, with a low potential for the presence or survival of any earlier remains, which are likely to have been truncated by previous military developments. The Assessment's recommendation states that: "The findings of previous archaeological investigations within the Study Area, in addition to the findings of the ground investigation works within the Site, indicate a low potential for archaeological features and deposits to be encountered as part of the proposed development. Consequently, no further archaeological works are recommended as part of the proposed development." The

County Archaeologist has endorsed the report and confirms that no further archaeological work is required.

Pollution-

47. The application is accompanied by a Land Quality Risk Assessment Report, dated 17 July 23. The report documents the results of a site investigation that sampled soils, groundwater and ground gases. The concentrations of potential contaminants were then compared against the relevant assessment criteria for a commercial/industrial end use. Apart from one location where asbestos was identified, no significant contamination was found. The area where asbestos was encountered is to the north of the proposed workshop, where an area of hardstanding is to be provided, and on which the temporary gym is to be relocated. The hardstanding will act as an effective barrier to end users of the site, therefore minimising any risk posed by any asbestos in the soil. The risk to end users has been identified as low/negligible and therefore no remedial measures are considered necessary. Environmental Health find the report to be satisfactory and can accept these conclusions. Environmental Health therefore have no objection with regards potential contamination.

Trees and Landscaping-

48. Most of the application site is occupied by buildings, hard surfaced and grassed areas, but the proposal to expand the hard standing to the east of the proposed workshop and relocate the security fence would require the removal of an area of scrub with self-seeded trees, none of which are protected by Tree Preservation Orders or are located within the Conservation Area. The application is accompanied by an Arboricultural Report prepared by SLR Consulting Limited, dated 21 September 2023.

49. The report notes that a Tree Survey in accordance with BS 5837:2012 'Trees in Relation to Design, Demolition and Construction- Recommendations' on the 14th September 2023. The survey recorded all trees within and adjacent to the site, recording a number of parameters including species, crown spread and Root Protection Area ('RPA'). The RPA of any given tree is the area of ground around that tree which should not be disturbed by excavation, compaction, changes in level or other construction/demolition operations. The extent of the RPA is calculated in accordance with BS 5837:2012 and is an important metric for understanding the impact a proposal will have on tree removal and retention and how to protect those trees retained. The survey recorded 26 individual trees, of these 4 were Category A, 13 were Category B and 9 were Category C. 5 tree groups were also recorded. Of these 1 was Category B and 4 were Category C.

50. The proposed scheme will require the complete removal of 3 tree groups (all Category C) and the partial removal of 2 tree groups (one is Category B and the other Category C). All the individual trees are to be retained (three would have their canopies reduced or lifted to provide clearance for the bund reprofiling and two may require temporary ground protection). The report includes a Preliminary Arboricultural Method Statement and Tree Protection Plan. It is considered that provided that the recommendations of the Report are followed, the proposal would not adversely affect trees with amenity value and that the proposal would satisfy Policy NE3 in this respect. (No trees within the adjacent Wellesley Woodland would be affected by the proposals.)

51. Landscaping proposals include the removal of a hard surfaced parking area to the

south of the existing building with grass and native shrubs in the area where a new mound is to be formed, a grassed area and a further block of native planting along the realigned eastern boundary of the fence, while a new native hedge along part of the southern boundary of the site. The new grassed areas will be sown with a hedgerow grass mixture which would include wildflower seeds. Where existing grassed areas are to be retained, the ongoing mowing regime would be altered to promote its species diversity. It is considered that the proposed landscaping would provide an appropriate setting for the building that is consistent with landscaping in the surrounding area while also helping to ensure that a 10% Biodiversity Net Gain is achieved.

Biodiversity-

52. The application was submitted prior to 12 February 2024, when the provision of 10% Biodiversity Net Gain (BNG) for all larger developments became mandatory, independently from any Local Plan Policy requirement. Nevertheless, Policy NE4 states that development proposals should seek to secure opportunities to enhance biodiversity and include proportionate measures to contribute, where possible, to a net gain in biodiversity, through creation, restoration, enhancement and management of habitats and features, including measures that help to link key habitats. For major developments, it is considered that a 10% BNG should be provided wherever possible, although as the requirement is not mandatory, there is greater flexibility as to how this may be achieved than in the case of an application on or after 12 February.
53. The application proposes to achieve 10% BNG by means of a combination of the native planting scheme on the main site as detailed in the landscaping scheme described above, enhancement of the grassland in the smaller parcel of land to the north of the main site and tree and scrub planting in a part of the barracks that has not been identified in the original submission. The Council's Ecology Officer has considered the submitted Biodiversity Net Gain Assessment, MNRGEN Aldershot, Aspire Defence Services, Ltd. Prepared by: SLR Consulting Limited dated 1 December 2023, and has commented that while the enhancements proposed could achieve 10% Biodiversity Net Gain, some additional information is required in order to demonstrate that this would be achieved. First, the applicant is asked to submit the DEFRA Metric Excel spreadsheets on which they have based their BNG calculations, so that the conclusions can be verified. It is good practice to submit the underlying excel spreadsheets and emerging guidance to which they are working is clear on this. Secondly, the BNG report shows proposals for off-site enhancement of grassland habitats to deliver BNG Units in partial compensation for those lost on the development site. This location is presented in Appdx C of the Biodiversity Net Gain Assessment. The report doesn't present a UKHABS botanical survey map for this off-site parcel of land in either current value or proposed post-development enhancement value. These surveys must have been undertaken in order to establish the BNG Metric data values and are therefore requested. Thirdly, the Metric identifies a loss of scrub and woodland within the development site. The BNG report identifies the need for further off-site compensation land to be presented for delivery of scrub and woodland habitats. The BNG Report states that the delivery of off-site scrub and woodland compensation will be delivered at another off-site location but that this location "is yet to be confirmed".
54. A key 'trading rule' of the metric (the need for post-development to deliver 'like for like or better' habitats) is therefore currently not met. The Ecology Officer notes that this

application is submitted pre-statutory obligation for BNG and therefore The Council can show an element of leniency. However, the BNG report is predicated on the need for further scrub and woodland habitat provision and so this needs to be presented. The applicant needs to identify where this land might be and an overview of how they intend to deliver these habitats. Landscaping proposals provide some information regarding on-site habitat management, while the above information request will add to this. The information has been requested and while it is expected prior to the date of the Development Management Committee, for the purposes of completing this report, the Ecology Officer advises that as a 10% BNG is not yet a mandatory requirement, the additional information and long term management details can be secured by means of a pre-commencement condition requiring the submission of a Biodiversity Gain Plan. If satisfactory details are received, a verbal update to Members will be provided and an alternative condition or conditions will be proposed.

Badgers;

55. Badgers are legally protected under The Protection of Badgers Act 1992 and Schedule 6 of the Wildlife and Countryside Act (1981 as amended), which makes it illegal to wilfully kill, injure, take, possess or cruelly ill-treat a badger, or attempt to do so. It is also an offence to damage, destroy or interfere with a badger sett or disturb a badger while it is occupying a sett.
56. Their Ecological Impact Assessment (EclA) presents survey data confirming that an active badger sett will be required to be closed to facilitate development. The sett is identified as not being a main sett and so alternative sett provision is not required at this time on the basis of this information. Closure of setts without appropriate derogation licensing would be contrary to the above referenced legislation.
57. The applicant will therefore need to apply to Natural England for a protected species licence in order to close this sett. The licence application will need to be supported by an appropriately detailed impact mitigation method statement which will address measures to mitigate and compensate for the loss of the sett.
58. The Ecology Officer therefore advises that should the Council be minded to grant this planning application for this site, the applicant will be required to obtain a badger mitigation licence from Natural England following the receipt of planning permission and prior to any works which may affecting badgers or their setts commencing and to work in accordance with the mitigation, compensation and enhancement actions required within the licence. The Ecology Officer advises that works will need to be undertaken between 1st July and 30th November, outside the badger breeding season.
59. They also advise that immediately prior to the start of development works, a survey of the site by an appropriately qualified and experienced ecologist should be undertaken within the proposed development boundary and a 30m buffer, to search for any new badger setts and confirm that the active / inactive status of setts is known and sett closure proposals remains relevant to planning proposals.
60. The applicant should also ensure that construction activities on site have regard to the presence of terrestrial mammals to ensure that these species do not become trapped in trenches, culverts or pipes. All trenches left open overnight should include a

means of escape for any animals that may fall in.

61. If badger activity is detected, works should cease and advice from a suitably experienced ecologist sought to prevent harm to this species.
62. Fencing is to be used at the site should remain permeable to badgers. It is recommended that holes are included in the base of 20cmx20cm to allow Badgers and to move freely through the site.

Lighting/Bats-

63. The proposals include external lighting, which includes luminaires on the building and new security lighting for the revised security fence, which are annotated on the submitted lighting plan as bat mitigation lighting to prevent light spill into the trees. The Ecology Officer notes that it appears that the 1.0 lux contour encroaches within the woodland / tree belt adjacent to the site which is contrary to best practice guidance for avoidance of disturbance to bats.
64. Details of luminaires and any cowling were requested and the applicant's agent has confirmed warm white lighting at 2700K will be used and the luminaires will be mounted so that there is no upward light spill. As they would be outward facing there would be no benefit in fitting shields. They confirm that the lighting will be in accordance with what has previously been approved for earlier PAC/ABP development meeting security requirements for the site. It is also noted that the erection of lighting columns would be permitted development under Class A – general development by the Crown of Part 19 of Sch.2 of the Town & Country Planning (General Permitted Development) (England) Order 2015(as amended).

Flood Risk/Sustainable Drainage Systems-

65. The application is accompanied by a Flood Risk Assessment and Surface Water Drainage Strategy, prepared SLR Consulting Limited, dated 29 November 2023 Revision 03. The document notes that the site is located in Flood Zone 1 and is a less vulnerable use, and therefore that there is no conflict with Policy NE6 of the local plan. However, the report indicates that there are some flood risks arising from surface water and ground water flooding, the latter arising from a high water table in the local geology, which will need to be mitigated.
66. The Strategy notes that the proposals will result in an increase in impermeable surfacing within the site and therefore a Sustainable Drainage System will be required to comply with the requirements of Policy NE6, which requires that for brownfield sites, the peak run-off rate/volume from the development to any drain, sewer or surface water body for the 1-in-1-year and 1-in-100-year rainfall event must be as close as reasonably practical to the greenfield run-off rate from the development for the same rainfall event but should never exceed the rate of discharge from the existing development on site. Surface water runoff from the existing buildings and hard surfaced areas is discharged into the Garrison surface water sewer network located along Camp Farm Road North approximately 100m to the east of the Site.
67. It is proposed to continue this arrangement for the new buildings and hardstanding. Full details of the SuDS are included in Appendix 06 of the Strategy.

68. The runoff from the roof of the gym, as well as the hardstanding to the immediate west and north of the workshop building, will be collected by gullies, channel drains and conveyed by pipework to one set of geocellular crates underneath the tarmac to the immediate south of the gym facility. Similarly, runoff from the roof of the MNRGEN building and the hardstanding to the south and east, will be collected and conveyed to a second set of geocellular crates located underneath the road about 9.5m to the east of the building. The two sets of geocellular storage crates will be connected to a flow control chamber that will restrict the flows to the Qbar (greenfield) rate, the SuDS water quality requirements will be provided by a SPEL ESR separator. Treated runoff will then be discharged to the existing site drainage at the entrance to the carpark to the east of the site, the existing drainage network runs northward through the barracks site ultimately discharging to a surface water ditch to the east of Camp Farm Road.
69. The report includes information to demonstrate that the proposed drainage scheme will reduce the peak runoff rates from the site to below greenfield rates. Hampshire County Council acting as Lead Local Flood Authority have been consulted and have confirmed that they are satisfied with the information provided, noting that attenuation is proposed for surface water runoff with a discharge restricted to greenfield runoff rates, no flooding is anticipated for the design storm events. Exceedance flow routes have been considered as has water quality and SuDS maintenance. The proposals are therefore considered to be acceptable with regard to Policy NE8.

Conclusions –

70. It is concluded that the proposed workshop building would be appropriate in terms of its scale, appearance and function to the surrounding area of the barracks, that it would not adversely affect visual amenity, residential amenity, views into/out from the Basingstoke Canal Conservation Area or highway safety, and that it would make satisfactory provision for surface water drainage, landscaping and biodiversity enhancements. The proposals would accord with Policies SS1, SS2, IN2, HE3, HE4, DE1, DE10, NE3, NE4, NE6 and NE8 of the Rushmoor Local Plan.

FULL RECOMMENDATION

It is recommended that permission be GRANTED subject to the following 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:
31-MN0613-18-TP-A1-001 REVB (06.12.23)
31-MN0613-18-TP-A1-001 REVB (06.12.23) - GROUND FLOOR PLANS
31-MN0613-18-TP-A1-002 REVB - FIRST AND SECOND FLOOR PLANS
31-MN0613-18-TP-A1-003 REVB - ROOF PLAN
31-MN0613-18-TP-A1-004 REVB - ELEVATIONS

31-MN0613-18-TP-A1-005 REVB - SECTIONS
31-MN0613-18-TP-A1-006 REVB (06.12.23) -SECTIONS
31-MNRGEN-43-GA-A1-006 A - EXISTING SITE PLAN
31-MNRGEN-43-GA-A1-007 A - PROPOSED SITE PLAN
31-MNRGEN-43-GA-A1-008 A - PROPOSED LEVELS PLAN
31-MNRGEN-43-GA-A1-009 A (06.12.23) - SITE LOCATION PLAN
31-MN0613-18-GA-E4-701 A (BUILDING LIGHTING)
31-MNRGEN-43-GA-A1-300 C - LIGHTING PLAN
31-MNRGEN-43-GA-A1-810 A - LAND OWNERSHIP PLAN
31-MNRGEN-43-GA-U10-351 A (PERIMETER FENCE LUX LEVELS)
20-XXXGEN-41-SD-U10-001 T - STREET LIGHTING INFORMATION SCHEDULE
LANDSCAPE PROPOSALS PLAN
TREE PROTECTION PLAN - ALDERSHOT-002 - 402.065044.00001-ARB-D-002 03

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

- 3 All works to trees shall be carried out in accordance with the details contained in the Arboricultural Report prepared by SLR Consulting Limited, dated 21 September 2023.

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

- 4 A Sustainable Drainage System shall be provided as detailed in the Flood Risk Assessment and Surface Water Drainage Strategy, prepared SLR Consulting Limited, dated 29 November 2023 Revision 03.

Reason - To ensure that satisfactory provision is made for surface water drainage, as required by Policy NE6.

- 5 Notwithstanding the provisions within Class A – general development by the Crown of Part 19 of Sch.2 of the Town & Country Planning (General Permitted Development) (England) Order 2015 (as amended), any external lighting installed shall comprise warm white lighting at a maximum of 2700K and any luminaires mounted so that there is no upward light spill or cowlled accordingly.

Reason – In the interest of not harming protected species.

6. No works in connection with the development hereby approved (including ground works and vegetation clearance) shall commence until a Biodiversity Gain Plan for the development hereby approved has been submitted to, and approved in writing by, the Local Planning Authority. The Biodiversity Gain Plan should have regards, as far as is reasonably possible, to current DEFRA guidance and template documents here; <https://www.gov.uk/government/publications/biodiversity-gain-plan>
The Gain Plan should clearly show locations of all on-site and off-site biodiversity gain sites, including mapping. The gain plan should have regards to existing habitat distinctiveness and condition and clearly indicate how gains will be achieved. Gains and losses should be clearly demonstrated in accordance with the DEFRA Metric - the excel spreadsheet showing baseline and post-development site conditions should be included in support.
The Gain Plan should clarify how post-development habitats are to be restored, enhanced and / or created in order to achieve the distinctiveness and condition presented within the DEFRA Metric. Management methods should be presented

including how these habitats are to be maintained for 30 years in accordance with BNG statutory ambitions.

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

- 7 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. *

Informatives

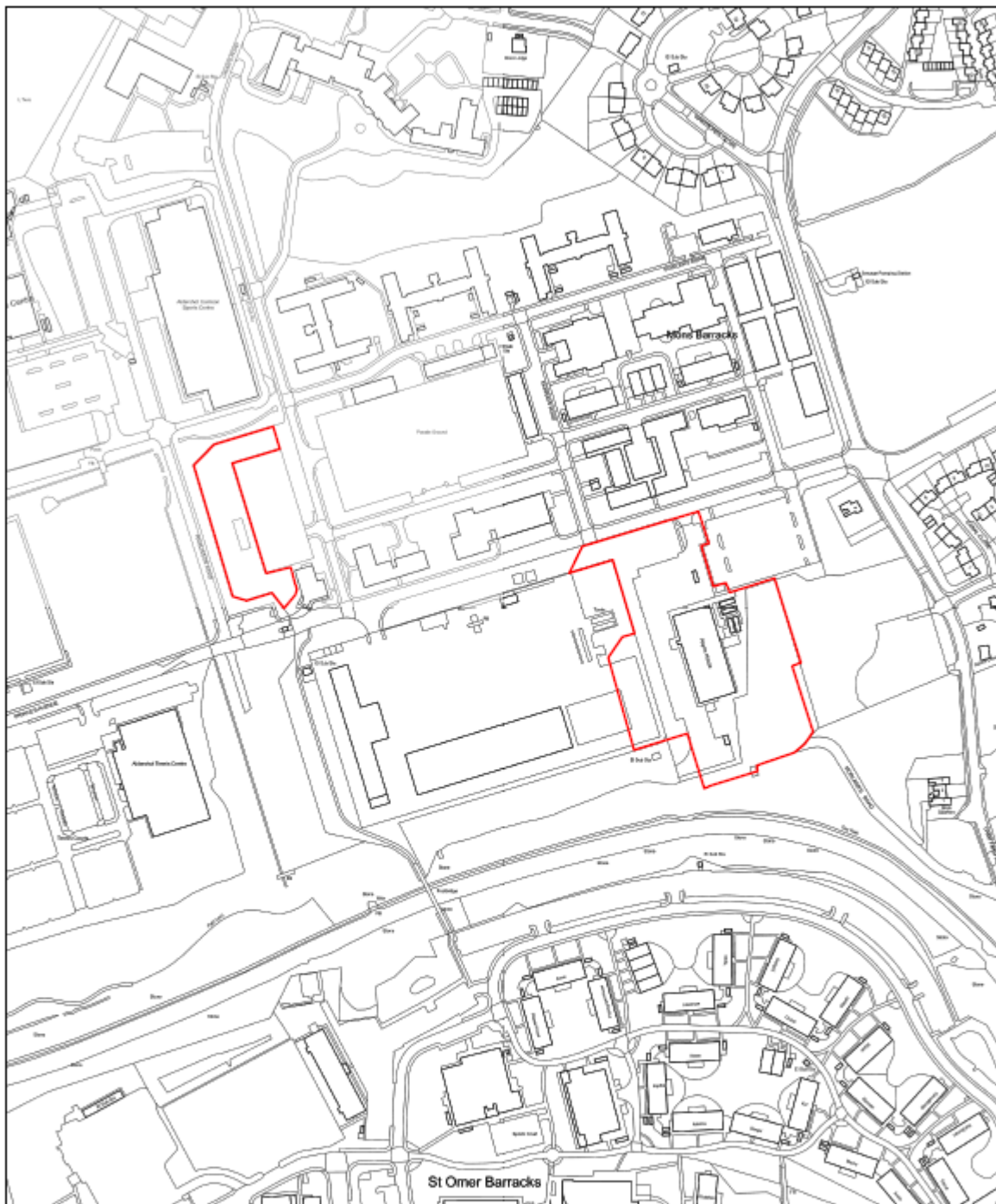
- 1 **INFORMATIVE** – The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.

- 2 The Council has granted permission because it is concluded that the proposed workshop building would be appropriate in terms of its scale, appearance and function to the surrounding area of the barracks, that it would not adversely affect visual amenity, residential amenity, views into/out from the Basingstoke Canal Conservation Area or highway safety, and that it would make satisfactory provision for surface water drainage, landscaping and biodiversity enhancements. The proposals would accord with Policies SS1, SS2, IN2, HE3, HE4, DE1, DE10, NE3, NE4, NE6 and NE8 of the Rushmoor Local Plan. 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 Your attention is specifically drawn to the conditions marked *. These condition(s) require either the submission and approval of details, information, drawings etc. by the Local Planning Authority **BEFORE WORKS START ON SITE, BEFORE SPECIFIC ELEMENTS OF THE PROPOSAL ARE CARRIED OUT** or, require works to be carried out **BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING**. Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out **WITHOUT PLANNING PERMISSION**. The Council will consider the expediency of taking enforcement action against any such development and may refer to any such breach of planning control when responding to local searches. Submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.

- 4 Badgers are legally protected under The Protection of Badgers Act 1992 and Schedule 6 of the Wildlife and Countryside Act (1981 as amended), which makes it illegal to wilfully kill, injure, take, possess or cruelly ill-treat a badger, or attempt to do so. It is also an offence to damage, destroy or interfere with a badger sett or disturb a badger while it is occupying a sett. It is proposed to close a sett to facilitate the development and the applicant must obtain a badger mitigation licence from Natural England following the receipt of planning permission and prior to any works which may affecting badgers or their setts commencing and to work in accordance with the mitigation, compensation and enhancement actions required within the licence. The applicant is advised that works will need to be undertaken between 1st July and 30th November, outside the badger breeding season. The applicant is also advised that immediately prior to the start of development works, a survey of the site by an appropriately qualified and experienced ecologist should be undertaken within the proposed development boundary and a 30m buffer, to search for any new badger setts and confirm that the active / inactive status of setts is known and sett closure proposals remains relevant to planning proposals. The applicant should also ensure that construction activities on site have regard to the presence of terrestrial mammals to ensure that these species do not become trapped in trenches, culverts or pipes. All trenches left open overnight should include a means of escape for any animals that may fall in. If badger activity is detected, works should cease and advice from a suitably experienced ecologist sought to prevent harm to this species. Fencing is to be used at the site should remain permeable to badgers. I recommend that holes are included in the base of 20cmx20cm to allow Badgers and to move freely through the site.

ArcGIS Web Map



2/22/2024, 9:46:53 AM

 Planning Application

1:2,336

