

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	David Stevens
Application No.	25/00583/FULPP
Date Valid	28th October 2025
Expiry date of consultations	18th November 2025
Proposal	Erection of a new leisure centre incorporating landscaping, play area, public realm, car and cycle parking, and associated works
Address	Proposed New Farnborough Leisure Centre, Queensmead Car Park, Kingsmead, Farnborough
Ward	Empress
Applicant	Rushmoor Borough Council
Agent	Ramboll
Recommendation	Grant subject to s106 Agreement

Description

The application site is of an irregular shape and is situated to the west of Farnborough Road (A325) between the Kingsmead service road adjacent to Briarcliff House offices, the Iceland shop and the southern end of Queensmead to the north; and the Council Offices to the south. The site comprises the entirety of the Queensmead Car Park (aka Pinehurst North Car Park) and also the land within the Pinehurst Roundabout that is the site of the former Pinehurst South Car Park. The site is situated opposite Nos.142 to 182 Farnborough Road to the east; and Farnborough Library and the site of the demolished former Farnborough Police Station to the west.

Ground levels within the application site itself are generally flat. However, with the exception of the north side of the Queensmead Car Park, the surrounding roads are generally built-up on embankments of approximately 4 metres in height.

The sole existing vehicular access into the site is from the Kingsmead service road to the south-east of Briarcliff House, with the land within the Pinehurst Roundabout accessed from the Queensmead Car Park via tunnels under the road at the north end of the roundabout, also incorporating a pedestrian footway in one of the tunnels. There are existing pedestrian/cycleway subways under the road into the land in the centre of the Pinehurst Roundabout to the east, west and south.

The proposal the subject of the application is for the erection of a new Leisure Centre building within the Queensmead Car Park with ancillary facilities including outside play area, public realm, mobility and bicycle parking, service/loading zone, and landscaping; and the construction of a new 130-space surface car park on the land within the Pinehurst Roundabout.



Location of Proposed Leisure Centre Building in Queensmead Car Park (Not to scale)

The proposed Leisure Centre building would have a rectangular footprint measuring 42 metres by 36.6 metres orientated with the slightly longer north-south axis slanted 35 degrees west of north and sited in the approximate centre of the Queensmead Car Park land. The existing vehicular access into the site from Kingsmead in the north-east corner would be retained, with a roadway formed along the east/south edge at the base of the roundabout embankment past the south elevation of the proposed new Leisure Centre building to link with the existing tunnels under the road into the centre of the Pinehurst Roundabout. The roughly triangular area to the east of the proposed new building would provide a vehicle circulation area flanked by 7 mobility parking spaces and bicycle stands to the north; and a service/loading area adjacent to the proposed building. A triangular island area within the vehicular circulation area would contain sub-station and bin store enclosures screened by landscape planting.

The west side of the proposed new building would be pedestrian accessible only and provide a footpath link across the former Queensmead Car park to link the Pinehurst Roundabout tunnels to the existing pedestrian crossing across Kingsmead leading towards Queenmead. A secondary entrance into the proposed new building would adjoin this new pedestrian path to the west, with the main entrance being on the north elevation facing towards Queensmead. The proposed childrens' outdoor play area would occupy the quadrant of the former car park to the west of the new path where the elevated section of Kingsmead road wraps around the site to join the Pinehurst Roundabout.

The proposed new Leisure Centre building would have two storeys with a flat roof 10 metres high above ground level, but the roof would be surrounded by parapets of up a further 3 metres high in order to provide screening for roof-mounted plant and solar panels.

With some amended plans received on 12 December 2025 making some minor changes to the internal floor layout and elevations, internally the proposed building would provide a 25-metre by 12.5 metre wide (6-lane) main swimming pool varying between 1-1.8 metres in depth; 8 x 10 metre learning pool, wet-changing facilities, WCs, a soft-play area, foyer (with seating) and reception desk, offices and pool plant room on the ground floor. The first-floor, accessed by both stairs and a lift, would provide one main fitness suite plus three smaller subsidiary fitness studio rooms, dry changing and further plant room space. The ground floor soft-play area would be a double-storey high space and there would be an atrium above the main entrance doors/foyer.

Externally, the proposed Leisure Centre building is shown to be finished mainly in silver vertical profiled metal cladding above a short blue brick plinth, with window openings providing colour and interest with vertical fins, swatches and perforated cladding, coloured glazing and illuminated internal wall features visible externally through the glazing.



Proposed New car Park within Pinehurst Roundabout (Not to scale).

The proposed new car park (site plan on previous page) would retain the existing trees on the road embankment, plus the veteran oak tree within the car park. The existing footpath links between the subways would also be retained as existing.

The application is accompanied by Agents' Covering Letter, Planning Statement, Design & Access Statement, Transport Assessment, Statement of Community Involvement, Air Quality Assessment, Archaeology Desk-Based Assessment, BREEAM Ecology Report, Tree Bat Survey, Arboricultural Impact Assessment, BNG Submissions comprising a statutory BNG Metric Spreadsheet and a BNG Statement Form, Flood Risk Assessment, Drainage Strategy, Daylight & Sunlight Assessments, External Lighting Assessment, Plant Noise Impact Assessment, Energy Report, and Employment & Skills Plan.

As a result of consultation responses received, responses were submitted in respect of the Environmental Health Team and Sport England comments on 19 December 2025; and a Transport Assessment Addendum submitted in response to HCC Highways' comments on 26 and 28 January 2026.

Relevant Planning History

The Queensmead and Pinehurst South Car Parks were originally constructed as part of the wider roadworks undertaken to create the Pinehurst Roundabout and Meudon Avenue in the mid-1970s. Planning permission was granted in 1989 for the erection of a single deck car park over the existing surface car park within the Pinehurst Roundabout, 89/00036/RBC.

The current application site is land identified as Plots D and I respectively within the Council's Farnborough Civic Quarter (FCQ) re-development proposals. It was envisaged that these plots would contain substantial new development. Plot D was proposed to be up to a 6-storey building comprising a Mobility Hub, effectively a multi-storey car park, containing 318 parking spaces, with the building having active ground-floor frontages to the west side adjoining the proposed new Civic Square POS; together with a tall building element of up to 5 further storeys above envisaged to be an Hotel. Adjoining the buildings within Plot D was also a revised bus-stop interchange with access to/from Farnborough Road. Plot I was indicated to be a mixed-use block of a mixture of 4, 5, 6 and 9-storey height with a ground-floor envisaged to be a retail shop with 172 residential flats over. It was indicated that the Plot I block could contain 78 parking spaces for the shop and 75 for the flats over.

The FCQ re-development scheme (the subject of planning application 22/00193/OUTPP), envisaged, in part, the car park deck structure being demolished and, indeed, the entire Pinehurst Roundabout being removed in favour of the construction of an at-grade traffic-light controlled T-junction for Farnborough Road and Meudon Avenue. The Council's Development Management Committee resolved at their meeting on 22 February 2023 that outline planning permission be granted for the FCQ re-development subject to, inter alia, the completion of a s106 Legal Agreement.

The Pinehurst South Car Park has not been used for parking for several years pending its re-development as part of the Farnborough Civic Quarter re-development. Indeed, the Pinehurst South Car Park deck and the original car park surface from the mid-1970s was removed and the site secured with temporary hoardings in 2025 following Prior Approval for demolition obtained in July 2024, 24/00297/DEMOPP in anticipation of the FCQ re-development coming forward. However, to date, the s106 Agreement for the FCQ re-development has yet to be completed and, accordingly, the FCQ application has yet to be determined. Indeed, the original

proposals for the demolition and re-development of the Pinehurst Roundabout to create a traffic-light-controlled T-junction have evidently now been ruled-out given the current proposals for the re-use of the Pinehurst Roundabout car park instead. However, this does not mean that other elements of the FCQ scheme overall will not be realised in the future.

Following the submission of the current application, the Council undertook an Environmental Impact Assessment Screening Assessment in respect of the proposals; 25/00610/SCREEN. This concluded that the proposals the subject of the current application are not EIA development within the meaning of the Town & Country Planning (EIA) Regulations 2017.

Consultee Responses

HCC Highways Development Planning	Response #2 (16 February 2026) : Following the applicants' response submission (received 26 January 2026) to provide the additional information requested by HCC Highways with their initial consultation response dated 4 December 2025 : No objections subject to conditions and a s106 Agreement to secure (a) delivery of site access works prior to occupation of the development; (b) a Transport Contribution towards LCWIP [Local Cycling & Walking Improvement Plan] route improvements in the vicinity of the site; and (c) a Full Travel Plan to be secured together with HCC's approval fees (£1,500) and monitoring fees (£15,000), and a cash deposit (£TBA : but the value of the Travel Plan Measures plus 10%).
RBC Environmental Health	No objections subject to conditions and informatives concerning site investigation; noise emission controls for roof plant and internally-generated noise; and external lighting.
Arboricultural Officer	No objections : This proposal would have no direct implications for amenity trees worthy of retention. Any indirect implications can be adequately addressed in the submission of a comprehensive arboricultural tree protection method statement to follow or to be by condition of consent.
Ecology Team	No objections subject to conditions and informatives. The proposed development is exempt from the BNG Regulations. Specific advice is provided on precautions to take concerning possibility of bats being present in the general area and in respect of other wildlife species. It is recommended that the proposed landscape planting uses native or European species and that species that bear fruit and flowers would improve the biodiversity value of the site
RBC Regeneration Team	No comments received.
HCC Lead Local Flood Authority	No objections subject to conditions : HCC LLFA as reviewed and are satisfied with the principles set out in the following documents relating to the proposed development: Drainage Strategy, 24th October 2025 & Flood Risk Assessment, 24th October 2025.
Active Travel England (ATE)	Following a high-level review of the above planning consultation, Active Travel England has determined that standing advice should be issued and would encourage the local planning authority to consider this as part of its

assessment of the application. Our standing advice can be found here: <https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

[Officer Note: The Government's ambition as set out in Active Travel England's (ATE's) standing advice is "...for England to be a great walking and cycling nation, supporting a shift in the way people across England think about undertaking short journeys within towns and cities. The aim is for walking, wheeling (trips made by wheelchair and mobility scooters) and cycling to be seen as the most convenient, desirable and affordable way to travel." ATE's standing advice for how LPAs should assess planning applications is either to use their Planning Application Assessment Toolkit in order to assess the active travel merits (i.e. walking, wheeling and cycling) of development proposals; or to assess proposals based upon the summaries of the assessment criteria set out within the Standing Advice document. Essentially this involves, inter alia, forecasting the likely volume and distribution of all day pedestrian (walking and wheeling) and cycling trips to, from, and within the application site; identifying measures to improve pedestrian and cycle access on- and off-site including the role that public transport could play in enabling this; and the production of a Travel Plan for the proposed development aimed at encouraging and facilitating active travel modes.]

BT No comments received.

Community Safety Team No comments received.

Scottish & Southern Energy No comments received.

RBC Employment & Skills No comments received.

Environment Agency This planning application is for development we do not wish to be consulted on. However, on screening the consultation, the proposed development was found to lie in an area that is served by Camberley Sewage Treatment Works (STW) and this is brought to your attention. Camberley STW has been identified as one of several STWs that is of concern to the EA. Through our regulatory duties we are aware that Camberley STW has exceeded its permitted Q80 Dry Weather Flow (DWF) discharge permit and Q90 flow for the last 2 years. We are not objecting to developments that do not require an EIA [*Officer Note: as in this case*], because the NPPF does not require assessment of cumulative risks to the water environment when determining applications. Also, it is difficult/challenging to identify that the impact of increased discharges from individual developments to receiving watercourses will be significant to contribute an unacceptable risk of water pollution.

[Officer Note: Notwithstanding the lack of evidence of any adverse impact

being likely and raising no objections in respect of the Camberley STW issue in this case, the EA has highlighted the risk and advised LPAs to be satisfied that the development would not have an impact on water quality. Nevertheless, this is a regulatory matter between Thames Water and the EA the subject of other legislation outside of planning.]

Hampshire Fire & Rescue Service The proposed project appears to involve a planning application deemed to present a low to medium level of risk. Please find attached a consolidated document [titled "HFRS advice in respect of HMOs and of Planning Applications not involving higher-risk premises"] containing advice that may be pertinent to the project. Please adopt the relevant advice.

[Officer Note: the relevant advice provided in this respect is generic and has been copied to the applicants for their information.]

Southern Gas Network (Formerly TRANSCO) No comments received.

Hampshire Constabulary Comments provided with reference to the prevention of crime and disorder, including Anti-Social Behaviour (ASB):
The National Planning Policy Framework makes clear the Government's continuing commitment to 'create safe and accessible environments where crime and disorder, and the fear of crime and disorder, do not undermine the quality of life or community cohesion and resilience'.
National Planning Practice Guidance advises, that planning has a role in preventing crime and malicious threats. It reminds Local Authorities of their obligations under s.17 of the Crime and Disorder Act 1998 (as amended), specifically, to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime, disorder and serious violence.
Farnborough has experienced illegal car meets in several car parks around the town centre. We would therefore recommend that security measures are included to protect the car park from unauthorised car meets. It is recommended that the car park is securely locked when the leisure centre is closed for business. It is also recommended the car park is lit to the relevant standards of BS 5489-1:2020.
It is recommended that the external bicycle parking facilities are tested and certified to a minimum of LPS 1175 Issue 8 B3 or Sold Secure Silver as per the guidance from Secured by Design. It is recommended that external bicycle facilities are located as close to the primary entrance as possible and be subject to natural surveillance by the building occupants. It is recommended that the external bicycle parking area is covered by the CCTV system. The bicycle parking facility should also be well lit.
[Officer Note: These comments have been passed on to the applicants/their agents for their information and action as they consider necessary.]

South East Water No comments received.

Sport England Response #2 (26 January 2026) following receipt of the applicants' response to the #1 comments and re-consultation on 19 December 2025 : **Objection** : Thank you very for reconsulting Sport England on the agent's response to our comments. Sport England has reviewed the agent's response. Sport England notes that the previous Farnborough Leisure Centre was demolished in 2021 under permitted development. As no planning application was submitted, Sport England did not have the opportunity to respond. If a planning application had been submitted, then Sport England would have almost certainly objected under our non-statutory role, as it would have represented the loss of a major sports facility without suitable replacement.

Sport England considers that the planning application's supporting documentation makes it very clear that the proposal is considered replacement provision for the former Farnborough Leisure Centre. It is therefore appropriate for Sport England to consider the application under paragraph 104(b) of the NPPF and Sport England's own planning policies and objectives in relation to protecting and securing appropriate replacement provision.

There remains no robust and up to date assessment of need for indoor sports facilities which demonstrates that the 8-court sports hall does not need to be re-provided. The details of the other sports halls in the borough (ie 9 no. main sports halls in Rushmoor Borough and 7no. activity halls) which includes 45 badminton courts, providing 28 badminton courts open to the community do not represent a robust assessment of need or an evidence base which supports and justifies the loss of the sports hall.

We welcome the further information and considerations with respect to the impact on other sports and national governing bodies.

However, overall, we do not consider that the further information has a material effect on our position, and Sport England therefore wishes to maintain its objection to the proposal as set out in our response of 18th November 2025.

[Officer Note: Sport England (formerly the Sports Council) is a non-departmental public body under the Dept. for Digital, Culture, Media & Sport. It was established by Royal Charter in 1996. It has a role as a statutory consultee on planning applications where the proposals affect playing field land. However, although Government Planning Practice Guidance advises that, (as the Council has done) Sport England are consulted on planning applications relating to the creation of major sports facilities, Sport England acknowledge that they have made representations in respect of this application in a non-statutory capacity. This is in pursuance of their general stated mission, which is "to invest in sport and physical activity to make it a normal part of life for everyone in England." Accordingly, whilst the Council should consider the objections raised by Sport England, the Council is not obliged to accept them.]

Response #1 (18 November 2025) : Sport England considers that the application conflicts with their objectives as well as paragraph 104 of the NPPF, as the proposal is not considered to represent suitable replacement provision under paragraph 104(b):

Thames Water **No objections:** Based on the information provided there is no objection in

respect of both the foul water and surface water network capacity.

Waste Comments: Public sewers are crossing or close to your development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs. Please refer to our guide on working near or diverting our pipes:<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Please ensure to apply to determine if a build over agreement will be granted.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on-line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

This site is affected by wayleaves and easements within the boundary of or close to the application site. Thames Water will seek assurances that these will not be affected by the proposed development. The applicant should undertake appropriate searches to confirm this. To discuss the proposed development in more detail, the applicant should contact Developer Services - <https://www.thameswater.co.uk/developers>

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water requests that the following conditions are adhered to with regard to the emptying of swimming pools into a public sewer to prevent the risk of flooding or surcharging: - 1. The pool to be emptied overnight and in dry periods. 2. The discharge rate is controlled such that it does not exceed a flow rate of 5 litres/ second into the public sewer network.

[Officer Note: this is a matter for licencing by Thames Water and could not be imposed as a planning condition.]

Water Comments: With regard to water supply, this comes within the area covered by the South East Water Company. For your information the address to write to is - South East Water Company, Rocfort Road, Snodland, Kent, ME6 5AH, Tel: 01444-448200.

Town Centre

Acknowledged, but no subsequent comments made.

Management

Neighbours notified

In addition to posting a site notice and press advertisement, 131 individual letters of notification were sent to the occupiers of properties in Farnborough Road, Eastmead, Westmead, Kingsmead, Queensmead, Oak Road and Pinehurst Avenue including all properties adjoining or opposite the application site.

The application was subject to a public consultation exercise undertaken on behalf of the applicants prior to the application being submitted. The Statement of Community Involvement submitted with the application reports the comments received and the applicants' response to them.

Neighbour comments

A total of 102 representations have been received, of which 98 are objections and 4 are in support.

Objections raised by persons representing or supporting Rushmoor Artistic Swimming Club (RASC) comprise two-thirds (67%) of the total representations received, with 84% of the RASC objections being from persons not resident within Rushmoor. Of the non-RASC objections received, 82% were from Rushmoor residents; however, only 2 representations were received from the occupiers of properties situated within 250 metres of the application site. The largest proportion of non-RASC representations originated from properties within Knellwood Ward (29%), but there were also significant numbers of representations from properties in Empress and Cove & Southwood Wards (both 13%); followed by St. Marks (10%), St. Johns (11%), Fernhill and Cherrywood Wards (both 8%). The remaining 8% of representations from within Rushmoor originated from Aldershot addresses.

Those persons expressing **Support** indicated that the proposals are a good idea in principle, albeit expressing some disappointment with the specific proposals that have emerged. However, Farnborough needs a new Leisure Centre urgently and it would create jobs.

The following **Non-RASC Objections** have been raised:-

- (a) The proposals do not fit with the Farnborough Civic Quarter re-generation scheme and are contrary to adopted Local Plan Policy DE8 (Indoor & Built Sport & Recreation Facilities);
- (b) Proximity to busy road junction – it is bound to cause traffic congestion and chaos;
- (c) Loss of valuable Town Centre parking and, as a result, a negative impact on Town Centre shopping because the alternative parking facilities are too distant;
- (d) Highways safety and convenience conflicts on Kingsmead between vehicles going in and out of the site entrance and buses serving the bus stops;
- (e) The proposed site is an 'unpleasant area';
- (f) Chemical stores should be located adjacent to the plant rooms – and is there provision for safe delivery of chemicals away from public access? times [*Officer Note: this is a detail that is not a matter for Planning consideration or control, rather it is a matter for entirely separate consideration under Health & Safety legislation and/or the management of the proposed Leisure Centre once in operation*]
- (g) There does not appear to be sufficient space provided within the scheme for provision of adequate lockers – there may not be enough for peak times [*Officer Note: this is an*

internal detail that is not a matter for Planning consideration or control, rather it is a matter for the operational management of the proposed Leisure Centre once in operation]; and

- (h) No sustainable materials are to be used and no solar panels are proposed – the proposals are not eco-friendly. [*Officer Note: solar panels are shown to be provided on the roof of the proposed new building.*]

The Council must consider the acceptability or otherwise of the proposals that have been submitted with the application on their relevant Planning merits only, and cannot consider alternative proposals that may be preferred instead, or refuse permission because alternative uses or developments of the site are suggested by third parties that may be considered preferable. The following issues have been raised in the objections that are **not** considered material to the Planning consideration of the application on its relevant planning merits as submitted:-

- (i) Unacceptable design, size and layout for the population that it is needed to serve. The proposals are not for a 'Leisure Centre' (this is an inaccurate mis-framing) and it is not a worthy replacement for the old Leisure Centre demolished in 2021 : it is too small and will not have/have too few sporting facilities – it is not a-like-for-like replacement. It is a missed opportunity and the Council must go back to the drawing-board. It is not what people wanted and need, and fails to promote a healthy community. People were promised a better replacement and their views have not been taken into account. A short-sighted approach to save money rather than providing a proper community facility for local people. It will be a 'white elephant', a waste of public money, a financial failure, not fit-for-purpose, will not be used, and will not compare well with the facilities provided in surrounding towns.
- (j) The Council should not have demolished the old Leisure Centre – why was it not simply refurbished?
- (k) Farnborough desperately needs a swimming pool and Leisure Centre for all Clubs and ages. It would have no Sports Hall and no facilities for racket sports, netball/basketball, bowling alley, climbing wall. A deeper swimming pool is needed to cater for scuba and diving. Soft-play for children is not needed – what about facilities for adults only?
- (l) Farnborough already has 4 gyms situated within a short walk – there is no need or demand for more gym capacity.
- (m) The proposed site is the wrong location – because there is no room for expansion if, say, a modular building design were to be used to allow for future expansion of the facilities as funding allows. The Council is not using the site of the old Leisure Centre because this land is more valuable for residential development.

Rushmoor Artistic Swimming Club (RASC), formerly the Rushmoor Synchronised Swimming Club and a regular user of the old Farnborough Leisure Centre Pool until its closure at the onset of the Covid lock-down in 2020, although aware of the Council's financial constraints from their pre-application engagement with representatives of the Council, raise objections that are focused primarily on their specific requirements, as follows:-

1. The proposals do not meet the Clubs' requirements : RASC can only use the proposed swimming pool safely for synchronised swimming if the pool is a minimum of 2.8 metres deep (and preferably 3.0 metres deep), not the maximum of 1.8 metres as proposed;
2. Additionally, no spectator/parent/public seating is proposed or could be provided – which is a further essential requirement for RASC – it is a safeguarding issue where children are concerned;
3. The proposals contravene the requirements of Local Plan Policy DE8 (Indoor & Built

Sport & Recreation Facilities) and the Rushmoor Open Space, Sport & Recreation Plan 2014 Swimming Pool Priorities;

4. The proposals are not supported by Sport England and Swim England – and the advice of the latter organisation has been ignored;
5. RASC was previously based in Rushmoor and would like to be again – RASC members have to travel to many other pools for training [*Officer Note: this was also the case before the old Farnborough Leisure Centre was closed too*];
6. RASC are a successful Club with Olympian coaches and previous members have been part of the GB junior and senior squads, competed in the Olympics (2012) – future athletes will be deprived of the same opportunities; and
7. Overall the current proposals are inadequate to meet the needs of Clubs requiring deeper water – and the Farnborough Leisure Centre will lose-out with Clubs using more appropriate facilities elsewhere.

[*Officer Note: it is understood that there has been subsequent correspondence and a meeting between the applicants and representatives of RASC as a result of the objections they have raised.*]

Policy and determining issues

The entire site is identified as being within the general urban area of Farnborough and also situated within the Town Centre as defined by the Rushmoor Local Plan (2014-2032) and Proposals Map. The site is neither within a Conservation Area, nor adjoining one. The site does not contain any Statutory Listed or Locally-Listed Buildings and none of either are located adjacent. Furthermore, the application site is **not** identified as being part of site allocation area for the Farnborough Civic Quarter the subject of Local Plan Policy SP2.3 (this land is west of the Pinehurst Car Parks and Roundabout), nor the subject of Town Centre shopping frontage policies. Farnborough Road and Meudon Avenue, together with the entire circuit of the Pinehurst Roundabout, are collectively identified as 'Green Corridor'.

Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. In this respect, adopted Rushmoor Local Plan (2014-2032) (February 2019) Policies SS1 (Presumption in Favour of Sustainable Development), SS2 (Spatial Strategy), IN2 (Transport), DE1 (Design in the Built Environment), DE8 (Indoor & Built Sport & Recreation Facilities), DE10 (Pollution), PC8 (Skills, Training & Employment), NE2 (Green Infrastructure including 'Green Corridors'), NE3 (Trees and Landscaping), NE4 (Biodiversity), NE6 (Managing Fluvial Flood Risk), NE7 (Areas at Risk of Surface Water Flooding) and NE8 (Sustainable Drainage Systems) are considered relevant to the consideration of the current application.

Also relevant are the Councils adopted Car and Cycle Standards Supplementary Planning Document (SPD) adopted in 2024; Farnborough Town Centre SPD (July 2007); and Farnborough Town Centre Prospectus SPD (May 2012). Additionally, whilst the current application site is not part of the Local Plan allocation site for the Farnborough Civic Quarter the subject of Policy SP2.3, the Farnborough Civic Quarter Masterplan SPD (June 2015) that underpins this policy variously relates to all the land included in the current planning application site because it considers this land outside the allocation site policy as the location for "Longer Term Opportunities".

The National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) are also relevant. The NPPF "*represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning*

application or appeal. This includes the presumption in favour of development found at paragraph 14 of the Framework. If decision takers choose not to follow the National Planning Policy Framework, where it is a material consideration, clear and convincing reasons for doing so are needed.”

NPPF 2024: “Determining applications

48. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.“

NPPG “How must elected councillors and other members of the local authority consider planning applications?

Local authority members are involved in planning matters to represent the interests of the whole community and must maintain an open mind when considering planning applications. Where members take decisions on planning applications they must do so in accordance with the development plan unless material considerations indicate otherwise. Members must only take into account material planning considerations, which can include public views where they relate to relevant planning matters. Local opposition or support for a proposal is not in itself a ground for refusing or granting planning permission, unless it is founded upon valid material planning reasons.” (Paragraph: 016 Reference ID: 21b-016-20140306 Revision date: 06 03 2014)

Objections on behalf of Rushmoor Artistic Swimming Club (RASC) have referred, in part, to the “Swimming Pool Priorities” of the “Open Space, Sport & Recreation Plan 2014”. This has since been confirmed with a representative of the Club to be a reference to the **Rushmoor Open Space, Sport & Recreation Study (December 2014)**, which is one of many background documents used to inform the formulation of the policies of the current Rushmoor Local Plan. This specific document is referred to in the supporting text to Local Plan Policy DE8 for context. The Study comprises two volumes, Volume 1 is the Main Report and Volume 2 are Appendices; and it was produced by consultants on behalf of the Council. However, this background document is not, in itself, part of the Development Plan and therefore does not contain policies for the consideration of planning application proposals. The Study document is a supporting document only and, as such, its content carries little weight in the consideration of planning applications. Furthermore, whilst RASC refer to ‘swimming pool priorities’ in the Study document, including at Appendix 7 : “Priorities and Standards for indoor recreation facilities – Priorities and Improvements for swimming pools”, these do not make any mention or reference to requirements for pool depth and spectator seating provision.

Public Sector Equality Duty (PSED) : s149 of the Equality Act 2010 requires all public authorities to “*have due regard to*” (a) the need to eliminate discrimination, harassment and victimisation; (b) advance equality of opportunity; and (c) foster good relations between people with protected characteristics and those without as an essential element of their decision-making, which includes the consideration and determination of Planning Applications. ‘Protected characteristics’ are: age, disability, gender re-assignment, marriage/civil partnership, pregnancy/maternity, race, religion/belief, sex and sexual orientation. In the context of the current planning application it is considered that the primary PSED consideration that is identified is the need to have due regard to access for people with disabilities within the proposed development. Whilst sex, sexual orientation and gender re-assignment could potentially have implications for the provision of appropriate toilet and changing facilities within the proposed development these are not main determining issues for planning applications and it is considered that the detailed internal arrangements for toilet and changing facilities within the proposed development would not be prejudiced by the granting of planning permission because flexibility in the internal layout of the proposed floorspace would remain.

In the above context, it is considered that the main determining issues for the current application are:-

1. Principle;
2. Visual Impact, including impact on trees;
3. Impact on Neighbours;
4. Highways Considerations;
5. Flood Risk and Drainage Issues;
6. Ecology & Biodiversity Net Gain;
7. Access for People with Disabilities.

Commentary

1. Principle -

The Local Government Act 1972 outlines the general purposes and functions of Local Authorities. However, whilst most Local Authorities provide, maintain and develop open space, recreation and leisure facilities, there is no legislative obligation for Local Authorities to do so. Under s19 (Recreational Facilities) of The Local Government (Miscellaneous Provisions) Act 1976, a local authority is simply empowered that it “...*may provide, inside or outside its area, such recreational facilities as it thinks fit...*”.

Whilst objections have been raised suggesting that the current proposals do not match the proposals of the Farnborough Civic Quarter (FCQ), both FCQ SPD and FCQ Local Plan Policy SP2.3 envisage the provision of ‘community leisure uses’ somewhere within the wider FCQ site, either on land within the Local Plan site allocation, or on land that is associated with it identified in the SPD for “Longer Term Opportunities”. Furthermore, the FCQ outline planning application proposals themselves the subject of planning application 22/00193/OUTPP, which did incorporate all of the land the subject of the current application site, included mention in the description of development of the provision of a “leisure centre” within the proposed mix of uses. Although the Council’s Development Management Committee resolved in February 2022 to grant outline planning permission for the FCQ re-generation proposals subject to a s106 Agreement, a s106 Agreement has not to date been completed and, accordingly, planning permission has not been issued. Additionally, as previously mentioned earlier in this report, the FCQ proposals in respect of the Queensmead Car Park and Pinehurst Roundabout (Plots D & I) are not now to proceed in their original form as indicated with the undetermined FCQ outline planning application. Nevertheless, it is considered that the current proposals are not inconsistent with and/or prejudice the spirit, aims and objectives of the FCQ proposals in terms of making specific provision for a leisure centre and, indeed, the continued possibility of other elements of the FCQ proposals coming forward in the future.

The RASC objections argue that the application proposals contravene Local Plan Policy DE8 (Indoor and Built Sport & Recreation Facilities). Additionally, the Sport England objection argues that the proposals conflict with Paragraph 104(b) of the NPPF because the proposals do not represent a suitable replacement provision for the previous Leisure Centre demolished in 2021.

Policy DE8 states:-

“DE8 To promote healthy lifestyles and encourage physical activity, indoor and built sport and recreation facilities will be promoted by:

- 1. Safeguarding the existing indoor and built sport and recreation facilities;**
- 2. Supporting proposals for the refurbishment, replacement and extension of existing indoor and built sport and recreation facilities; and**
- 3. Supporting development for new and improved indoor and built sport and recreation facilities in sustainable locations, for which there is a strategic need.**

The loss of existing indoor and built sport and recreation facilities will be resisted unless replacement facilities of an equivalent or increased quantity and standard are proposed in a location accessible to the current catchment area or it is demonstrated that:

- a. The existing use is unviable; and**
- b. There is no longer a need for the existing facilities or an alternative indoor and built sport and recreation use.”**

Paragraph 104(b) of the NPPF states:-

“Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or***
- (c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.”*

Notwithstanding the objections raised, the proposed development the subject of the current application is for the erection of a new-build Leisure Centre only and, indeed, relates to an entirely separate piece of land to that once occupied by the previous leisure centre. The previous leisure centre ceased to exist some 5 years prior to the current application being submitted and, accordingly, the current application cannot possibly propose the loss of the previous leisure centre that has already been lost. Accordingly, the current proposals clearly cannot result in any loss of provision of *“existing open space, sport and recreational buildings.....resulting from the proposed development”*. Furthermore, consequently, there is also no requirement for *“replacement of equivalent or better provision”* to be provided under the terms of NPPF Para.104(b). Indeed, it is considered that NPPF Para.104(b), within the terms that it sets, is not applicable to the consideration of the current application whether or not, as is argued by Sport England, the current proposals amount to the provision of some form of ‘replacement’ facility.

The previous leisure centre was closed in 2020 and demolished in 2021 as ‘permitted development’ not requiring planning permission such that the ‘safeguarding of’ and ‘resistance to’ the loss of the previous leisure centre according to Local Plan Policy DE8 did not fall to be considered then. Furthermore, it is not considered that these requirements can be applied retrospectively to the consideration of the current application either. To the contrary, it is considered that Policy DE8 is supportive of the current proposals as the policy supports *“development for new and improved indoor and built sport and recreation facilities in sustainable locations, for which there is a strategic need.”* It is considered that there is a clear need for new leisure centre facilities in the Borough and Farnborough in particular and, as such, the current proposals accord with Policy DE8 insofar as it is applicable to the circumstances that currently exist in this case.

Site Investigation : Ground contamination issues are a matter of principle in the consideration of planning applications. The application site is entirely previously-developed land that contained some previous historical uses. Accordingly, it will be necessary for the site to be investigated to determine whether there is any ground contamination that would need to be addressed, either because parts of the site are to become landscape planting where the public have the potential to come into contact with the ground where this would not currently be the case; but also because the proposed development would disturb the ground as a result of its construction and, as such, it is possible that historic contamination would be mobilised into the environment as a result – this is usually mobilisation into the water environment. In this respect, the Council's Environmental Health Team are, however, content for this issue to be addressed through imposition of the usual site investigation conditions.

It is considered that the proposals are acceptable in principle subject to the proposals also being found acceptable in detail as is considered in the following paragraphs of this report.

2. Visual Impact -

It is Government planning guidance that, in assessing impact of proposed development upon the visual character and appearance of an area, this should be considered in the light of the impact upon the area as a whole. As a result, the fact that a proposal envisages buildings that differ from those already existing is not in itself an indication of material harm on the character and appearance of an area. It is rare for the character and appearance of an area to be narrowly defined by a particular building type, age, size, height and overall appearance : the character of most urban landscapes is usually derived from a mixture of features and characteristics.

The proposed new Leisure Centre building would be located centrally within what is currently the Queensmead Car Park in a visually prominent position within Farnborough Town Centre adjacent to a major road junction where many people pass and re-pass daily. Furthermore, the proposed new Leisure Centre building would be publicly visible on all sides from both the surrounding roads, some of which would be elevated above the site; and also at closer-quarters at ground level by people traversing the application site as they move to and from the Town Centre. Although there are some nearby taller/larger buildings, some existing trees to be retained on the road embankments abutting the Queensmead Car Park, and new landscape planting is proposed that would all serve, to an extent, to soften and/or frame views of the proposed leisure centre building, it is considered that the proposed new building would sit firmly in the public view. It is considered that this is entirely appropriate given the nature of the public facility/amenity that is being proposed.

Although by its nature a relatively large building, it is considered that the proposed Leisure Centre building would fit comfortably within its proposed site and not appear unduly dominant: it would be just two-storeys in height and well-separated from adjoining and nearby buildings on all sides. The proposed building would have a modern appearance, but is considered to be appropriately detailed and to also pay attention to how the building would be seen from the surrounding roads, some of which are at a higher level. With the use of glazing, lighting and coloured glazing fins and strakes it is considered that the proposed building would have an attractive appearance both day and night. The use of roof parapets ensures that roof plant would not be readily visible even from elevated sections of the adjoining roads. The provision of hard and soft landscaping around the building would add further layers of visual interest.

The proposed new car park within the Pinehurst Roundabout would be surface-level only and, in visual effect, simply replicate the appearance of the original pre-deck surface car park that

was originally situated in this space when the roundabout was constructed. Its visual appearance is considered to be acceptable.

The proposals do not require the loss of any trees within the application site. Whilst the submitted Arboricultural Impact Assessment identifies two individual Category-U Common Ash trees (T48 & T49) that are recommended for removal as they are in decline with limited life-expectancy these, like much of the established planting surrounding the application site, are situated outside the red-line of the application site on the embankment to the south-west side of the Queensmead Car Park adjacent to the Kingsmead road on the approach to its junction with the Pinehurst Roundabout. The removal or not of these trees does not constrain the implementation of the proposed development. In any event, it is not considered that the loss of these trees would have any material and harmful visual impact and, indeed, their removal would follow good arboricultural practice, and substantial landscape planting, including trees, is proposed with the development.

There are 4 Category A trees within or adjacent to the application site. T53 & T54 (London Planes) are grouped together outside the application site on the north-west side of the Queensmead Car Park; and T32 & T33 (Oaks) grouped together within the Pinehurst Roundabout and, as such, these two trees are within the application site. T32 & T33 have survived both the construction of the Pinehurst Roundabout and original surface car park, the later addition of the parking deck there; and also, more recently, the demolition of the parking deck. It is proposed that they continue to remain, as previously, on a landscaped island to be retained within the proposed new surface car park and, in particular, be subject to regular inspections to check and mitigate for any emerging tree health issues that may arise.

The Council's Arboricultural Officer is satisfied with the submitted Arboricultural Impact Assessment and its recommendations and raises no objections to the proposals subject to the imposition of a suitably-worded tree protection condition, in this case to require the implementation of tree protection measures as set out as an Appendix to the submitted Arboricultural Impact Assessment.

It is considered that it would not be at all unusual to find a building of the type, appearance, use of external materials, and function that is proposed in this very public Town Centre location. Accordingly, that the external design and visual appearance of the proposed development would be acceptable in visual terms.

3. Impact on Neighbours -

Due to its location, the proposed new Leisure Centre building would have no immediately adjoining neighbours – all neighbours are located on the opposite side of the roads fringing the site.

It is noted that, of all the objections raised, only two were raised by the occupiers of properties within 250 metres of the application site; and neither of these addresses (190 Farnborough Road and 50 Salisbury Road) are considered to be situated sufficiently close to the development to be considered likely to be materially and harmfully impacted by the proposed development – indeed, neither of these respondents raises concerns about impacts specifically upon their properties. Indeed, no objections have been raised in respect of impacts upon neighbours at all.

When considering impacts upon *residential* neighbours, the question for consideration is whether or not the impacts of the proposed development on the amenities of such

neighbouring properties would be both material and harmful in planning terms. The correct test in this respect is whether or not existing neighbouring residential properties would, as a result of the proposed development, maintain acceptable amenities to meet the needs of residential occupation. Further, it is not the role of the Planning system to protect the loss of any particular private views from properties where these views are over adjoining land which is not in their ownership. In terms of privacy concerns, it is necessary for the Council to consider whether or not occupiers of neighbouring residential properties would be subjected to unacceptable overlooking rather than any overlooking at all.

The considerations in respect of non-residential neighbours are simpler, in that the Council must consider whether the proposed development would be likely to have any material and harmful impacts upon their continued operation. In this respect it is considered that there would be no material and harmful impacts upon non-residential properties adjoining and near the proposed Leisure Centre building.

Similarly, since the proposed re-use of the land within the Pinehurst Roundabout for car parking is a continuation of the long-standing use of this land for car parking, albeit now in a less intensive form than was previously the case whilst the parking deck was in place, it is not considered that this aspect of the current proposed development would give rise to any material and harmful impacts upon neighbours, most immediately being residential properties to the east side of the Roundabout between Nos.142-160 Farnborough Road.

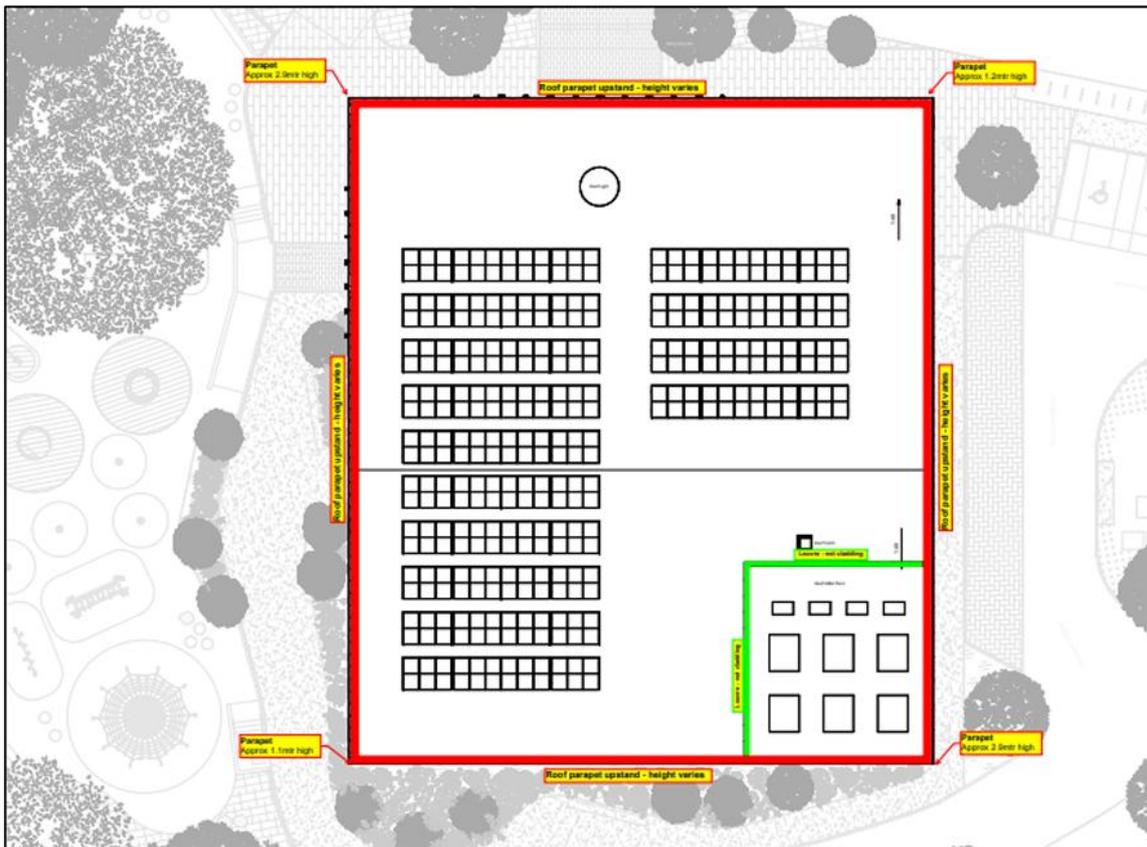
In this context, it is considered that there are two basic issues to consider in terms of impacts upon residential neighbours arising from the proposed Leisure Centre building and environs itself, which are (a) whether any neighbours would be adversely affected by the physical presence of the proposed development; and (b) whether any nuisances would arise due to the on-going operation of the proposed new Leisure Centre building that would materially and unduly affect the amenities of neighbours, such as noise from plant and machinery, people using the proposed facilities, deliveries, external lighting etc. Although frequently raised as concerns, it is long-standing Government advice that the impacts of the construction period of a development cannot be taken into material account in the determination of planning applications.

The nearest residential neighbours to the proposed Leisure Centre building currently line the east side of Farnborough Road (at Nos.160-182 Farnborough Road), whom are a minimum of approximately 70 metres distant from the proposed building with limited intervening screening. There are also flats above Queensmead shops a minimum of approximately 80 metres distant to the north of the proposed building. Furthermore, although not yet permitted to the extent that residential occupation can lawfully take place, it is proposed that the upper floors of Briarcliff House be converted into residential flats (24/00628/PRIORP, 24/00632/PRIORP & 25/00064/GENENQ refer) that would be, at a minimum separation of approximately 40 metres from the proposed new building.

Given these separation distances and the relatively small-scale and height of the proposed Leisure Centre building, it is not considered that any residential neighbour would be subject to any material and harmful impacts due to the physical presence of the proposed building. The application is accompanied by a Daylight & Sunlight Assessment that has considered the impact of the proposed development upon the neighbouring buildings that confirms that the daylighting and sunlighting of neighbours is entirely in line with the established urban environment and within acceptable limits.

Being in a town centre location, adjoining busy town centre service- and through-roads, and with the application site being used for public car parking for decades, the site and its surroundings are not a tranquil location as existing and, indeed, a significant degree of noise, disturbance and activity is generally to be expected during both the day and also in the evening up to night-time hours (11.00pm). It is indicated that the new Leisure Centre would have opening hours of 0800-2200 hours Monday to Friday and 0800-2000 hours Saturdays and Sundays which would fit within the established activity profile for the site.

The Council’s Environmental Health Team has considered the information submitted with the application, including a Plant Noise Assessment report, in order to assess the potential for undue noise nuisance arising from external plant and machinery. In this respect it is noted that the Plant Noise Assessment report sets out a specification for the intended plant and machinery to be installed on the roof of the proposed new leisure centre building. The proposed rooftop plant (see plan below) is to be specified to emit noise at a level 21dB below the background noise level during the daytime; and 13 dB below the night-time noise level at the nearest existing dwellings on the east side of Farnborough Road; thereby not requiring any more attenuation than would be provided by the building roof parapets and screening louvres on the north and west sides. Provided this specification is achieved it is considered that the impact upon nearby residential occupiers would be acceptable from a Planning perspective and it is considered appropriate that a planning condition be imposed to require this.



Proposed Roof Plan showing roof plant in enclosure in bottom right-hand (i.e. south-east) corner

The Environmental Health Officer has requested more information to assess the potential impacts from noise arising from the interior of the proposed building due to, for example, amplified music associated with gym classes etc. However, given the existing noise environment of the location, the fact that the proposed building is a new-build with which sufficient sound insulation material would likely be incorporated into the structure of the building for both thermal and acoustic insulation, and the degree of separation from residential neighbours, it is considered that these matters can be satisfactorily addressed through the

imposition of conditions to: (a) require details of the means and measures to manage noise emissions from the building (an Operational Site Noise Management Plan); and (b) prohibit the provision of further plant and machinery at the site without the prior submission of a planning application – in order to ensure that any further installations at the site in the future are assessed and specified to contain and/or mitigate appropriately for their noise emissions.

It is considered that the potential nuisance to neighbours arising from additional lighting in and around the proposed building can be addressed through imposition of a standard condition concerning external lighting, including a curfew on all lighting not required for security purposes.

The Council's Environmental Health Team has also considered the submitted Air Quality Assessment report and accept the conclusions that the proposed development would not give rise to any material and undue air quality issues.

Subject to suitably-worded conditions it is therefore considered that there would be no material and adverse impacts on neighbours sufficient to justify refusal of the application.

4. Highways Considerations -

It remains current Government guidance that denying planning permissions on highways grounds is only justified and appropriate where any highways concerns are demonstrated to give rise to 'severe' harm to the safety and/or convenience of highway users. It is not sufficient to merely identify concern about a highway matter. Furthermore, clear evidence of wider harm(s) being caused to the highway network with severe impact(s) must be identified. As a consequence, justification for refusal on highway grounds must meet a high threshold. It is also long-standing Government guidance that it is neither appropriate nor reasonable for developers to be required to resolve existing highway problems in the vicinity of their site in order to secure planning permission that they are neither responsible for, nor would materially exacerbate as a result of their proposals.

General : The proposals have been the subject of extensive discussions between the applicants, their highway consultants, the Council, and local highway authority (Hampshire County Council : HCC). In response to consultation on the application HCC requested significant additional information and clarifications on 4 December 2025; and this material was submitted in the form of revised a Framework Travel Plan, a Construction & Traffic Management Plan and an Addendum to the Transport Assessment received by the Council on 26 and completed on 28 January 2026.

In response to the Council's re-consultation HCC has concluded (by letter received on 16 February 2026) that the proposals are acceptable in transportation and highways terms subject to conditions and a legal agreement.

Means of Access from Kingsmead : It is proposed that the existing means of vehicular access to/from the site be maintained with limited modification to accommodate the over-run of coaches and delivery vehicles on the left-hand corner on exit. HCC Highways has confirmed that the junction with Kingsmead would operate within capacity having regard to the proposed development. Further, that final details of the junction proposed improvements can be finessed and agreed within the Highways Safety Audit and s278 Highways Agreement processes that the applicants must engage with them with outside of the planning application process. It is also confirmed that the traffic modelling shows that the Pinehurst Roundabout and other road junctions within the vicinity that were also modelled would also operate within capacity.

Accordingly, it is considered that the proposed development would have acceptable impacts upon traffic movements and that the proposed vehicular access arrangements for the proposed development are acceptable in Planning terms.

Trip Generation : A full Transport Assessment (TA) was submitted with the application and an Addendum has subsequently been submitted to address various queries raised by HCC Highways in their initial consultation response. Taking into account the growth scenarios considered with the TA and the robust assumptions made, it is concluded that the proposed development would result in just 11 additional trips on the A325 south (the highest flow arm of the traffic modelling) during the AM Peak (the highest peak in traffic) over and above the existing traffic generation for the existing the use of the application site as a town centre car park. Accordingly, the proposals are not considered likely to have any significant impact upon traffic generation and traffic using adjoining and nearby road junctions.

Car Parking Provision : As existing, the Queensmead Car Park is a Council-owned town centre pay & display public car park providing a total of 191 car parking spaces, including 10 mobility spaces, 2 EV charging points and a motorcycle parking area. The proposed development, comprising a Leisure Centre of nominally 3,000 sqm of floorspace would provide a total of 137 on-site parking spaces, which HCC Highways consider would be sufficient *“to accommodate the parking demand associated with the proposed development”* having regard to the facilities to be provided within. Indeed, the parking provision equates to a ratio of 1 space for each 20 sqm of floorspace and, whilst there is no specific parking standard that can be applied to the proposals, it is considered that they are compliant with the Council’s adopted Parking Standards SPD.

On the basis of the parking surveys undertaken of town centre car parking available at The Meads, HCC is also satisfied that it has been demonstrated with the application submissions that there are sufficient spaces in the Meads car park to accommodate demand from both The Meads (also Council-owned, providing up to 619 parking spaces) and the existing car park use of the Queensmead Car Parks combined. It has been suggested by HCC that the Council installs an electronic car park capacity sign on the approaches to the Leisure Centre access in order to inform visitors whether there are available spaces and, thereby, if necessary to re-direct them to The Meads Car Park if the Leisure Centre car park is nearing capacity. The applicants are aware of this suggestion and it would be a matter for consideration in the event that the operation of the Leisure Centre is shown to require this as a measure to manage the use and capacity of the car park at busy times.

Coach Parking : Although there is space for a coach to alight to load and unload passengers within the site, and HCC also considers that it would be appropriate for coaches to temporarily alight at the nearby Kingsmead bus stops A, B and C (subject to modification of the ‘No Stopping’ signage at these bus stops), there is no space for coach parking to wait within the site. Accordingly, it is proposed that coach parking to wait be provided off-site within the old Leisure Centre car park off Westmead. HCC considers this to be appropriate subject to imposition of a suitably-worded condition. It is considered that this approach is acceptable for what is likely to be the relatively rare occasions when coaches would deliver people to the Leisure Centre and need to wait after delivery; and, of course, events that could conceivably be held at the new Leisure Centre involving coach deliveries and pick-ups would require management input by either the Centre Manager/operator and/or the Council.

Travel Plan : An updated Framework Travel Plan was submitted in January 2026 and is a significant means by which parking demand within the proposed development would be managed by encouraging usage of non-car travel modes – thereby encouraging active travel.

The Travel Plan, and associated approval and monitoring fees, will need to be secured as a planning obligation within the s106 Agreement and payable to HCC.

Active Travel & Accessibility : The proposals are indicated to retain and maintain the existing pedestrian and cycle links to/from and through the application site and, further, to provide facilities for cycle parking with the development. HCC consider that local cycling and walking infrastructure in the vicinity of the application site requires improvement, not least because the proposed Leisure Centre would be a destination in its own right that would attract pedestrian and cyclist users.

HCC has noted that the Farnborough Civic Quarter proposals would have resulted in significantly greater highways impacts and, as a result, proposed more substantial changes to the local highway network, including the removal of the entire Pinehurst Roundabout in favour of a traffic-light controlled T-Junction, with which it was considered necessary for the FCQ scheme to propose pedestrian crossings across Farnborough Road near Oak Road and also across Meudon Avenue. However, this is neither considered necessary nor justified with the Leisure Centre proposals due to the more modest scale and the retention of the Pinehurst Roundabout and its subways which, despite their age, continue to provide safe accessibility to the town centre for pedestrians and cyclists.

In the circumstances of the current case, HCC requires a Transport Contribution, a financial contribution, towards LCWIP (Local Cycling & Walking Improvement Plan) route improvements in the area to facilitate improved pedestrian and cycle journeys between the proposed site to the east, west and south Farnborough to ensure these trips are adequately accommodated given the anticipated increased demand arising from the nature of the proposed development. In this respect, HCC has been asked to advise what the cost of this contribution would be, however it remains, at the time of writing this report, subject to discussions with the applicants, albeit HCC describe the requested contribution as being 'proportionate'. In principle the applicants consider that, provided it is the modest amount indicated, this request is reasonable and this that this can be secured by the necessary s106 Agreement.

HCC has been working in partnership with active travel charity, 'Sustrans', and local Borough and District authorities in developing Local Cycling & Walking Infrastructure Plans (LCWIPs) within Hampshire, including, currently in adopted form since April 2023, for Rushmoor, as set out in the Government's Cycling and Walking Investment Strategy (2017). LCWIPs enable a long-term approach (typically 10-year periods) towards developing local cycling and walking networks and form a crucial part of the Government's ambition to increase the number of trips made by walking and cycling. HCC see LCWIPs as a way to be aspiring and ready for future National funding opportunities to provide improvements in walking and cycling infrastructure, across the County.

It is considered that the new Leisure Centre proposals are compatible with the objectives of the adopted LCWIP and, indeed, that the proposals would also secure the sort of improvements that are espoused by Active Travel England. Subject to completion of an appropriate s106 Agreement with HCC in order to secure an agreed Transport Contribution to support appropriate schemes set out in the adopted Rushmoor LCWIP it is considered that the proposals would make acceptable provision for active travel and accessibility.

Refuse Collection & Servicing : Refuse and servicing areas are provided in the design of the layout of the proposed development. HCC is satisfied that the internal layout design and geometry of the proposed development in these respects is acceptable.

Construction Traffic : It is long-standing Government policy and guidance that the various impacts of the demolition and construction phases of development cannot be taken into material account in determining planning applications. However, it is not considered unreasonable for the Council to have some influence on the conduct of the implementation stages of large developments such as the proposed new Leisure Centre to encourage considerate behaviour and working practices.

It is considered that the routing of demolition and construction traffic to and from the sites, albeit using public highways, are matters that should be incorporated into the Construction & Traffic Management Plan for the development. This matter has already been identified to be secured by planning condition by HCC Highways also.

Having regard to the above, subject to the completion of a s106 Agreement to meet the requirements of HCC Highways, it is considered that the proposals are acceptable in highways terms.

5. Flood Risk and Drainage Issues –

The site is located on land at lowest risk of fluvial flooding and low risk of surface water flooding. As such, no objections are raised by the relevant statutory consultees on fluvial and surface-water flood risk grounds.

The application site is, in its entirety, existing hard surfaced area that is drained into the public surface water drainage system. The proposed development would not increase the existing extent of hard-surfacing. Accordingly, the Lead Local Flood Authority has considered the submitted Flood Risk Assessment and Drainage Strategy reports and has raised no objections subject to imposition of a condition to require the submission and approval of a detailed surface water drainage scheme for the site, which should include:

- a. A technical summary highlighting any changes to the design from that previously reviewed.
- b. Full buoyancy assessment to demonstrate viability of the drainage strategy.
- c. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

The making of drainage connections to a development is subject to licencing (with Thames Water) that are subject to entirely separate consideration under other legislation. Furthermore, swimming pools are, unsurprisingly, subject to special licencing by Thames Water concerning the timing and volume of releases of water into the foul drainage network given the large volumes of water that would be involved. The consultation response from Thames Water also provides advice for the applicants on a number of other licences that would be required where deep excavations (such as for the construction of a swimming pool) would require the disposal of groundwater into the public sewerage system as a result of de-watering excavations etc. These are not matters for direct and technical consideration by the Council with a planning application. Nevertheless, Local Plan Policy NE8 (Sustainable Drainage Systems) requires that developments include the implementation of integrated and maintainable Sustainable Urban Drainage Systems (SUDS) in all flood zones for both brownfield and greenfield sites.

The Environment Agency have responded to consultation to indicate that they do not wish to be consulted on applications of this nature - albeit the Council is obliged to consult because the EA is a statutory consultee. Nonetheless, the EA has drawn the Council's attention to the issue of sewerage capacity linked to water quality issues resulting from non-compliance with emission controls at the Thames Water Camberley Sewage Treatment Works; which, in part, serves to treat foul sewerage from Farnborough. The EA has asked that this matter be

considered with the application. However, in this respect, it is not considered that the proposed new Leisure Centre would have any material and harmful impact on these issues, not least given that the closure and demolition of the previous much larger swimming pools of the old Leisure Centre has already eased the situation with the Sewage Treatment Works sufficient to cover the impact of the proposed new swimming pools. Furthermore, it is noted that Thames Water has raised no objections to the proposals, but noted that they would wish to impose licence restrictions on the timing and volume of discharges of pool waters into the foul drainage network.

In the circumstances, subject to the imposition of appropriately-worded conditions as requested by the drainage authorities, it is considered that the proposals would meet the requirements of adopted Local Plan Policy NE8.

6. Ecology & Biodiversity Net Gain -

The Council's Ecology Officer has examined the submitted Ecology and BNG submissions and concludes as follows:-

Ecology : Protected Species – bats : 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, 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 an offence, regardless of whether a bat is present at the time of roost removal. The Local Planning Authority has a legal duty under Regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 which requires *that "a competent authority in exercising any of its functions, must have regard to the requirements of the Directives so far as they may be affected by the exercise of those function"*. The submitted Preliminary Ecology Assessment of the development site and notes that the two mature oak trees (T32 & T33) to be retained within the south of the site were highlighted as having potential bat roost features. However, no active roosts were confirmed at time of survey and it is accepted that the likelihood of presence is low. Accordingly, the potential for active bat roosts within the development site is not considered to be a constraint to the implementation of the proposed development.

Nevertheless, the Council's Ecology Officer notes that the proposed development is situated in a landscape that includes, and is connected to, suitable habitat for bats to forage and commute. Indeed, the FCQ planning application noted that the nearby Farnborough Library was identified as containing a maternity roost of common pipistrelle bats in 2022. Bats are sensitive to any increase in artificial lighting of their roosting and foraging places and commuting routes. Street lighting is present at the boundaries of the development site and along the pedestrian route through the Pinehurst Roundabout and its associated subways, albeit the majority of the development site is otherwise currently largely poorly lit or unlit. Para.180 of the NPPF states that planning policies and decisions should *"limit the impact of light pollution from artificial light on ... dark landscapes and nature conservation"*.

The usual way of addressing this issue is through a requirement to produce a Sensitive Lighting Management Plan (SLMP). However, the application is accompanied by an External Lighting Impact Assessment that notes that the lighting conditions within and on the margins of the application site have already reduced the suitability of the application site for bat commuting and foraging. Nevertheless, the Report indicates that all proposed lighting columns within the application site are to be fitted with LED lamps with warm white spectrum colour. The Ecology Officer welcomes this proposed lighting strategy since it is known to be less disturbing to

nocturnal species and, as such, that they have no concerns regarding disturbance to protected species from artificial exterior lighting subject to the new external lighting proposed with the development being specified and implemented in accordance with the submitted Lighting Impact Assessment report.

Ecology : Protected Species – other : Paragraph 187 of the National Planning Policy Framework also requires that planning decisions provide “*net gains for biodiversity, including ... incorporating features which support priority or threatened species such as swifts, bats and hedgehogs*”. The Council’s Ecology Officer confirms that the submitted Preliminary Ecological Assessment (PEA) is appropriate in methodology. The report makes a suite of impact mitigation recommendations for ensuring that protected and other species present (Nesting birds, Bats, and Hedgehogs) are protected during works in order to ensure that protected species legislation is adhered to. No objections are raised in this respect subject to the proposed development being undertaken only in accordance with the recommendations of Section 5.3 ‘Mitigation Requirements’ of the PEA. Section 5.4 ‘Enhancements’, makes further recommendations for measures to enhance the development site for protected species, post-development and the applicants are encouraged to implement these recommendations in order to meet National policy requirements.

Biodiversity Net Gain : The Environment Act 2021 has introduced a statutory basis for securing measurable net gains for biodiversity, requiring a 10% minimum uplift post-development that came into formal effect in early 2024. Accordingly, it is necessary for the current application to consider BNG on a formal statutory footing if it is applicable.

In this respect, it is considered that the proposed development is exempt from the requirements of the BNG Regulations on the grounds that de minimis habitat loss arises because those parts of the site that are subject to the proposed development are considered to be ‘sealed surface’ as existing such that there would be no loss of existing vegetation within the application site that would exceed the de minimis trigger threshold.

Nonetheless, it is noted that substantial landscape planting is proposed with the development indicated to include 87 new urban trees, border planting and a small area of grassland to surround retained Oak trees T32 & T33. Accordingly, whilst the proposed development cannot be required to provide biodiversity enhancements on a formal basis and the subject of s106 requirements to secure 30-year management and monitoring (together with payment of a commuted sum as a monitoring fee) under the BNG Regulations, the scheme would, nonetheless increase the biodiversity value of the application site. This would be especially so should the recommendations of the Council’s Ecology Officer be heeded to plant only tree and planting border species native to UK / Europe and to favour fruiting and flowering species, thereby providing valuable additional habit and food to support native wildlife species. It is considered that details of the proposed landscaping scheme can be secured through a planning condition.

7. Access for People with Disabilities –

It is considered that there is no reason why development would be unable to provide adequate access for people with disabilities in accordance with the Building Regulations and, indeed, that the design of the proposed leisure centre building, the external areas around it and the proposed car parking areas would not be accessible to people with disabilities. The submitted plans show provision of mobility parking spaces, level building doorway thresholds and provision of a lift. In the circumstances it is considered that adequate facilities would be

provided for people with disabilities using the proposed development and traversing the development site.

8. Other Issues -

Sustainability : Criterion b. of Policy DE1 requires new developments to “*promote designs and layouts which take account of the need to adapt to and mitigate against the effects of climate change, including the use of renewable energy*”. Criterion n. then requires that “All development proposals will demonstrate how they will incorporate sustainable construction standards and techniques.” And: Major commercial developments over 1,000 sqm gross floorspace will be required to meet BREEAM ‘very good’ standard overall (or any future national equivalent) and BREEAM ‘excellent’ standard for water consumption (or any future national equivalent).” In this respect, the application is supported by an Energy Planning Report to provide an overview of the renewable and sustainable energy strategies that are incorporated into the design of the proposed development. This report indicates that the proposed development will achieve a BREEAM ‘Very Good’ rating primarily by passive design measures (such as building insulation and air-tightness, heat recovery, high-performance glazing, automated energy management systems, and low-energy consumption lighting and plant) and also some on-site renewable energy generation (air-source heat pumps and roof-mounted solar panels).

Local Plan Policy DE4 also requires new non-residential development of 1000 square metres gross external area or more, which applies in respect of the current proposals, to provide evidence on completion of achievement of the BREEAM ‘excellent’ standard for water consumption. This can typically be achieved by undertaking measures such as the installation of sanitary water fittings with restricted flow rates and a planning condition can be imposed to secure this.

Car Park Security : The comments and advice provided by Hampshire Police are noted and have been copied to the applicants for their information and action as is considered appropriate. It is considered that the issues raised are matters for the on-going management of the proposed Leisure Centre and its car parking rather than matters requiring and/or justifying Planning control. In this respect it is noted that the Council has owned and managed the operation of both the Queensmead and Pinehurst South Car Parks for many years in so doing striking a balance between maintaining appropriate public access through the site and also managing crime and fear of crime.

Employment & Skills :The Council holds National Skills Academy for Construction status and works in partnership with the construction industry to generate skills, training and employment opportunities on large development sites in the Borough. In addition to benefitting local employment opportunities, this initiative also benefits employers, especially where there are skill shortages that make it difficult to find appropriately skilled staff. Where it is considered appropriate to do so, early engagement with developers is fostered, often through commencing a dialogue with developers even when planning applications are still under consideration : consequently this process must operate outside of the planning system and the consideration of planning applications. In this case, as this is a development project being undertaken by the Council, the applicants are well aware of this initiative and an Employment & Skills Plan has been submitted with the application. This is considered to be satisfactory and a condition is recommended to require the implementation of the initiatives set out in the Plan.

Conclusions –

It is considered that the proposals will make a positive contribution to Farnborough Town Centre in terms of both its visual appearance, but also its function and provision of leisure facilities. It is considered that the proposals are acceptable in principle in highway terms; to have an acceptable impact on the visual character, appearance of the area; and to have no material or adverse impact on neighbours. The proposals are also considered acceptable in terms of trees, flood risk & drainage, ecology & biodiversity, and access for people with disabilities.

The proposals are thereby acceptable having regard to Policies SS1, SS2, IN2, DE1, DE8, DE10, PC8, NE2, NE3, NE4, NE6 and NE8 of the adopted Rushmoor Local Plan (2014-2032); the Councils adopted Car and Cycle Standards Supplementary Planning Document (SPD) adopted in 2024; Farnborough Town Centre SPD (July 2007); and Farnborough Town Centre Prospectus SPD (May 2012); and the advice contained in the National Planning Policy Framework and National Planning Practice Guidance.

Full Recommendation

It is recommended that **SUBJECT** to the completion of a satisfactory s106 Legal Agreement with Hampshire County Council by 15th April 2026 or such later date as agreed by an extension of time, to secure:-

- (a) Delivery of site access works to/from Kingsmead prior to occupation;
- (b) Payment of a financial contribution of £TBA towards Rushmoor LCWIP schemes in the vicinity of the site; and
- (c) A full Travel Plan together with its associated approval fees (£1,500) and monitoring fees (£15,000) plus a cash deposit/bond to the value of the Travel Plan measures plus 10%

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

Suggested 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 and documents: 24060-GT3-00-00-DR-A-(08)0002_P01; 24060-GT3-00-01-DR-A-(08)0003_P02; 24060-GT3-00-02-DR-A-(08)0004_P01; 24060-GT3-00-ZZ-DR-A-(08)0051_P01; 24060-GT3-00-ZZ-DR-A-(08)0052_P02; 24060-GT3-00-ZZ-DR-A-(08)0053_P02; 24060-GT3-00-ZZ-DR-A-(08)0054_P01; 24060-GT3-00-ZZ-DR-A-(08)0070_P01; 24060-GT3-00-ZZ-DR-A-(08)0071_P01; 24060-GT3-00-ZZ-DR-A-(08)0072_P01; 24060-GT3-00-ZZ-DR-A-(08)0073_P01; 24060-GT3-00-ZZ-DR-A-(08)0101_P02; 24060-GT3-00-ZZ-DR-A-(08)0102_P02; 24060-GT3-00-ZZ-DR-A-(08)0103_P01; 24060-GT3-00-ZZ-DR-A-(08)0104_P02; 24060-GT3-00-ZZ-DR-A-90-0000_P4; 24060-GT3-01-00-DR-A-90-0001_P2; FLC-COL-XX-XX-DR-L-1000 P11; FLC-COL-XX-XX-DR-L-2000 P05; FLC-COL-XX-XX-DR-L-3000 P03; FLC-COL-XX-XX-DR-L-3001 P03; FLC-COL-XX-XX-DR-L-5000 P04; & FLC-COL-XX-XX-DR-L-5001

P03;

And Documents: Agents' Covering Letter; Planning Statement; Design & Access Statement; Transport Assessment and Transport Assessment Addendum submitted in response to HCC Highways' comments received on 26 and 28 January 2026; Statement of Community Involvement; Air Quality Assessment; Archaeology Desk-Based Assessment; BREEAM Ecology Report; Tree Bat Survey; Arboricultural Impact Assessment; BNG Submissions comprising a BNG Statement Form, BNG Assessment Report and BNG Exemption Confirmation letter; Flood Risk Assessment; Drainage Strategy; Daylight & Sunlight Assessments; External Lighting Assessment; Plant Noise Impact Assessment; Energy Report; and Employment & Skills Plan.

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

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

All external wall finishing materials;

Roofing and coping materials;

Window/door frames and glazing;

Any externally visible rainwater goods;

Ground surfacing materials;

Fencing and other means of enclosure including any retaining walls; and

Lighting columns.

Reason - To ensure satisfactory external appearance. *

4. No works of construction beyond associated groundworks of the buildings hereby approved shall start until plans showing details of the existing and proposed ground levels, proposed finished floor levels, levels of any paths, drives, garages and parking areas and the height of any retaining walls within the application site have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed and retained in accordance with the details so approved.

Reason - To ensure a satisfactory form of development in relation to neighbouring property.*

5. Prior to occupation or use of any part of the development hereby approved, details of satisfactory provision for the storage and removal of refuse from the premises shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and retained in accordance with the details so approved.

Reason - To safeguard the amenities of the area. *

6. Construction 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 and to prevent

adverse impact on traffic and parking conditions in the vicinity.

7. The leisure centre building hereby approved shall be insulated with soundproofing materials and retained in that condition at all times thereafter in order to reduce the emission of internally generated noise in accordance with details to be first submitted to and approved in writing by the Local Planning Authority prior to the first use or occupation of the development hereby approved.

Reason - To protect the amenity of occupiers of nearby residential properties. *

8. No use of the development hereby approved shall take place until a scheme of provisions for the control of noise emanating from the site (a Noise Management Plan), including monitoring and review provisions, has been implemented in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved scheme/plan shall subsequently be implemented in full and retained thereafter at all times.

Reason - To protect the amenity of neighbouring occupiers. *

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 1995, (or any Order revoking and re-enacting that Order), no vehicular or pedestrian entrance shall be formed onto a highway other than that shown on the approved plans.

Reason - To prevent adverse impact on traffic and parking conditions in the vicinity.

10. Notwithstanding the indicative landscaping details submitted with the application, prior to first occupation or use of the development hereby approved a fully detailed landscape and planting scheme in respect of both landscape planting, visual screening and ecological/habitat enhancement shall be first submitted to and approved in writing by the Local Planning Authority. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the practical completion of the development, whichever is the sooner and shall be so maintained and retained thereafter.

Reason - To ensure the development makes an adequate contribution to visual amenity and biodiversity. *

11. The development hereby approved shall not be occupied until the vehicle parking and bicycle facilities shown on the approved plans have been completed, surfaced, marked-out and made ready for use by the occupiers/users of the development. The parking facilities shall be thereafter retained solely for parking purposes at all times. The on-site parking hereby approved shall not be used for the parking and storage of boats, caravans and trailers. *

Reason - To ensure the provision and availability of adequate off-street parking to serve the functional parking needs of the development hereby approved.

12. The roof plant and equipment indicated to be provided on the plans hereby permitted shall be installed and retained at all times thereafter with sufficient noise attenuation in order to achieve the noise emission specifications set out in the Plant Noise Assessment

report also hereby permitted.

With the exception of the plant and equipment indicated on the Proposed Roof Plan hereby approved, no further plant or other structures, lift housing rooms, tank rooms etc. shall be erected on the roof of the leisure centre building hereby permitted without the prior permission of the Local Planning Authority.

Reason - In the interests of the visual amenities of the area and the amenities of occupiers of nearby residential properties.

13. 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. *

14. 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.

15. No sound reproduction equipment, conveying messages, music, or other sound which is audible outside the application site shall be installed and/or used on the site.

Reason - To protect the amenities of neighbours and the area in general.

16. Provision shall be made for services to be placed underground. No overhead wire or cables or other form of overhead servicing shall be placed over or used in the development of the application site.

Reason - In the interests of visual amenity.

17. No development shall begin until a detailed surface water drainage scheme for the site has been submitted and approved in writing by the Local Planning Authority. The submitted details shall include:-
 - a. A technical summary highlighting any changes to the design from that previously reviewed.
 - b. Full buoyancy assessment to demonstrate viability of the drainage strategy.
 - c. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

Reason - To reflect the objectives of Policy NE8 of the Rushmoor Local Plan (2014-2032). *

18. No construction works pursuant to this permission shall take place until detailed surface and foul water drainage schemes for the site along the lines shown illustratively with the Flood Risk & Drainage Assessment Report and Appendices submitted with the planning application has been submitted and approved in writing by the Local Planning Authority.

Prior to the first use of the leisure centre hereby permitted, the submitted details shall also include details for the long-term maintenance arrangements for the surface water drainage and/or SUDS systems together with appropriate maintenance schedules for each drainage feature type and its ownership. Such details as may be approved shall be implemented in full prior to the first occupation and use of the new development and retained thereafter in perpetuity.

Reason - To reflect the objectives of Policy NE8 of the Rushmoor Local Plan (2014-2032). *

19. No works shall start on site until existing trees and shrubs/hedges to be retained on and adjoining the site have been adequately protected from damage with appropriate protective fencing during site clearance and works in accordance with the measures set out in the Tree Protection Appendix of the submitted Arboricultural Impact Assessment hereby approved. Furthermore, no materials or plant shall be stored and no buildings erected within protective fencing to be erected at the margins of the root protection area of each tree/shrub/hedge to be retained as appropriate.

Reason - To ensure that existing trees are adequately protected in the interests of the visual amenities and ecology/biodiversity interest of the site and the locality in general.

20. Prior to first occupation of the development hereby approved, details of all external lighting to be installed within the site and/or on the exterior of the building hereby permitted shall be submitted to and approved by the Local Planning Authority. The submitted details shall indicate the purpose/requirement for the lighting proposed and

specify the intensity, spread of illumination and means of controlling the spread of illumination (where appropriate). The external lighting proposals as may subsequently be approved shall be implemented solely in accordance with the approved details and retained thereafter. With the exception of lighting identified and agreed as being necessarily required solely for maintaining the security of the site/building, no other external lighting shall be used/operated during night-time hours (2300 to 0700 hours daily) unless otherwise first agreed in writing by the Local Planning Authority.

Reason - To ensure no unnecessary illumination is used; and in the interests of the amenities of occupiers of adjoining and nearby properties.

21. No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP) has been submitted to and include the following:-
- a) the provision to be made for the parking and turning on site of operatives and construction vehicles during construction and fitting out works;
 - b) the arrangements to be made for the delivery of all building and other materials to the site;
 - c) the provision to be made for any storage of building and other materials on site;
 - d) details and location(s) of temporary site accommodation;
 - e) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - e) measures to prevent mud and debris from being deposited on the highway;
 - f) any necessary pollution prevention methods;
 - g) measures to minimise noise and vibration during the construction period;
 - h) measures to ensure/maintain pedestrian access through the site during the construction period;
 - i) responsible persons and lines of communication;
 - j) measures to protect wildlife species that may resort to, or traverse, the site during the construction period; and
 - k) use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason - Reason: To ensure a satisfactory development and the protection of wildlife in the interests of nature conservation in accordance with the National Planning Policy Framework. *

22. Prior to the first commencement of the use hereby permitted a Skills & Employment Plan to be implemented shall be submitted to and approved in writing by the Local Planning Authority. The approved Skills & Employment Plan shall be implemented in full and the measures introduced retained thereafter.

Reason - To maximise opportunities for associated of skills and employment in the local area. *

23. Details of the Electric Car Charging Points within the development shall be submitted to and approved in writing by the Local Planning Authority prior to the parking spaces in which they would be located being first brought into use. The Electric Car Charging Point installation so approved shall subsequently be installed and made operational and

available to users of the development prior to the car parking area(s) in which they would be located being first brought into use and shall be retained thereafter.

Reason - To reflect the objective of enabling a sustainable development.

24. Details of the provision of off-site coach parking facilities shall be submitted to and approved in writing by the Local Planning Authority and implemented in full prior to the leisure centre hereby permitted being first brought into use. The off-site coach parking spaces shall be retained thereafter at all times for coach parking purposes. In the event that any replacement off-site coach parking facilities are required, details of the proposed replacement provision shall be submitted to and approved by the Local Planning Authority and subsequently implemented in full and retained thereafter.

Reason - At the request of the Highway Authority in the interests of the safety and convenience of highway users.

Informatives

1. **INFORMATIVE – The Council has granted permission because:-**

It is considered that the proposals will make a positive contribution to Farnborough Town Centre in terms of both its visual appearance, but also its function and provision of leisure facilities. It is considered that the proposals are acceptable in principle in highway terms; to have an acceptable impact on the visual character, appearance of the area; and to have no material or adverse impact on neighbours. The proposals are also considered acceptable in terms of trees, flood risk & drainage, ecology & biodiversity, and access for people with disabilities.

The proposals are thereby acceptable having regard to Policies SS1, SS2, IN2, DE1, DE8, DE10, PC8, NE2, NE3, NE4, NE6 and NE8 of the adopted Rushmoor Local Plan (2014-2032); the Councils adopted Car and Cycle Standards Supplementary Planning Document (SPD) adopted in 2024; Farnborough Town Centre SPD (July 2007; and Farnborough Town Centre Prospectus SPD (May 2012); and the advice contained in the National Planning Policy Framework and National Planning Practice Guidance.

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.

2. **INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).**
3. **INFORMATIVE - Your attention is specifically drawn to the conditions marked *. These condition(s) require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE a certain stage is reached in the development. Failure to meet these requirements is in contravention of the terms of the permission and the Council may take enforcement action to secure compliance. As of April 2008 submissions seeking to submit details pursuant to conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.**

4. INFORMATIVE - The planning permission hereby granted does not authorise the applicant, or his agents, to construct a new/alterd access to, or other work within, the public highway. A separate consent for works within the highway must first be obtained from the highway authority who may be contacted at the following address:- Hampshire County Council Highways Sub Unit, M3 Motorway Compound, Hook, Hampshire, RG27 9AA.
5. INFORMATIVE - 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. INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Council's Environmental Health Team for advice.
7. INFORMATIVE - The applicant is advised that during the construction phase 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 Council's Environmental Health Team.
8. INFORMATIVE - 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.
9. INFORMATIVE - 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.

Thames Water would recommend that petrol /oil interceptors be fitted in all car parking facilities. Failure to enforce the effective use of petrol /oil interceptors could result in oil-polluted discharges entering local watercourses.

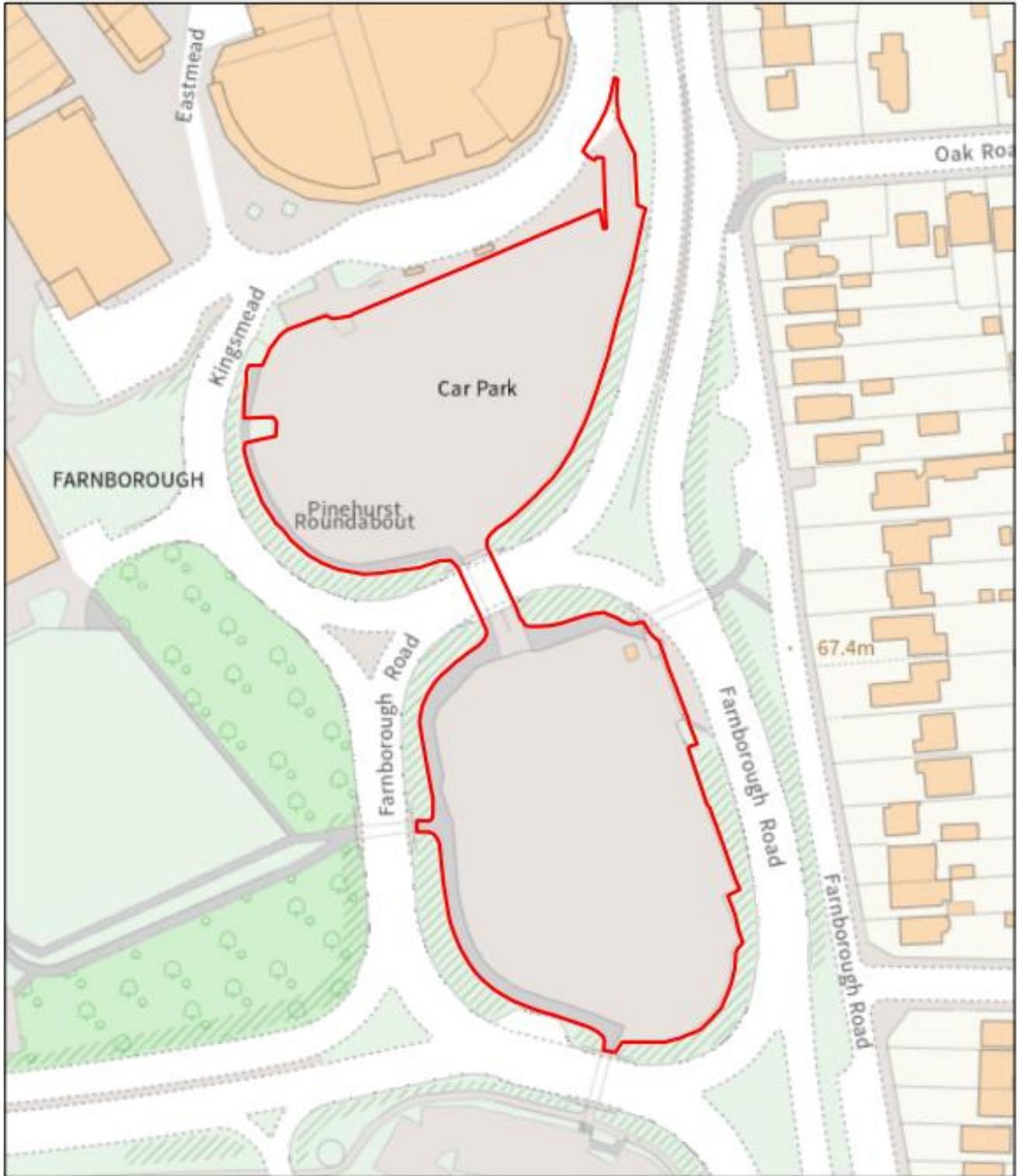
The developer can visit the Thames Water website at thameswater.co.uk/preplanning for more information.

10. INFORMATIVE – At the request of Thames Water the Applicants are advised that:-
 - A. Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a

permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section; and

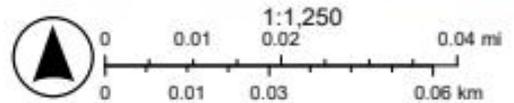
B. This site is affected by wayleaves and easements within the boundary of or close to the application site. Thames Water will seek assurances that these will not be affected by the proposed development. The applicant should undertake appropriate searches to confirm this. To discuss the proposed development in more detail, the applicant should contact Developer Services - <https://www.thameswater.co.uk/developers>

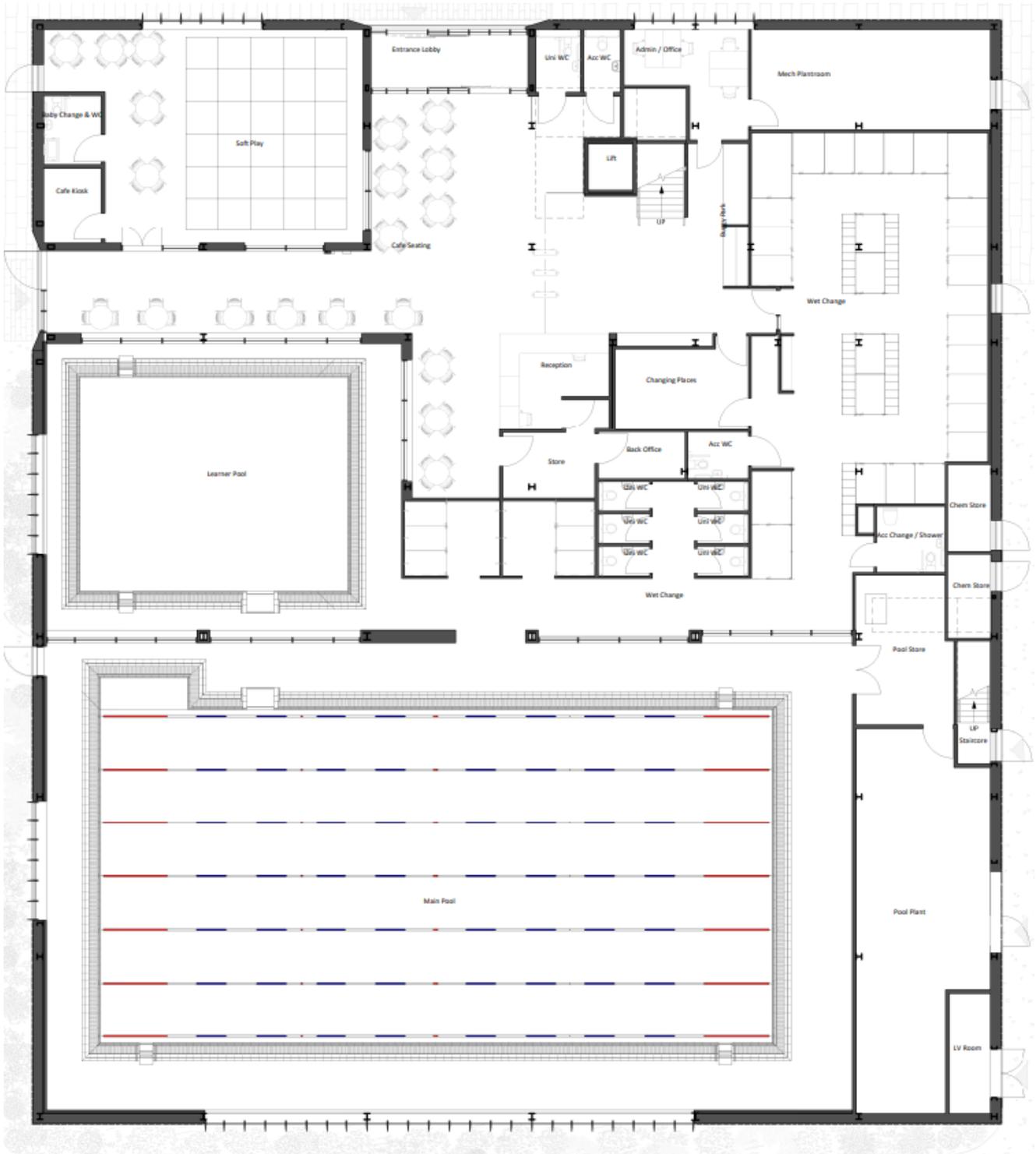
11. INFORMATIVE - The applicant is advised to contact the Council's Environmental Health Team regarding the requirement to provide acoustic insulation and a noise management plan pursuant to Condition Nos.7 & 8.
12. INFORMATIVE - In the UK protected wildlife species, which includes badgers and all species of bats and nesting birds, are afforded statutory protection such that un-licensed harm and/or disturbance would constitute an offence. The grant of planning permission does not supersede the requirements of this legislation. If any protected species or signs of them are encountered at any point during development then all works must stop immediately and you should contact Natural England.
13. INFORMATIVE – Industry best practice guidance for avoidance of adverse impacts on nocturnal species as a result of artificial lighting is set out in BCT & ILP (2018) Guidance Note 08/18 Bats and Artificial Lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby.
14. INFORMATIVE - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.
15. 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.
16. INFORMATIVE - The applicant is advised that the development hereby approved is exempted from the standard national Biodiversity Net Gain (BNG) condition and that its requirements do not therefore apply in this case.



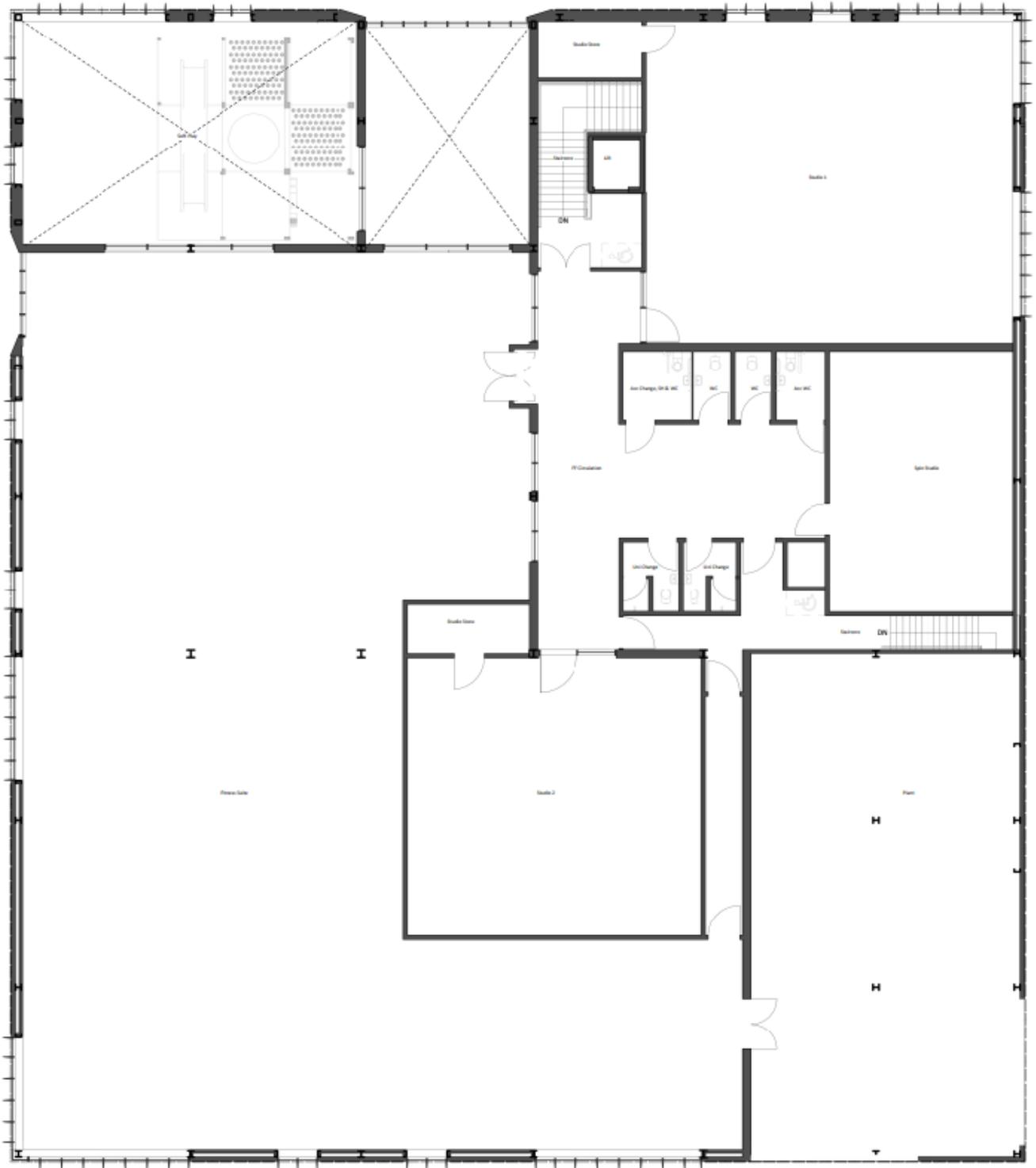
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 Planning Application

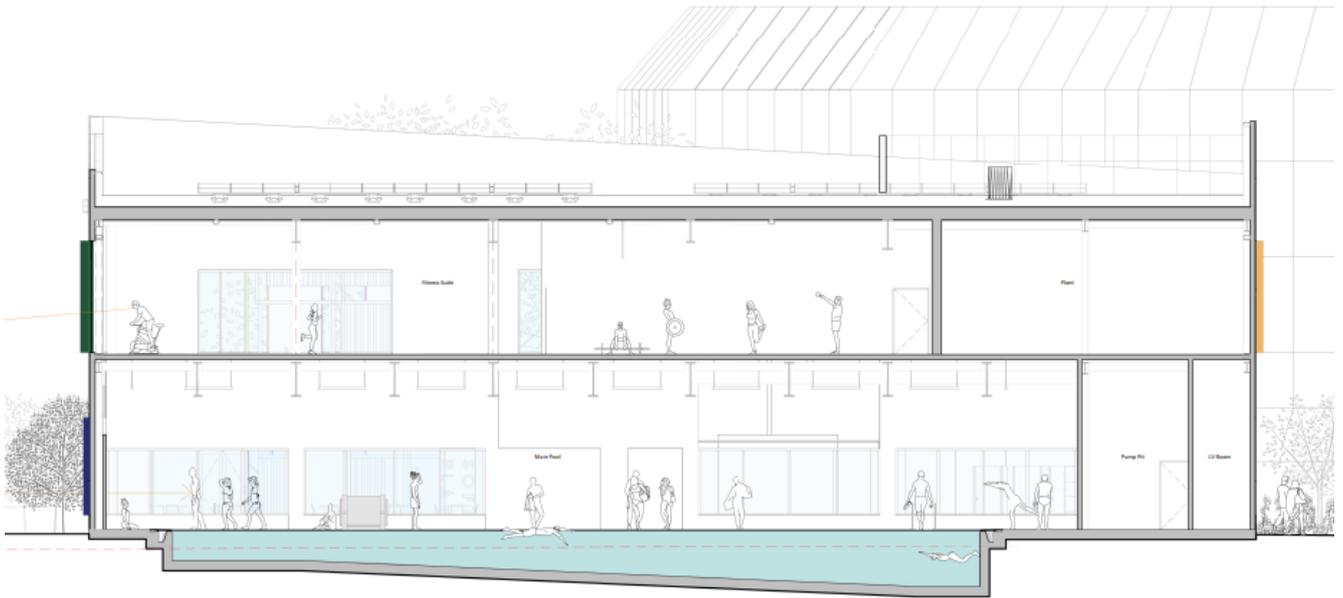




Proposed GF Plan : Not to Scale.



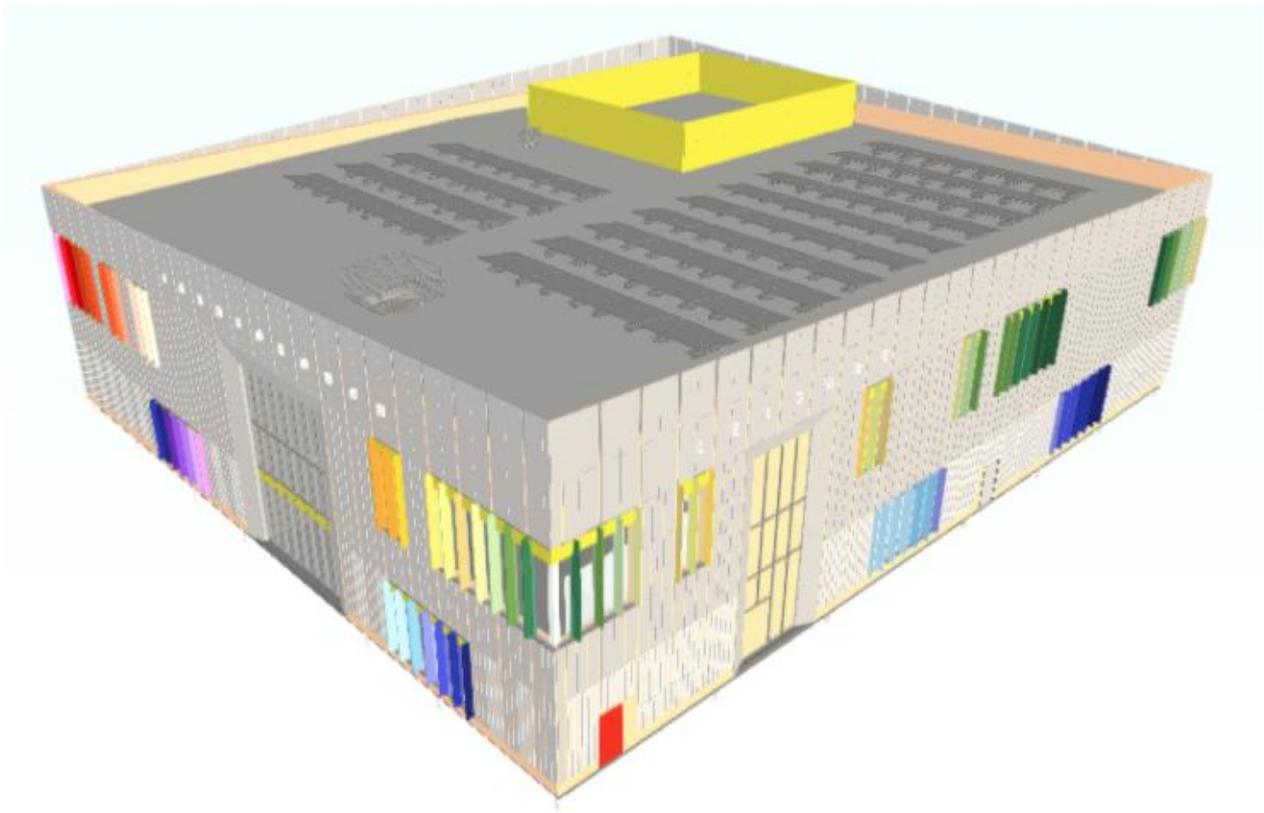
Proposed First-Floor Plan : Not to Scale



Proposed Building Section West-East : Not to Scale



Proposed Building Section South-North : Not to Scale



Proposed 3D View from North-West : Not to Scale



Computer Generated Image : From Kingsmead looking South