

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	Mark Berry
Application No.	24/00702/OUT
Date Valid	27th November 2024
Expiry date of consultations	19th December 2024
Proposal	Outline planning application (with scale, layout, appearance and landscaping reserved for future consideration) for up to 5,225sqm of employment space (use classes E(g)(iii), B2 and B8) and associated highway access works.
Address	Land At Former Jubilee Social Club 101 Hawley Lane Farnborough Hampshire
Ward	Cherrywood
Applicant	Rushmoor Borough Council
Agent	Charlie Heavens
Recommendation	Grant subject to a Section 106 Agreement and Conditions.

Description

This is an outline planning application for the erection of new commercial units (use classes E (g) (iii), B2 and B8) together with associated access and parking. Appearance, layout and landscaping (excluding BNG) are to be addressed later as reserved matters.

The application site is owned by Rushmoor Borough Council. The site is allocated in the local plan as a locally important Employment Site. Within the site is the Railway enthusiasts Club, an area for parking and a storage shed for the Dolphin Club. An 'assumed right of way' runs through the site from the residential development to the southeast. To the northeast is a St John's Ambulance building.

To the west of this is an area allocated in the Local Plan for Travelling Show People. To the north of the site is the M3 Motorway. To the east is Farnborough Grange Nursery Infant Community School, and the Moor Road Recreational Ground beyond.

The site is the residual part of a former gravel pit which was infilled and then partly obscured when the motorway was constructed. It is now largely unused and comprises open land with ruderal and maturing vegetative cover and significant ecological interest.

Consultee Responses

Ecology Team

Protected Species:

No objection subject to conditions and informatives.

Biodiversity Net Gain:

The pre-development baseline value of the development site is valued at 7.77 units

With the 10% net gain it is 8.55 area biodiversity units.

The post-development biodiversity value of the development site is valued at 2.28 area habitat biodiversity units

So the post-development, value is short by 6.27 biodiversity units.

The lost units are to be compensated for through the purchase of off-site units either from a local habitat bank where available or through purchase of national Statutory Credits.

Units purchased geographically sequentially further away are subject to a 'spatial risk multiplier'.

Statutory credits should therefore be a last option.

Statutory credits are priced at twice the standard unit because the biodiversity gain will be delivered at unknown distance from the source of losses.

Statutory Credits would require the purchase of 9.97 Tier A1 area habitat biodiversity units plus 2.58 Tier A2 area habitat biodiversity units.

Purchase of off-site units from a registered third-party habitat bank would be at a ratio of 1.5:1 if purchased from within a neighbouring Local Planning Authority (LPA) area or within the same National Character Area or 1:1 if purchased within the same LPA boundary or same National Character Area.

Evidence of off-site unit purchase will be required at the point of discharge of the deemed biodiversity net gain condition that will be attached to any permission granted for this development.

Lead Local Flood Authority

Not able to comment due to the lack of information provided in terms of flood risk or surface water management. There are areas of high surface water flood risk indicated within the site as well as an ordinary water course running along the north west boundary which needs to be considered as part of the design and layout. Recommend that their checklist is reviewed and the above points are addressed before permission is granted.

Hampshire Fire & Rescue Service (Licensing Act 2003)

Provided a list of comments regarding Building Regulations and Fire Safety that are advisory, but are otherwise outside of the control and remit of the

planning system. A copy of their comments will be made public on the Council's website for reference purposes.

HCC Highways Development Planning

Comments received initially on 24 January 2025 where the Highway Authority sought clarity and further information on a number of issues. Following further work on the proposed new junction design, safety audit and traffic modelling, final comments were received on 28 March 2025 in which no objection is raised to the proposed development subject to a S106 agreement and conditions to cover the following matters:

S106 obligations

- The right of access over the footway to Harbour Close should be provided in perpetuity.
- The site access works, and one way shuttle works detailed on drawing: GB01T22A38-101-01 P8 and GB01T22A38-102-01 P7 will need to be provided by the applicant prior to first occupation of the development.
- Traffic Regulation Order prohibiting left turners out of the site will need to be funded by the applicant and will need to be in place prior to occupation of the development.
- A £220,000 contribution towards measures to improve pedestrian and cycle connectivity to/from the site to Frimley Station and Frimley High Street via Hawley Lane.
- The Travel Plan, £1,500 approval fee, £15,000 monitoring fee and £22,000 (comprising £20,000 cost of measures plus 10%) bond/ surety.

Conditions

- Prior to the approved development first being brought into use a Service Management Plan shall be submitted and approved in writing by the Local Planning Authority. The Service Management Plan shall include how the car park and servicing arrangements will be managed. Reason: In the interests of highway safety.
- No development shall take place, (including any works of demolition), until a Construction Method Statement has been submitted to, and approved in writing by, the LPA. The approved statement shall include scaled drawings illustrating the provision for:
 - The parking of site operatives and visitors vehicles
 - Loading and unloading of plant and materials
 - Management of construction traffic and access routes

- Storage of plant and materials used in constructing the development
 - Wheel washing facilities.
 - The routing of HGVs to and from the site
- Reason: In the interests of highway safety.

Environmental Health

No Objection subject to conditions on Noise mitigation and Land Contamination.

Neighbours notified

In addition to posting a site notice and press advertisement, 148 individual letters of notification were sent to: 50 Austen Road; 4, 5, 6, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 43, 44 Brookside Park ; 46 Churchill Crescent; 1, 1a, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 Covey Close; Cheyne Way Scout Hut; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, St Dominic Close; 29, 31, 33, 35 Greatfield Road; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 Harbour Close,; 99, 103, 112, Hawley Lane; 1, 2, 3,4, 5, 6, 7, 8, 9, 11, 13, 14, 15, 17, 19, 21 Ley Road; 2, 4, 6, 8, 10, 12, 14, 16, 18 Moor Road, ; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, North Close,; Farnborough Grange Nursery and Infant Community School.

Neighbour comments

Objections were received from the following addresses; 46 Churchill Crescent; 14 and 18 Harbour Close; 50 Austen Road; 11 Ock Way Godalming, 336 Fernhill Road and 175 Chapel Lane. They raised the following objections:

- Loss of daylight and sun light
- Loss of trees
- Unacceptable design and appearance
- Unacceptable size, layout and density
- Unacceptable materials
- Visual harm
- Pollution – air quality, noise and disturbance from HGV's given proximity to residential.
- Badgers in the area
- Loss of wildlife. Why destroy nature?
- A valuable wildlife space and a buffer from the motorway and should not be built on
- Overlooking/ loss of privacy
- Too close to houses
- Safeguarding issues – overlooking a school.
- Traffic congestion – Hawley Lane
- Not enough room for lorries to turn on Hawley Lane
- Highways Safety restricted width, dangerous for people using Hawley Lane (vehicles and pedestrians).
- Site is better suited to two-storey houses
- Effect on air quality
- Inadequate parking
- Noise and disturbance. The M3 is bad enough.
- Smells

Policy and determining issues

The site is located within the Defined Urban Area and is allocated in the Rushmoor Local Plan as a Locally Important Employment Site.

A small part of the site is within Flood Zone 2 where it is in proximity to the Cove Brook a short distance to the West.

The following policies of the Rushmoor Local Plan 2014 – 2032 are particularly relevant:

SS1 – Presumption in Favour of Sustainable Development,

SS2 – Spatial Strategy,

PC2 – Strategic Employment Sites,

PC7 – Land at Hawley Lane South

IN2 – Transport,

DE1 – Design in the Built Environment ,

DE4 – Sustainable Water Use,

DE10 – Pollution

NE2 – Green Infrastructure, Trees and Landscaping,

NE4 – Biodiversity,

NE6 – Managing Fluvial Risk and

NE8 – Sustainable Drainage Systems;

Also relevant is the:

Car and Cycle Parking Standards SPD – 2024

The whole is considered in the context of the relevant sections of the National Planning Policy Framework as last updated on 7 February 2025.

The main determining issues at the outline stage are;

Principle of development

Compliance with Policy PC7 of the Rushmoor Local Plan

Biodiversity Net Gain

Ecology

Noise and other environmental considerations

Impact on residential amenities

Access and Transportation issues

Flooding and Sustainable Drainage

Visual Impact

Matters of detail including the layout of the development, its design and appearance and landscaping are for determination at the Reserved Matters stage. All that is for determination now is the principle of accommodating the proposed floorspace and the proposed use within the parameters shown on the proposed parameters plans. With the exception of the proposed access road, the other details provided as part of the application are indicative only and would not form part of the outline permission.

Commentary

Principle of development

Principle of development is already agreed as the site is allocated for development in the Rushmoor Local Plan. Development of the type and extent proposed would be consistent with the strategy and objectives of that plan.

The site is allocated as a Locally Important Employment site under Policy PC7 of the Local Plan - Hawley Lane South Land at Hawley Lane South.

Compliance with Policy PC7

This policy states that the site will deliver small and start-up industrial units, in a mix of sizes ranging from around 70 sqm up to around 1,000 sqm, to meet identified need. The proposal as shown on the indicative layout would comprise 3 units, the first circa 2100 sqm, and the second and third around 1000sqm. Whilst the first unit shown is larger than the circa 1000 prescribed by policy PC7, the precise layout and mix of units proposed is to be determined as part of the Reserved Matters. A unit in excess of the prescribed 1000 square metres would not necessarily be harmful. Under this outline application the site would be able to provide a mix of unit sizes that could accommodate startups and small businesses progressing to larger units. In addition, any large unit/s could be subdivided should demand exist. In this respect, the proposal would therefore comply with the intent of policy PC7 and the size of the units is not for agreement at this stage anyway..

Policy PC7 also sets out a number of criteria to render any proposal to be acceptable. It states that the proposal will be acceptable subject to:

1. Re-provision of the assumed right of way that crosses the site to retain pedestrian linkages between surrounding land uses;
2. Suitable alternative re-provision of existing community facilities;
3. Satisfactory noise mitigation measures to protect noise sensitive receptors adjoining the site;
4. Provision for safe and sufficient access to the highway network; and
5. An appropriate site layout that enables the co-location of the industrial uses and the adjoining plot for Travelling Showpeople.

Whilst Noise and Access to the highway network are dealt with below, the other three criteria can be addressed briefly as follows:

The site contains a 'assumed right of way' that follows a path between 21 and 22 Harbour Close, across the middle of the site to the path to the northwest. This is not an official right of way.

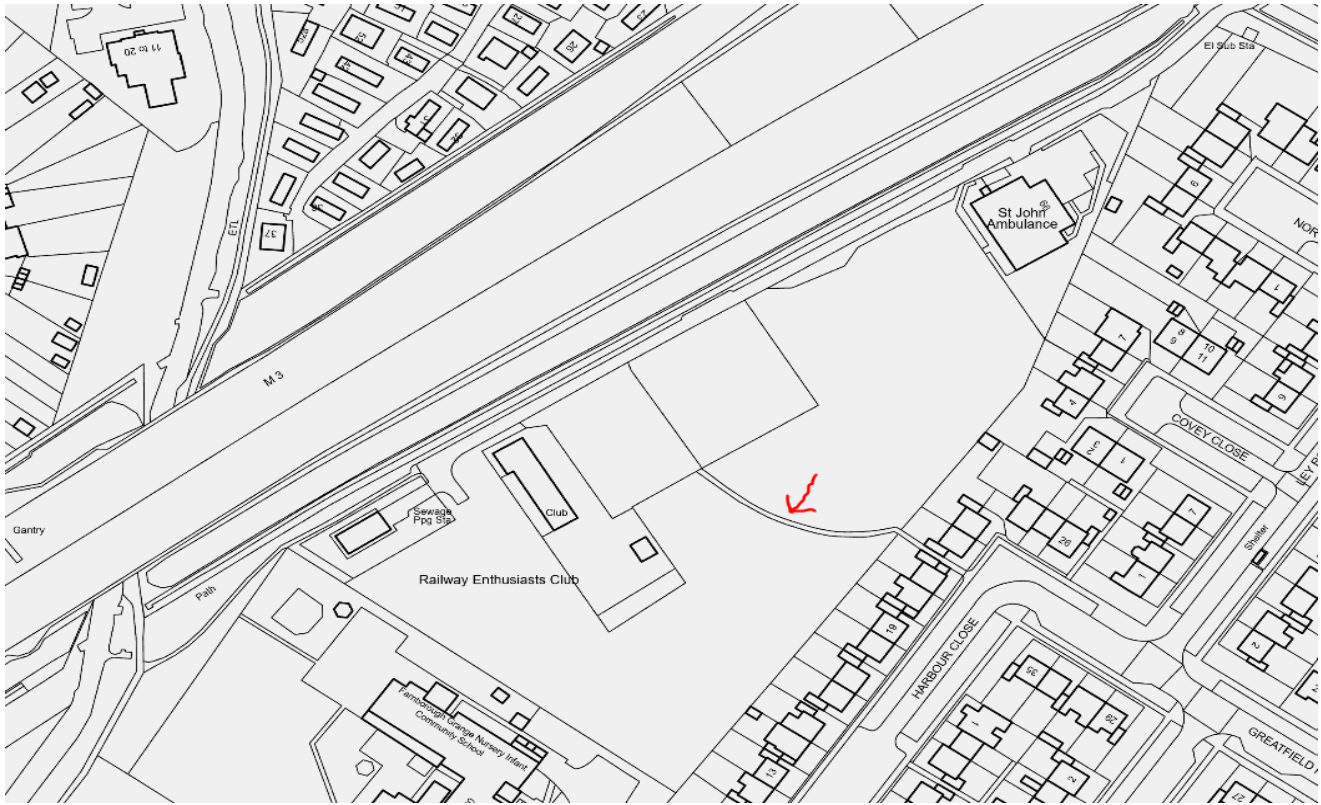


Fig. 1 Location of Informal Right of Way

It will be possible to secure compliance with this requirement when the detailed layout of the development is to be determined (at the Reserved Matters stage). Further detail on this will therefore be required when the layout is worked-up.

The indicative layout included within the current application shows a kinked route sandwiched between the rear of one warehouse and a security fence. This would not create a safe and secure environment for pedestrians and it is recommended that condition be added to any approval stating that the retained footpath link through the site will need to be a safe pedestrian route (Condition 3(d)).

- Alternative provision of existing community facilities

In addition to Policy PC7, Policy IN1 Infrastructure and Community Facilities states that development will be permitted provided that certain criteria are met. This includes that there is no loss or reduction in capacity of existing infrastructure, including community facilities, unless:

1. Replacement services or facilities are provided on site or within the vicinity which meet the need of the local population; or
2. Necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in local provision; and
3. It has been clearly demonstrated that there is no need for the facility or demand for another community use on site.

The site includes a building that is known as the 'Railway Enthusiasts Club'. It was founded in 1953, and is a specialist railway touring club with a focus on railway modelling. The club meet on a weekly basis, and the building is also used by IPMS Farnborough and Slimming World. The premises comprise a meeting hall, bar, kitchen, library, office and storage facilities. The Aldershot Dolphins Scuba club use a shed on the site for boat storage, their main facilities are located off site and the shed does not constitute a community facility in its own right.

The proposal currently involves retention of these facilities along with associated parking. Provided these facilities are retained or re-provided within the site or elsewhere the proposal will comply with that aspect of the policy.

It is therefore concluded that the current proposals would meet all the requirements of Policy PC7 subject to a condition requiring the retention of the community facilities either on-site or elsewhere if agreed with the Local Planning Authority (Condition 12).

Biodiversity Net Gain

The requirement to secure a 10% Biodiversity Net Gain (BNG) applies to this development. A detailed analysis of the existing baseline has been undertaken as required and a proportion of the proposed BNG is proposed to be provided on-site. Nonetheless, due to the extent and significance of the existing biodiversity on the site it will not be possible to deliver all the necessary mitigation and net gain on the site so off-site provision will need to be secured. There is a nationally prescribed planning condition that will secure the necessary details at the appropriate stage which, in the case of an outline planning application, is necessarily as part of the Reserved Matters. An informative is proposed to be attached to this consent (should the application be approved) and this draws the applicant's attention to the standard national BNG condition. The applicants will need to enter into a S106 agreement at the reserved matters stage to secure the BNG for a minimum of 30 years. This is referenced in both Condition No.3 and Informative No.13.

Ecology

Although the site has seen a variety of uses over the years and is in-part previously developed land, it has significant ecological interest. The Council's Ecologist has assessed the proposal carefully and has made recommendations with regard to protected species in addition to BNG.

In relation to bats no existing roosts have been identified and they are not therefore considered to be a constraint on development. However, bats are highly mobile and move roost sites frequently. Unidentified bat roosts may still be present. A precautionary approach to works is therefore required. A condition and associated informative are proposed with regard to the potential roost features identified in the August 2023 Ecological Impact Statement (EIA) (Condition 13). A further informative is proposed to make the applicant aware of the legal requirement to apply for a bat mitigation licence for any activity that may adversely impact on a potential bat roost or disturb bats. The applicant is also encouraged through a further proposed informative to incorporate bat roosting opportunities as integral design features within the proposed built development.

The October 2023 EIA report identifies a breeding population of slow worm present at the development site. A maximum of 64 individuals identified on a single survey day characterises the population as 'exceptional' in line with standard survey methodology. A low population of common lizard was also identified.

The survey methodology presented within the EIA report is used to identify presence / likely absence and is not intended to provide population estimate data. It is therefore possible that the actual population of reptiles is higher at this site than the data presented.

The report is, however, clear that the development of the site as proposed will result in a 'likely permanent adverse effect' on the reptile population present (paragraph 4.6.2).

The applicant is legally obligated to avoid killing and injuring individual reptiles. No works at

site should commence until an appropriately detailed Reasonable Avoidance Measures report is submitted to the Council and approved in writing. The report should be written in accordance with best practice guidance by a suitably qualified ecologist. Submission of this report should be secured by condition within any subsequent reserved matter permission. Works on site should be undertaken only in strict accordance with the approved report. This will ensure that works are undertaken in such a way as to avoid breach of protected species legislation. Proposed condition no. 14 addresses this point.

The Council's Ecologist says that, in line with best practice, the applicant should provide clear information regarding how the statutory obligations towards protected species are addressed prior to the grant of planning permission. The current application is for an outline planning permission. It is therefore advised that there is opportunity for the applicant to provide a comprehensive reptile translocation strategy document prior to determination of all reserved matters applications (see Condition No. 15 below).

The above referenced EIA dated October 2023, identified the likely absence of active badger setts within and adjacent to the development site. However, habitat suitable for badger foraging exists across the site and it is expected that badgers are present locally. Therefore, immediately prior to the commencement 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 confirm likely absence of new setts. If any badger activity is detected a suitable course of action shall be submitted to and approved in writing by the local planning authority to prevent harm to this species. Appropriate precautionary measures are required under Condition no. 16.

As the survey data presented dates from spring and summer 2023 and is no longer from the most recent survey season. Ensuring survey information is up to date is considered to be even more important for significant species and populations such as bats and reptiles for this site. It is therefore recommended that the site is subject to updated surveys in the survey season prior to commencement of development works (see Condition No. 3(f)).

Subject to the above-mentioned conditions, it is considered that the site could be developed as proposed without undue harm to protected species and in compliance with Local Plan Policy NE4 and the legal requirements relating to protected species and BNG.

Noise and other Environmental Considerations

The Council's Environmental Health Officer has advised that the site is a former gravel pit which was backfilled with domestic refuse. Site investigation is required to determine if remedial measures are necessary. It is proposed that conditions be added to any approval to address any existing or unforeseen contamination issues (Conditions Nos. 7 & 8)

The submitted Noise Impact Assessment has assessed noise from the application site on the basis of the potential worst-case use within the applied for flexible use categories. The output from the noise modelling undertaken indicates that for both daytime and night-time periods, noise from the proposed use should avoid any significant adverse effect on residential amenity. The assumptions built into this will need to be secured by conditions.

These shall include;

- Details of the acoustic fencing (Condition No.4(13))
- Noise Management Plan for nighttime operation (Condition No. 4(10))
- Sound Insulation for plant (Condition No.11)

- Internal sound insulation (Condition No.4 (11))

To minimise disturbance of neighbouring occupiers during the construction phase, it is proposed to add a standard condition restricting construction work to specific daytime hours (Condition No.6).

It is also proposed to seek external lighting details by condition, to avoid harmful overspill to neighbouring properties (Condition No.4 (12)).

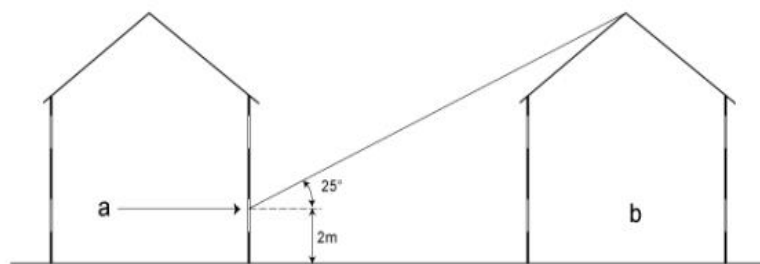
Impact on Residential Amenities

Objections have been received from the occupants of two properties in Harbour Close where the submitted parameter plans show that the proposed building could come as close as 23 metres from the rear elevations of those dwellings. At present, they enjoy an unobstructed view over the site and the proposed buildings will inevitably present a very different and quite bulky prospect.

A daylight and sunlight assessment has been undertaken which demonstrates that there would be a broadly acceptable relationship with the existing housing in terms of daylight and the impact on sunlight is lessened by the fact that the site is to the Northwest of the housing. Nonetheless, the parameter plans show that the buildings would be very prominent in the outlook from these houses.

Whilst the proposed elevations of the new buildings are indicative only, the application includes parameter plans which define the potential location and height of the proposed buildings. These include ridge heights of 15m and 13.5m above ground level respectively.

The relationship, whilst potentially acceptable in terms of daylight, could lead to an overbearing impact on the outlook from a number of these properties due to their relative potential height and proximity to the principal rear elevations of the houses. Judgement as to what is an acceptable relationship is subjective and whilst there is no definition in local Policy of what an acceptable relationship might be there is a rule of thumb that could usefully be applied in this instance which is to project an unobstructed 25° vertical angle from a point 2m above floor-level at the rear façade of these dwellings (ref. The Essex Design Guide – 2018 Ed. V.3 – see diagram below). This provides a useful guide to what would be appropriate in this instance, and it is concluded that the proposed parameters on the submitted plan would be acceptable in planning terms, provided the eaves and roof of the buildings do not infringe this line.



a. Reference line for daylight calculation
b. Obstructing building

Fig. 2 – Diagram showing 25 degree angle.

Therefore, in order to ensure that the relationship with neighbouring properties is not unduly overbearing it is recommended that, notwithstanding the parameters in the submitted plans, a condition be applied to any consent requiring that this guideline is applied as a requirement

(Condition No. 18).

What this would mean is that any 15m-high elements of the buildings would need to be 29 metres or more from the houses. The proximity of the proposed footprints of the new buildings to the properties in Harbour Close and Covey Close is shown on the extract plan below. This shows that at points the footprints would be circa 23 metres and 15.4 metres away respectively at their closest points to the existing housing.

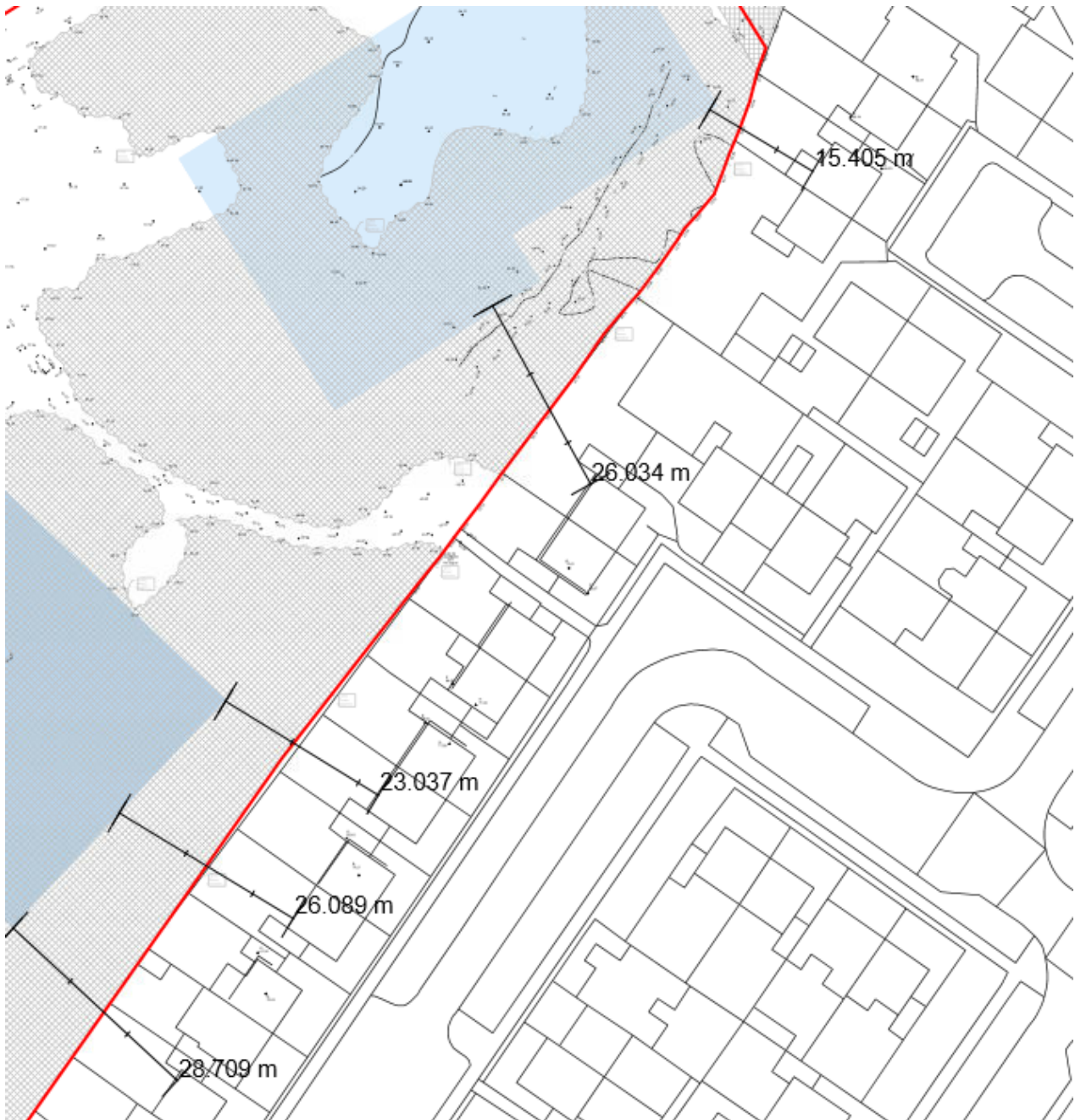


Fig. 3 – Distances between the indicative footprint of the proposed buildings and adjacent housing.

If the proposed buildings were to be constructed on the footprints shown, the proposed limitation would mean that the eaves at 23 metres distance could be no higher than 12.75 metres and that which is separated by a distance of just 15.4 metres could be no higher than 9 metres in total. This would not unduly limit the warehousing capacity of the site as it would affect only a limited proportion of the footprint of each building, but it would make the proposals

a much more neighbourly development.

In summary, whilst residents will experience a significant change in their outlook the suggested condition will reduce any overbearing impact and mitigate any resultant loss of amenity.

There will be no resultant overlooking of the neighbouring houses from the proposed development. Noise and other matters have been addressed above.

Overall, it is concluded that, subject to conditions, the proposed development can be carried out without undue adverse impact on neighbouring properties. Nevertheless, it is considered prudent to impose a condition preventing any future changes of use under Permitted Development in order to ensure that any future impact on amenities is regulated (Condition 9).

Access and Transportation issues

The application is supported by a Transport Assessment and Travel Plan. There are also plans of the proposed reconfigured access.

The proposal is that all matters with the exception of access will be dealt with at the reserved matters stage, therefore the internal layout of the site, loading and parking is not for consideration as part of this outline application. It will need be demonstrated at the reserved matters stage that adequate parking is provided as well as avoiding over generous parking that could lead to an overdependency on car use in favour of more sustainable modes.

The existing uses which will remain on site will be provided 20 spaces for the Rail Enthusiasts Club and 8 spaces for the Dolphin Club. Given the existing uses are to remain as they are currently this is considered an acceptable approach.

Details of the parking layout, aisle widths etc will be needed at the reserved matters stage, along with tracking of both a large car and 16.5m artic vehicle to demonstrate safe access to parking spaces and loading bays.

Although the parking and loading bay layout is not being considered in detail at this stage, reference is made within the Transport Statement to car parking bays being blocked by HGV loading bays, and that this will be managed through a management system. The Highway Authority have therefore requested that a Service Management Plan be secured through condition to detail how the timing of such movements will be managed and to ensure that the number of vehicles on-site at any time does not exceed capacity within the loading bays.

Any future Reserved Matters application should ensure that cycle parking is provided to standard.

A revised site access design has been submitted which reduces the corner radii to prevent all vehicles turning left out of the access. This improvement is shown to physically restrict left turning vehicles out of the site access, although a Traffic Regulation Order will still be needed to enforce the restricted movement. A Stage One Road Safety Audit has been submitted alongside the designers' response and auditor sign off.

The Highway Authority have confirmed the principle of the proposed access is acceptable subject to detailed design. The proposed road is not to be adopted so although it is substandard in some minor respects it would work and has not raised objections from the Highway Authority.

The Traffic Regulation Order will need to be funded by the applicant and secured through appropriate obligation. The successful implementation of a TRO cannot be guaranteed and is subject a separate process.

Within the proposed new access it is proposed to provide coloured surfacing to indicate a pedestrian /cycle crossing point on the carriageway. This is considered acceptable in principle subject to detailed design.

Impact of traffic generated by the proposed development on the surrounding road network is considered to be acceptable.

The Highway Authority are concerned that the proposed development will increase vehicular movements including HGV movements to the site and that the existing infrastructure does not cater for all cyclists and given the traffic volume, on carriageway cycling will not be an option for all cyclists and is likely to be worsened by the proposed development.

They therefore require a £220,000 contribution towards measures to improve pedestrian and cycle connectivity to/from the site to Frimley Station and Frimley High Street via Hawley Lane.

The Highway Authority have approved the proposed Travel Plan but note that Delivery & Enforcement (Section 6.4.1) of the Travel Plan states that the full travel plan will be secured by condition. The HA require that the Travel Plan, £1,500 approval fee, £15,000 monitoring fee and £22,000 (comprising £20,000 cost of measures plus 10%) bond/ surety be secured through S106 agreement.

Officers agree that the Traffic Regulation Order should be secured under the S106 Agreement as well as the contributions mentioned above. However, there is, in their view, no need to secure the dedication of the access between the site and Harbour Close as a Section 106 requirement or to require the completion of a S278 agreement. Both can be implemented separately.

Subject to the above and the imposition of the conditions listed by the Local Highway Authority, there should be no adverse impact on the highway or on highway safety as a result of the proposed development.

Flooding and Sustainable Drainage

The majority of the site is not subject to fluvial flooding and the proposed development would not trigger any related flood mitigation works. The Lead Local Flood Authority's concerns relate to Surface Water Flooding for which the modelling suggests that there is a heightened risk on the site. However, there are no details of the proposed sustainable drainage (SuDS) for this site at this outline application stage.

Suitable flood mitigation measures and sustainable drainage can be designed and assessed at the reserved matters stage.

Visual Impact

There are few details of the proposed buildings, and the detailed design will be considered later. However, the new buildings and associated infrastructure are likely to be of a similar character and appearance to commercial development in the vicinity. The site is not prominent and the proposals are unlikely to have a significant visual impact except upon the immediate

surroundings. Any adverse visual impact locally will be mitigated by careful selection of exterior cladding materials.

Conclusion

In light of the foregoing assessment, the proposal would result in a development which would comply with the requirements of Policy PC7 relating to the allocation of the site. Subject to the suggested conditions and Section 106 obligations, there would be no material adverse impact on the amenities of neighbouring occupiers, on the character of the area, on transportation or on highway safety. The environmental impact can be managed through suitable conditions and the ecological impact similarly mitigated. Biodiversity Net Gain can be secured through conditions and a subsequent legal agreement and all other matters secured through the submission of Reserved Matters applications. It is therefore considered that the development will comply with Policies SS1, SS2, PC2, PC7, IN2, DE1, DE4, DE10, NE2, NE4, NE6 and NE8 of the Rushmoor Local Plan.

RECOMMENDATION

SUBJECT to the satisfactory completion of a S106 Agreement securing the following:

- A contribution of £220,000 for the improvement of walking and cycling facilities between the site and Farnborough Town Centre.
- Payments relating to the Travel Plan as follows:
 - £1,500 approval fee,
 - £15,000 monitoring fee and
 - £22,000 (comprising £20,000 cost of measures plus 10%) bond/ surety
- A Traffic Regulation Order to prevent left turning out of the site access onto Hawley Lane.

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

1. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

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 first application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. All subsequent reserved matters shall be submitted no later than 5 years from the date of this permission.

Reason - To comply with the provisions of section 92(2) of the Town and Country Planning Act 1990.*

3. Details of a Phasing Strategy for the development of the site shall be submitted to and approved in writing by the Local Planning Authority prior to the submission of the first Reserved Matters Application (RMA). The details shall include the following:
 - a. A layout plan confirming the extent of each Development Zone/ Phase to which future RMAs will relate;

- b. An indicative phasing programme for the submission of the RMAs;
- c. An indicative phasing programme for the implementation of the consent;
- d. The route for a safe footpath link between Harbour Close and the Cove Brook footpath.
- e. Full details of the proposed Biodiversity Net Gain for the whole development and how it will be implemented, completed, and maintained in accordance with such (both on-site and off-site) secured by a planning obligation under Section 106 of the Town and Country Planning Act 1990.
- f. The carrying out of an up-dated Ecological Survey and protected species surveys as necessary in the season preceding the proposed implementation of works.
- g. A comprehensive reptile translocation strategy in accordance with Condition No. 15 below.

The development shall be carried out in accordance with the details approved in that Phasing Strategy.

Reason - To facilitate the future submission of the Reserved Matters and redevelopment of the site in a phased approach as well as to secure the Biodiversity Net Gain for the whole development in accordance with the law and a pedestrian access through the site.*

4. No development shall take place in any Development Zone identified on details submitted pursuant to condition 3, until an application for details relating to appearance, landscaping, layout and scale of the development (the reserved matters) has been submitted to and approved in writing by the Local Planning Authority in respect of that Development Zone/Reserved Matters Area. Notwithstanding any indications on the illustrative and parameter plans submitted with the outline planning application, the Reserved Matters for each development zone shall include details of the following:
- 1) Details relating to appearance of the development;
 - 2) Plans detailing existing and proposed site levels;
 - 3) A fully detailed surface water drainage strategy, including SuDs drainage features;
 - 4) Details of measures to demonstrate that the buildings will be appropriately flood resistant and resilient.
 - 5) Provision for storage and removal of refuse and recycling;
 - 6) Energy performance & sustainable construction statement;
 - 7) Water Efficiency Statement;
 - 8) Construction and Environmental Management Plan (including the need to accord with the mitigation of impact on protected species as set out in the approved ecological appraisal);
 - 9) Construction Traffic Management Plan;
 - 10) A noise management plan for night-time operations.
 - 11) Sound insulation for the buildings to prevent noise breakout.
 - 12) External Lighting;
 - 13) Details of acoustic fencing to protect neighbouring properties from unacceptable levels of noise.

The development shall be carried out in accordance with the details as approved.

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*

5. The footpath required under condition 3 (d) above shall be provided before any unit is occupied and shall thereafter be maintained and made available for public use.

Reason – In the interests of public accessibility and in accordance with Policy PC7 of the Rushmoor Local Plan.

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

Reason - To protect the amenities of neighbouring residential properties.

7. No works pursuant to this permission shall commence until there has been submitted to and approved in writing by the Local Planning Authority: -

- i. a desk top study carried out by a competent person documenting all previous and existing uses of the site and adjoining land, and potential for contamination, with information on the environmental setting including known geology and hydrogeology. This report should contain a conceptual model, identifying potential contaminant pollutant linkages.

- ii. if identified as necessary; a site investigation report documenting the extent, scale and nature of contamination, ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study.

- iii. if identified as necessary; a detailed scheme for remedial works and measures shall be undertaken to avoid risk from contaminants/or gas identified by the site investigation when the site is developed and proposals for future maintenance and monitoring, along with verification methodology. Such scheme to include nomination of a competent person to oversee and implement the works.

Where step iii) above is implemented, following completion of the measures identified in the approved remediation scheme a verification report that demonstrates the effectiveness of the remediation shall be submitted for approval in writing by the Local Planning Authority.

Reason - To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention.*

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

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

Reason - To ensure that the site is safe for the development permitted and in the

interests of amenity and pollution prevention.

9. 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 be used only for the purpose of Classes B2, B8 and E(g), and for no other purpose, including any other purpose within Class E, without the prior permission of the Local Planning Authority.

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

10. Each phase of the development hereby approved shall not be occupied until the off-street parking 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.*

11. All plant and machinery shall be enclosed with soundproofing materials and mounted in a way which will minimise transmission of structure-borne sound in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority. All plant and machinery shall be switched off between the hours of 11pm and 7am.

Reason - To protect the amenity of neighbouring occupiers.*

12. In relation to Condition No.4 (10) above all external doors/shutters shall be closed at night; loading and unloading of goods at night will be either undertaken internally or manually via a docking station fitted with acoustic buffers, forklifts will not be used externally at night; reversing alarms on vehicles will be the broadband (white noise) sound alarm type.

Reason – To protect the amenities of neighbouring occupiers.

13. The existing Railway Enthusiast Club building shall be retained as a community facility along with sufficient associated parking in broad accordance with the layout shown on the Proposed Site Plan 23021-TP-003A unless it is provided for elsewhere as agreed in writing by the Local Planning Authority.

Reason: To ensure that the community facility is retained in accordance with the requirement of Policy PC7 of the Rushmoor Local Plan.

14. Works affecting potential roost features as identified in the August 2023 Ecological Impact Statement, should be dismantled by hand to ensure any bats which may be sheltering beneath them will not be harmed. These works should ideally be timed to avoid the hibernation season (November to February inclusive). If a bat is seen, work should cease immediately and advice sought from Natural England or a qualified specialist.

15. No works on site shall commence until an appropriately detailed Reasonable Avoidance Measures report in relation to reptiles present on site, including a translocation strategy has been submitted to and approved by the Local Planning Authority. The report shall be written in accordance with best practice guidance by a suitably qualified ecologist.

Works on site shall then only be undertaken in strict accordance with the approved report and no work shall commence until the agreed translocation of reptiles has been completed, in strict accordance with the approved translocation strategy.

Reason: To ensure that adequate protection is afforded to reptiles during the course of the development.*

16. A reptile translocation strategy, written by a suitably qualified ecologist; shall be submitted to the Local Planning Authority for approval in writing prior to the determination of any reserved matter application. Works on site should only commence once the translocation of reptiles has been completed, in strict accordance with the approved translocation strategy. The translocation site should be identified on a map; be secure in land tenure; and include proposed habitat enhancements necessary to ensure the conservation and enhancement of the translocated population. It should be fully costed and include for ongoing management.

Reason: To ensure that the existing population is protected and provided with opportunity to thrive.*

17. Before the commencement of any development on any phase, a walk-over badger survey shall be undertaken by a suitably qualified ecologist and the results submitted to the Council for consideration. The applicant shall also ensure that construction activities on site have regard to the potential 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.

Reason: To ensure that measures are in place to protect Badgers in accordance with the Law.*

18. Notwithstanding the building heights indicated on the Parameter Plan Ref. 23021-TP-012 the height of the proposed buildings shall not be greater than the height defined by a straight line projected at an unobstructed 25° angle in a vertical plane from a point 2m above ground floor-level at the façade of the nearest principal rear elevation of a dwelling to any part of the proposed buildings.

Reason: To reduce any overbearing impact on the neighbouring dwellings and to comply with Policy DE1(m). of the Rushmoor Local Plan.

19. No building shall be occupied or use commenced until the site access works, and one way shuttle works detailed on drawings: GB01T22A38-101-01 P8 and GB01T22A38-102-01 P7 have been implemented in their entirety.

Reason: In the interests of highway safety.*

20. The approved Travel Plan dated February 2025 shall be implemented in full and maintained throughout the period that it is monitored by the Highway Authority.

Reason: To deliver modal shift away from dependence upon the private motor car in accordance with sustainable transport principles.

21. The permission hereby granted shall be carried out in accordance with the following approved drawings and documents as modified by the foregoing conditions:

- Site Location Plan 23021-TP-001A
- Parameter Plan Ref. 23021-TP-010 – Use
- Parameter Plan Ref. 23021-TP-011 – Access
- Parameter Plan Ref. 23021-TP-012 – Scale
- Existing Layout GB01T22A38-000-01
- General Arrangement GB01T22A38-101-01 P8
- Visibility Splay Analysis (Sheet 1 of 5) GB01T22A38-102-01 P7
- Visibility Splay Analysis (Sheet 2 of 5) GB01T22A38-102-02 P6
- Visibility Splay Analysis (Sheet 3 of 5) GB01T22A38-102-03 P6
- Visibility Splay Analysis (Sheet 4 of 5) GB01T22A38-102-04 P6
- Visibility Splay Analysis (Sheet 5 of 5) GB01T22A38-102-05 P6
- Visibility Splay Analysis St John's Ambulance GB01T22A38-102-06

The following documents are material to the consideration of the application but do not form part of the outline planning permission.

- Proposed Site Plan 23021-TP-003 A
- Indicative Plans TP_004_Unit A; TP_005_Units B&C; TP_006_Unit A; TP_007_Units B&C; TP_008_Unit A and TP_009_Units B&C.
- Ecological Impact Assessment – The Ecology Co-op – 23.08.2023
- Hawley Lane External Daylight Assessment – RPS Group – 15.10.2024
- Transport Statement (TS) dated February 2025
- Pedestrian and Cycle Audit dated 24th February 2025
- One-Way Shuttle Modelling Assessment received 17th March 2025
- Travel Plan dated February 2025
- Road Safety Audit and designers' response dated 26th March 2025

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

DEEMED CONDITION

1. Development may not be begun unless:

- a) a biodiversity gain plan has been submitted to the planning authority; and
- b) The planning authority has approved the plan.

2. Key Requirements:

The biodiversity gain plan must include:

- a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- b) the pre-development biodiversity value of the onsite habitat;
- c) the post-development biodiversity value of the onsite habitat;
- d) any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- e) any biodiversity credits purchased for the development; and
- f) any such other matters as the Secretary of State may by regulations specify.

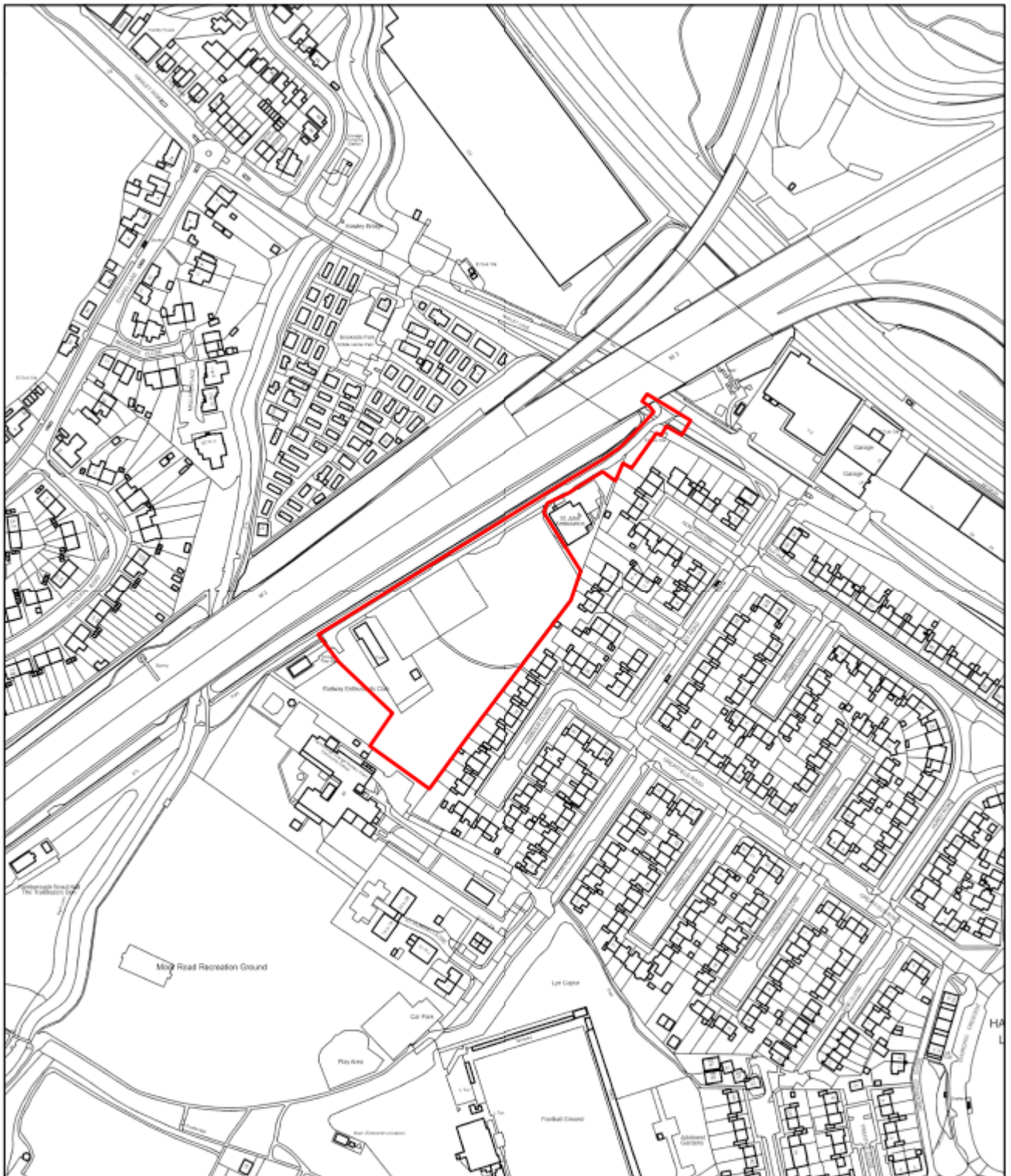
INFORMATIVES

- 1 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 applicant and successors in title are reminded that all species of bat and their roosts are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017, as amended. They are afforded additional protection under the Wildlife and Countryside Act 1981, as amended, making it an offence to kill, injure or disturb an individual; damage, destroy or obstruct access to a breeding site or resting place of that individual. Destruction of a bat roost is therefore an offence, regardless of whether a bat is present at the time of roost removal. A precautionary approach to works should therefore be implemented.
- 3 The applicant's 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 The Council has granted Outline permission because the proposal would result in a development which would comply with the requirements of Policy PC7 relating to the allocation of the site. Subject to the suggested conditions and Section 106 obligations, there would be no material adverse impact on the amenities of neighbouring occupiers, on the character of the area, on transportation or on highway safety. The environmental impact can be managed through suitable conditions and the ecological impact similarly mitigated. Biodiversity Net Gain can be secured through conditions and a subsequent legal agreement and all other matters secured through the submission of Reserved Matters applications. It is therefore considered that the development will comply with Policies SS1, SS2, PC2, IN2, DE1, DE4, DE10, NE2, NE4, NE6 and NE8 of the Rushmoor Local Plan. 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.
- 5 The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:
 - a. ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
 - b. using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.

- 6 Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway throughout the construction period.
- 7 No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Operational Services for advice.
- 8 It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects:
 - i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse.
 - ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0800 316 9800.
- 9 The applicant is advised that during the demolition and construction phases of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Head of Operational Services.
- 10 In order to avoid risk arising from overbuilding of the gas network, the applicant is advised to check their proposals against the information at <https://www.linerearchbeforeudig.co.uk> and contact the Plant Location Team at [SGN plantlocation@sgn.co.uk](mailto:plantlocation@sgn.co.uk) Tel: 0800 912 1722
- 11 The planning permission does not authorise the undertaking of any works within the highway (carriageway, footway, or verge). Any works within the highway must be approved by S278 Agreement, details of which can be found at <https://www.hants.gov.uk/transport/developers/constructionstandards>
- 12 In relation to BNG, when calculating the post-development biodiversity value of the habitat, the planning authority can only take into account an increase in biodiversity value post-development where it is satisfied that the habitat creation or enhancements delivering the increase will be maintained for at least 30 years after the development is completed. This must be secured either by a planning condition, planning obligation, or conservation covenant. **In this instance a separate S106 obligation will be required at the reserved matters stage as part of the need to comply with the preliminary requirements of Condition 3 above.**
- 13 The ecological surveys to be carried out as required under Condition 3 (f) above should be undertaken by a suitably qualified ecologist to help determine the status of ecological features on site, which could be adversely affected by the proposed

development works and to put forward for consideration by the Local Planning Authority any required impact avoidance and mitigation proposals to prevent such effect.

- 14 The applicant is encouraged to incorporate bat roosting opportunities as integral design features within the proposed built development.



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 Planning Application

