

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.

Application A:

Application No.	26/00300/REVPP
Date Valid	12th June 2026
Expiry date of consultations	23rd July 2026
Proposal	Removal of Condition 10 relating to hours of operation attached to planning application Ref: 96/00464/FUL dated 8 November 1996 to allow 24-hour operations
Recommendation	Grant

Application B:

Application No.	26/00301/FULPP
Date Valid	12th June 2026
Expiry date of consultations	23rd July 2026
Proposal	Erection of 2.57m high free standing acoustic fence within the HGV yard
Recommendation	Grant

Case Officer	David Stevens
Address	Columbia House 1 Apollo Rise Farnborough
Ward	Cove & Southwood
Applicant	Crossbay II (UK) Propco 2 Limited
Agent	Savills

Description:

Columbia House is an existing light industrial/warehouse building with ancillary two-storey

offices attached. It is situated within the commercial development sector of Southwood partially opposite the junction of Summit Avenue with Links Way (and the Morrisons supermarket) on the north side of Summit Avenue; with Unit B18 Armstrong Mall to the east; and Apollo Rise (which has a junction with Summit Avenue) to the west. To the north are Units B11 & 12 Armstrong Mall; and also Voyager House (Farnborough Centre for Health), an NHS health facility. The nearest residential neighbours are situated to the south of Summit Avenue at Stanley Drive and Regiment Close, both off Gleneagles Drive.



The Columbia House Site. Not to Scale.

The Columbia House site (see plan above) is essentially divided into three main elements : the central portion of the site is the warehouse building itself; to the west beside Apollo Rise is the attached ancillary offices block and staff/visitor parking; and to the east the service yard lays opposite the junction of Summit Avenue with Links Way. Vehicular access to the site is from

To the west of the application site, beyond Apollo Rise, is the One Discovery Place site. This site is currently vacant with previously existing office buildings demolished in preparation for re-development. In this respect planning permission was granted in December 2023 for *"Demolition of existing buildings and the construction of a single building for Class E(g)(iii), B2 and B8 with associated infrastructure"*; 22/00849/FULPP. However, this adjacent commercial site is the subject of another planning application currently under consideration by the Council for an alternative development for this site : *"Erection of a building for Class B8 Use (storage and distribution) with associated infrastructure"*; 26/00163/FULPP.

Two planning applications have been submitted simultaneously in respect of the application property:-

Application A (26/00300/REVPP) : relates to the whole of the Columbia House site with the red-line of the application being as shown on the previous plan. This application seeks the removal of Condition No.10 of the original planning permission that approved the Columbia House development, 96/00464/FUL, dated 8 November 1996. This condition states:-

"10. In the event that any part of the southern building [i.e. Columbia House, the current application property] should be used solely for storage and distribution use (Use Class B8

of the Town & Country Planning (Use Classes) Order 1987) there shall be no deliveries to or from the premises and no loading or unloading outside the hours of 0630-2300 Mondays to Fridays, 0830-1800 Saturdays and 1000-1400 on Sundays and Bank or Statutory Holidays.”

The cited reason for the imposition is this condition is **“In the interests of the amenities of adjoining residents.”**

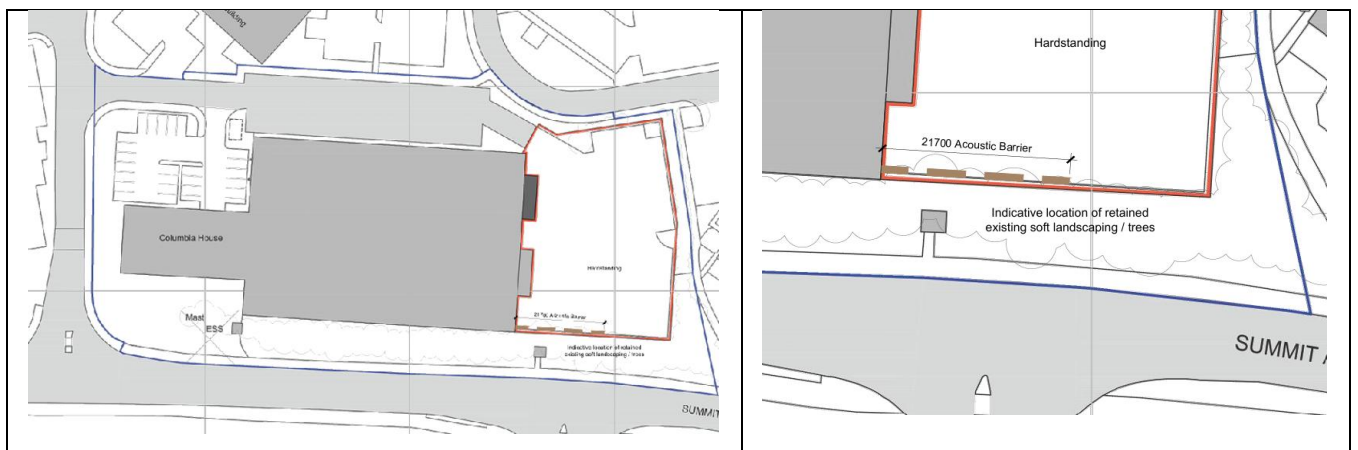
It is proposed that Condition No.10 be removed in order that the premises, presumably if in B8 (storage & distribution) use, can receive or despatch deliveries and undertake loading or unloading operations between 2300-0630 hours. In this respect, the application is accompanied by a Supporting Statement in the form of an Agents’ Covering Letter; together with a Noise Assessment Report and an HGV Trip Generation Note.

Application B (26/00301/FULPP) :This application, has a red-line encompassing just the service yard area, but with the remainder of the overall site outlined in blue, denoting land also within the ownership and control of the Applicants.



Site Location Plan for Application B : 26/00301/FULPP : Proposed Acoustic Fence.

This application proposes the *“Erection of a 2.57 metre high free-standing acoustic fence within the HGV yard”* in the location shown by the plan overleaf. This is a length of fencing of 21.7 metres of fence projecting from the south-east corner of the warehouse building along part of the southern boundary of the service yard.



**Location of Proposed 2.57 metre high acoustic fence to part of south boundary of existing service yard.
Not to Scale.**

In addition to the Site Location and Proposed Layout Plans, the latter showing the position of the proposed fence as above, the application is also accompanied by elevational details for the proposed acoustic fence, which is specified to be constructed with 'Jakoustic'™ interlocking tongue & groove planed timber boards fixed to galvanised metal I-beam posts. The timber boards would be pressure-treated, 3.4 cms thick by 13.4 cms deep by up to 4.8 metres long laid horizontally; and have a planed finish and natural timber colour.

Relevant Planning History:

Planning permission was granted on 8 November 1996 for *"Erection of two storey building for flexible light industrial/storage & distribution use (Class B1 (c)/Class B8 and two storey office building (Class B1(a)) with landscaping access and parking"*; 96/00464/FUL. In this respect, the B1(c)/B8 building is now known as Columbia House and is the subject of the current application for the removal of Condition No.10; and the B1(a) building is now Voyager House, the Farnborough Centre for Health, but was subsequently permitted as an office building as a result of a later planning permission, 97/00181/FUL dated May 1997.

A s106 Legal Agreement is attached to planning permission 96/00464/FUL also dated 8 November 1996, that imposes an enduring restriction on the buildings permitted with planning permission 96/00464/FUL to the effect that they be used only for Class B1(c) (Light Industrial) or B8 (Storage & Distribution) use with ancillary offices, currently corresponding to Use Classes E(g)(iii) and B8 of the Town & Country Planning (Use Classes) Order 1987 (as amended).

Consultees

RBC
Environmental
Health

No objections subject to conditions:

Permission 96/00464/FUL granted Class B1(C) and Class B8 use for flexible light industrial /storage and distribution. That application restricted hours of use to protect amenity of the neighbours. This was set out in condition 10. This application seeks to remove the restriction.

[Officer Note: the restriction imposed by Condition No.10 only applies in the event that the use of the premises was within Use Class B8 (storage & distribution); and only in respect of deliveries to and from the site and loading/unloading activity at the site.]

Pre-application advice for this development was sought and Environmental Health comments were supplied on 18 May 2026. Following receipt of the full application, Environmental Health commented in the memo of the 19 August 2026. This note included reference to air quality, noise and lighting and inconsistencies with information. The reason for mentioning the latter is because if the development is approved as per the application, it is unclear as to what is actually approved and therefore can make permission requirements unenforceable. The memo went on to recommend that the application be refused stating: *"This is on the grounds of information adequacy and consistency; and that for noise it is believed that the development (with mitigation as proposed) will have an unacceptable effect on amenity of the residential premises."*

Following this I have received a response in relation to noise but not lighting nor air quality. The response in connection with noise was contained under cover of a technical note dated 26 August 2026. This technical note did not satisfactorily address the issues raised in my memorandum of the 19th August and I explain that below.

I remain concerned about the activities in the yard including vehicle movements and use of the docking bays. The [proposed] barrier is intended to provide a control for this. The consultant states that the barrier has a 10dB reduction based on professional judgement. I am similarly qualified and am happy to confirm that that is the general maximum reduction that can be achieved with a noise barrier but that is dependent on the factors associated with the barrier, it cannot be assumed. Unfortunately, the supplementary noise modelling provided in the technical note shows that the barrier at the height proposed would have no effect whatsoever on noise transmission during the day or night. Barrier performance is dependent on the proximity to the noise source, mass, height and length. The barrier needs to be increased in height and extended and returned to ensure that noise emissions from activities within the yard are adequately controlled.

As the noise from the loading bays has been modelled, enclosed dock bays should also be considered as mitigation.

With respect to vehicle movements in the yard these will have different characteristics to vehicles passing on the road and therefore while some sounds might be similar, others will not. I have experience of other sites where complaints have arisen due, for example, to reversing alarms; testing of HGVs predeparture (including horns); unloading and moving items around in the yard whilst loading, and on board refrigeration units running.

The performance of the building structure and the nature of the activities that may occur within it are unknown. Hence, we consider it reasonable to propose that for the night period that noise from within the building should be inaudible at the residential premises. I understand the criticism of the suggestion, however, it still has merit. The decision to make this suggestion was based on the information supplied, I may not have required one if information had been submitted that had provided me with necessary reassurance.

Regarding the comments that followed inaudibility from noise within the premises and stating *“the aim is to determine whether a significant adverse impact will occur as set out in the NPPF.”* The requirement of the NPPF and the Noise Policy Statement for England is much broader:

Noise Policy Aims : Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

- avoid significant adverse impacts on health and quality of life;
- mitigate and minimise adverse impacts on health and quality of life; and
- where possible, contribute to the improvement of health and quality of life.

The Applicant has only referred to one aspect of this and they have not characterised the emissions from the potential sources that despite being carried on during the day will present as new sources during the night. This is all a material consideration for the application.

As it is proposed to use the building in a different way, ie throughout the night, it may well be the case that plant, yard activities, activities within the building that have little or no noise impact during the day are impactful during the night.

In discussion with the Planning Officer I consider that if the Applicant can provide clarity about the use, proposals, impacts and mitigation then it would be possible in principle to extend the operation to 24 hours per day. However, there need to be a number of reserved matters to ensure that the proposals comply with the National Planning Policy Framework (NPPF) and the Noise Policy Statement for England (NPSE).

I would also like to take this opportunity to confirm that physical measures reduce risk and are generally more effective than management controls. For example, appropriately designed and installed barriers reduce all noise irrespective of the activity and require little maintenance, whereas relying on what might be referred to as management or behaviours controls introduces the human element and human error. Asking people to remember not to do things or act in a certain ways is open to far greater failure rates and can be far harder to control. However, both will be required at this site and this is consistent with the NPPF and the NPSE.

Referring to the air quality impact assessment requested I have reviewed the need for such an assessment and based on the existing information do not require anything further.

In relation to the lighting no additional information was provided and I consider that a lighting assessment is required as part of this application.

Therefore, if the development is to proceed I recommend that the following conditions are applied:

Lighting Condition: Prior to the first use of the development, details of any external lighting to be installed on the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the location, type, height, design, intensity and direction of lighting, together with measures to minimise light spill and glare. The development shall thereafter be carried out and maintained in accordance with the approved details.
Reason: To protect the amenity and safety of the residents.

With respect to noise we consider that at the very least some further scenario testing is required for different designs such that they address the impact. To overcome this we recommend the following condition:

Noise Barrier: Prior to the commencement of 24 hour operation details of the proposed noise barrier, including location, length, height, materials, construction and acoustic performance, shall be submitted to and approved in writing by the Local Planning Authority. The approved noise barrier shall be installed in full accordance with the approved details prior to 24-hour use commencing and shall thereafter be retained and maintained for the lifetime of the development.
Reason: To protect the amenity and safety of the residents.

Overarching Noise Limits : The rated sound level of noise arising from the use of the premises, or part thereof, when measured or recalculated at a 1m from the façade of any building being representative of ground and first floor accommodation, shall not exceed 35dB LAeq,T during the period 23:00 to 07:00 and 46 dB LAeq,T during the period 07:00 to 23:00.

For the purposes of this condition, the rating level shall be determined in accordance with BS 4142:2014+A1:2019 and shall include any applicable acoustic feature corrections. Measurements shall be undertaken at the identified location or, where this is not practicable, at an agreed alternative location representative of the noise-sensitive receptor.

The noise limits specified above shall be complied with at all times when the premises are operating.

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

Condition 60EH Tannoy / Public Address Systems : No sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises shall be installed or operated on site.

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

Noise Management Plan : The development hereby approved shall not take place until a scheme of provisions for the control of noise emanating from the site has been implemented in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The provisions shall include:

- Details for the attenuation of sound generated within the buildings hereby permitted;*
- Details for the control of noise emitted by any building servicing plant and machinery (including mechanical ventilation) to be installed within the development; and*
- A Noise Management Plan (NMP) for the control of noise emissions from the development site.*

The approved noise mitigation measures shall be retained and maintained as approved at all times for the lifetime of the development hereby permitted.

The NMP as may be approved shall be reviewed, updated and maintained at the written request of an officer of the Council as appropriate to reflect changes to working practices, processes undertaken, transfer to individual Unit operators, complaints and plant and equipment for the lifetime of the development hereby permitted in accordance with details that shall be incorporated into the NMP as originally approved. For the avoidance of doubt the NMP shall apply at all times that the development hereby permitted is in use. The NMP shall include but not be limited to the following:-

- A short description of the site;*
- Summary of planning requirements*
- Hierarchy of control measures;*
- Management structure and person(s) responsible for overall control of managing noise;*
- Training of site personnel;*
- Communication protocols;*
- Physical Control Measures to control noise emissions;*
- Site specific measures;*
- The review procedure including the trigger and/or frequency for reviews; and*
- General rules to minimise noise emissions from the site.*

Reason - To protect the amenity of neighbouring occupiers.

As the development may require new plant subsequently given the intensification of the use we recommend that the following condition is also applied to any permission:

Plant and Equipment : Details of all external plant or equipment (including air conditioning units) installed after the date of this permission shall be submitted to the Local Planning Authority for consideration and approval prior to installation and use.

Reason - To safeguard the character of the area and the amenities of nearby residents.

HCC Highways Development Planning (for Application B proposed acoustic fencing only)	No highway objections: Given the position of the proposed fence and the screening provided by the existing vegetation, it is not considered that the proposal would have an adverse effect on visibility splays at nearby junctions or hinder intervisibility between highway users. As such, the development is not expected to result in any significant impact on the safety or operational effectiveness of the local highway network.
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Representations:

Application A (26/00300/REVPP : Proposed Night-Time deliveries and loading/unloading):

8 Stanley Dr, F	Objection #1: I wish to object to both applications 26/00300/REVPP and 26/00301/FULPP as a local resident whose property is directly opposite the access road serving Columbia House. The applicant is seeking to remove the planning condition that restricts deliveries, loading and unloading outside specified hours and replace it with unrestricted 24-hour operation. I believe this would have an unacceptable impact on the amenity of nearby residents and that there is insufficient justification for removing a condition that was originally imposed specifically to protect neighbouring homes. Although the site is located within Southwood Business Park, it is immediately adjacent to established residential areas. The gardens and rear elevations of homes back onto Summit Avenue, placing residents in close proximity to the access route used by HGVs and commercial vehicles. The access road is already heavily used. In addition to business park traffic, there are frequent vehicle movements associated with the nearby out-of-hours GP service. As a result, residents already experience significant disturbance from vehicle headlights, HGV movements, engine noise, reversing alarms, idling vehicles and diesel fumes. Because my property is directly opposite the access road, headlights from vehicles entering and leaving the site regularly shine into my home and garden, particularly during the hours of darkness. This is already disruptive, and allowing unrestricted HGV movements, deliveries and loading activities throughout the night would significantly increase this disturbance and further affect my family's ability to enjoy our home. The applicant suggests that unrestricted operation is necessary to attract a tenant and meet the needs of modern logistics operators. While I appreciate the importance of supporting local employment, commercial convenience
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should not override the need to protect the living conditions of existing residents. The original planning condition was imposed for a valid planning reason, and I do not believe the application demonstrates that this protection is no longer required.

I am also not persuaded that the proposed acoustic fence and Noise Management Plan will adequately mitigate the impacts. An acoustic barrier cannot prevent disturbance caused by HGVs approaching and leaving the site, reversing alarms, trailer movements, engine idling, braking, acceleration, or vehicle headlights. Nor will it eliminate diesel fumes or odours associated with increased overnight commercial vehicle activity.

The applicant relies on technical assessments and predicted operating scenarios. However, these do not reflect the day-to-day experience of residents who already live with the existing traffic and disturbance. In my opinion, the application underestimates the real impact that unrestricted overnight operations would have on neighbouring homes.

The Council should also consider the cumulative effect of this proposal alongside the existing activity within Southwood Business Park and the additional traffic generated by the nearby out-of-hours GP service. Each increase in activity contributes to a gradual erosion of residential amenity, particularly during evenings, nights and weekends when residents should reasonably expect peace and quiet.

The proposal conflicts with Policy DE10 of the Rushmoor Local Plan, which seeks to protect existing residents from unacceptable noise, disturbance and pollution. It is also inconsistent with the National Planning Policy Framework, which requires planning decisions to secure a high standard of amenity for existing and future occupants.

For these reasons, I respectfully request that Rushmoor Borough Council refuses applications 26/00300/REVPP and 26/00301/FULPP. If the Council is nevertheless minded to approve the applications, I ask that the existing restrictions on operating hours are retained, or that any extension of hours is strictly limited and supported by robust, enforceable conditions that genuinely protect neighbouring residents.

8 Stanley Dr, F Objection #2:

E-Form : I live opposite the access road to Columbia House. We already suffer noise, HGV traffic, diesel fumes and headlights from commercial vehicles and the nearby out-of-hours GP, especially at night. Removing Condition 10 would allow 24-hour deliveries, worsening residential amenity. An acoustic fence cannot stop vehicle noise, headlights or pollution from the access road. The proposal conflicts with Local Plan Policy DE10 and should be refused.

Email : I wish to object to planning applications 26/00300/REVPP and 26/00301/FULPP. I live directly opposite the access road to Columbia House and am concerned about the impact that removing Condition 10 would have on nearby residents.

The existing level of traffic already causes regular disturbance. Commercial vehicles, together with traffic visiting the out-of-hours GP service, generate noise, diesel fumes and headlights that affect our home, particularly during the evening and overnight.

The original planning condition restricting delivery hours was imposed to protect residential amenity. I have not seen convincing evidence that removing it completely would avoid unacceptable impacts. While the

applicant proposes an acoustic fence and a Noise Management Plan, these measures cannot prevent disturbance from HGVs entering and leaving the site, reversing alarms, vehicle manoeuvring, headlights or engine noise on the access road.

My greatest concern is the effect on sleep and wellbeing. Allowing unrestricted overnight deliveries would inevitably increase activity during the hours when residents should reasonably expect peace and quiet. Once sleep is regularly disturbed, it has a significant impact on daily life, and this is precisely why planning conditions controlling operating hours are often imposed where employment sites are close to housing.

The Applicant's main justification is commercial flexibility and attracting a tenant. While I recognise the importance of supporting employment, this should not come at the expense of existing residents who already experience the effects of traffic associated with the site and surrounding area.

For these reasons, I believe the proposal conflicts with Policy DE10 of the Rushmoor Local Plan and the National Planning Policy Framework, which seeks to secure a high standard of amenity for existing residents. I respectfully ask the Council to refuse the applications.

11 Jubilee Cl, F Objection.

14 Gleneagles Objection: I strongly oppose this whole development - given the extreme
Dr, F noise and impact of the volume of HGVs in the already approved plans. I urge
 strongly the council to keep the current planning usage to not impact residents
 on a 24/hr basis. This will pose an unacceptable impact on the local, highly
 residential area. The road is already noisy and busy but to create this HGV
 impact all night when - with the heat we now get means windows must be
 open overnight, will cause significant problems.

17 Jubilee Cl, F Objection: Residents in Jubilee Close already have the railway noise and
 additional noise from a 24 hour transport operation is unacceptable. We are
 already disturbed when some refrigeration units park in that area overnight.

20 Kiln Objection: With family local, (backing onto Summit Ave), and need to take
Meadows, infant to medical practice there is concern over extra pollution, night time
Guildford noise and safety. Acoustic fence will have no impact on vehicle noise
 travelling to and from the site.

Application B (26/00301/FULPP : Proposed acoustic fence):

20 Kiln Objection: With family local, (backing onto summit ave), and need to take
Meadows, infant to medical practice there is concern over extra pollution, night time
Guildford noise and safety. Acoustic fence will have no impact on vehicle noise
 travelling to and from the site.

8 Stanley Dr, F Objection: I object because the proposed acoustic fence does not make 24-
#1 hour operation acceptable. It cannot prevent noise, headlights, HGV
 movements or diesel fumes from vehicles using the access road opposite my
 home. The fence would also introduce a visually intrusive structure without
 adequately protecting neighbouring residents. The application fails to
 demonstrate that residential amenity would be safeguarded in accordance
 with Local Plan Policy DE10.

8 Stanley Dr, F #2 Objection: I object as I live opposite the site access. The proposed acoustic fence does not address the main impacts on residents. Noise, headlights, HGV movements and diesel fumes will still come from vehicles entering and leaving the site. The fence would also add an unattractive feature while failing to protect neighbouring homes from disturbance. The application does not demonstrate compliance with Local Plan Policy DE10 and should be refused.

Policies:

The site is situated within the Southwood Strategic Employment Site and the defined urban area of Farnborough. Policies SS1 (Presumption in favour of Sustainable Development), DE1 (Design in the Built Environment), DE10 (Pollution), PC1 (Economic Growth & Investment), and PC2 (Strategic Employment Sites) of the adopted Rushmoor Local Plan (2014-2032) are relevant. Also relevant is the new National Planning Policy Framework (NPPF) and also National Planning Practice Guidance.

The new National Planning Policy Framework (NPPF) (August 2026) [which has replaced the previous version dated December 2024]; and also national Planning Policy Guidance (PPG) are also relevant. The new NPPF sets out the Government's policies for plan making and for making decisions on development proposals in England and it is stated at Para.1 to be "...a *material consideration of critical importance in both contexts.*" Para.3 then qualifies this by stating "*Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The national decision-making policies in this Framework are a material consideration in making these decisions and should be read alongside the policies in the development plan.*"

The following National decision-making policies (NDMPs) are considered particularly pertinent to the consideration of the current proposals:-

"S4: Principle of development within settlements

1. *Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.*
2. *In applying policy S4, the circumstances in which the benefits of approving development are likely to be substantially outweighed by adverse effects include (but are not restricted to) situations where the development proposal would: [inter alia]*
- c. *Fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances."*

And:-

"P3: Living conditions and pollution

1. *Development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site; and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity. In assessing the potential effects of pollution, consideration should be given to the potential sensitivity of the site, and its intended occupiers and users, as well as that of the environment and population in the surrounding area (including where certain groups could be particularly vulnerable to its effects, such as children and older people).*

2. Within this context development proposals should [inter alia]:

a. Provide healthy living conditions for occupiers and users in terms of adequate access to light and avoiding exposure to levels of air, **noise, artificial light** or other sources of pollution which could have an unacceptable adverse effect on health and the quality of life. Where necessary suitable mitigation measures should be incorporated to secure acceptable living conditions;

b. Not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site. Adverse impacts of this nature should be avoided where possible, or else mitigated to an acceptable degree. Where possible, opportunities should be taken to reduce pollution affecting the wider area (such as through traffic and travel management or improved external lighting);

d. Mitigate and reduce to a minimum potential adverse impacts resulting from noise, not result in levels of noise exposure which would have a significant observed adverse effect, and maintain the character of tranquil areas (those areas that have remained relatively undisturbed by noise from human sources and are prized for their recreational and amenity value for this reason);

e. Limit any adverse impact from artificial light on local amenity, intrinsically dark landscapes (those areas entirely, or largely, uninterrupted by artificial light) and nature;“

Also from NDMP P3:

“3. In applying this policy, it should be assumed, unless there is clear evidence to the contrary, that separate regulatory regimes for the control of pollution will operate effectively, as set out in policy **DM7**. [See below] This means that it will be appropriate to take into account emissions limits set through those other regimes.”

“DM7: Relationship with other regulatory regimes

1. Development proposals should be assessed on the basis of whether they would be an acceptable use of land. Matters which are controlled by separate regulatory regimes may, in the context of a particular development proposal, be a material consideration where they have land-use implications. Decision-makers should assume, unless there is clear evidence to the contrary, that those separate regimes will operate effectively.

2. Planning decisions should not seek to duplicate or extend controls imposed by separate regulatory regimes other than where there is a development plan policy in place applying optional technical standards for the development proposed (see Policy PM13).”

In the above context, the main determining issue in respect of **Application A** (26/00300/REVPP : proposed night-time deliveries and loading/unloading) is considered to be whether night-time hours deliveries and loading/unloading activity can be undertaken without giving rise to material adverse impacts upon the amenities of occupiers of nearby residential properties as a result of any undue noise and disturbance arising from those operations being undertaken within the site, but also from any associated external lighting; and also vehicle movements taking place to and from the site during these hours.

In respect of **Application B** (26/00301/FULPP : proposed acoustic fence) the main determining issue is considered to be solely the visual impact of the proposed fence upon the character and appearance of the area. Since the proposals would not result in loss of biodiversity value, these proposals are exempted from the requirements of the BNG Regulations.

Conclusions:

Impacts on Neighbours -

Policy DE10 of the Local Plan permits development where it does not give rise to, or would be subject to, unacceptable levels of pollution. In relation to this site, 'pollution' includes noise and impact upon air quality. Policy DE1 of the Local Plan requires that development does not cause harm to the proposed, existing and/or adjacent users by reason of noise, vibration or air pollution.

When considering impacts upon residential neighbours, the basic question for the Council to consider is whether or not the impacts of the proposed development on the amenities of residential occupiers of properties would be both materially and harmfully impacted 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. In this respect, it is necessary for the Council to consider whether or not occupiers of neighbouring residential properties would be likely to be subjected to unacceptable undue impacts rather than any impact at all.

There are approximately 16 dwellings situated within a radius of 50 metres of any part of the application site and the junction of Summit Avenue with Apollo Rise, all located to the south of Summit Avenue within the Southwood housing estate. There are approximately a further 36 dwellings within a 100-metre radius, comprising 29 further dwellings within the Southwood Estate, with the remainder being dwellings in the mobile home park to the north of the London Waterloo to Southampton railway lines. This is an overall total of approximately 52 residential dwellings within a 100-metre radius.

In this overall context, the nearest residential neighbours are properties backing- or siding-on to the landscape strip on the south side of Summit Avenue west of the junction with Links Way. There are no residential dwellings for some distance east of Links Way. No.4 Regiment Close is located in a corner position at the junction of Summit Avenue and Links Way and the house is separated 38 metres from the existing Columbia House service yard fence. No.7 Regiment Close backs on to Summit Avenue, and this house is 42 metres from the flank elevation of the warehouse portion of Columbia House. No.5 Stanley Drive is 35 metres from the warehouse flank wall. Nos.8 Stanley Drive and 14 Gleneagles Drive are 35 metres from the junction of Summit Avenue with Apollo Rise. Nos.6 Regiment Close; 2, 3, 4, 6, 7 & 9 Stanley Drive; and 11, 12 & 13 Gleneagles Drive are also in similar proximity to the application site and the adjoining road junction most likely to be used by traffic to and from the site.

The Council's Environmental Health Team have visited the vicinity of the site and considered the submitted proposals and the planning history of the site. The application property has a Class E(g)(iii) and B8 use and has operated for approximately 30 years on the basis of Condition No.10 to the effect that any B8 (storage distribution) use of the premises within that time has been restricted to no deliveries to or from the site, and no loading and unloading of vehicles taking place Mondays to Fridays between 0630-2300 hours; which are, essentially, night-time hours, albeit with the restriction ceasing at 0630 hours, 30 minutes before the end of night-time hours as defined by the Government (2300-0700 hours). On Saturdays, the restriction is tightened to allow deliveries and loading/unloading between 0830-1800 hours. On Sundays and Bank or Statutory Holidays, the restriction is even further tightened to limit deliveries and loading/unloading to 1000-1400 hours only. It is noted that the wording of Condition No.10 does not preclude, in Planning terms, a Class E(g)(iii) use of the application premises from having deliveries and loading/unloading activities undertaken at the site on a 24/7 basis.

The distinction made between a light industrial use (Class E(g)(iii)) and a storage & distribution use (Class B8) with the imposition of Condition No.10 is considered to be the expectation that the B8 use would be likely to operate with significantly more deliveries and corresponding loading/unloading activity that would be typical of a light industrial use – and this is observed with most light industrial uses operating within the Southwood Strategic Employment Site, which generally operate during normal weekday office hours only. Furthermore, a Class E(g)(iii) light industrial use is, by definition, a use that can co-exist adjoining residential properties without giving rise to adverse impacts upon amenity. Under the older definition that applied to the former Use Class B1 the definition was put more graphically as a commercial use that could co-exist adjoining residential property without giving rise to adverse environmental effects as a result of *“noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.”*

It is also noted that Condition No.10 does not prevent the application premises, whether in Class E(g)(iii) or B8 use, from being occupied and operating internally on a 24/7 basis, because the condition solely prohibits deliveries and loading/unloading activity; albeit the type, intensity of activity at the site, and noise or other emissions (light and vehicle fumes) from the site would be likely to be greater with deliveries and loading/unloading activities taking place. Furthermore, the condition does not relate to, or prohibit, vehicular activity on the roads outside the site.

The Applicants' submitted HGV Trip Generation Note report seeks to quantify likely night-time hours HGV lorry activity and estimates that this would, as a worst-case (a parcel distribution centre) be likely to generate 8 HGV lorry movements within the night-time period, possibly equating to no more than 1 lorry dock being used at any one time during the night-time period. It is also noted that such deliveries are likely to be loaded/unloaded relatively quietly because, especially with a parcel distribution centre, the loads would be palletised or in wheeled cages or bins and the loading/unloading operations routine and well organised. By way of comparison, it is acknowledged that Class E(g) use (formerly Use Class B1) would be likely to have minimal night-time delivery and loading/unloading activity, nominally estimated to be no more than 1 HGV lorry movement per night.

It is clear that the Environmental Health Team, nevertheless, have concerns that the proposed removal of Condition No.10 would remove a long-standing means of protecting nearby residents from undue noise, disturbance and activity during night-time hours and, indeed, that the unrestricted operation of a B8 (storage & distribution) use has the potential to cause undue adverse impacts upon their amenity. This could arise with such matters as people shouting, lorry reversing alarms, engines running, lorry brakes hissing, doors slamming, lorry horns being tested before departure, vehicle radios playing etc. As such, mindful that developers of commercial premises nowadays are generally seeking (and often obtain) planning permissions for new premises with flexible uses and 24/7 operation, they have suggested the imposition of a variety of conditions that they would seek to apply to new commercial development schemes.

However, having regard to the historic circumstances of this case and the nature and limitations of the existing restrictions imposed by Condition No.10, it is considered that it would be appropriate to grant permission subject to a condition to require the implementation of a Noise Management Plan in respect of the proposed B8 24/7 operation. Furthermore, on the basis that the EHO has concluded that the acoustic fence proposed with planning application 26/00301/FULPP would be ineffective, it is also recommended that a condition be imposed to require the submission of details of a more effective acoustic barrier to be installed along the southern boundary of the service area, given that this area would be the location and focus of the majority of the delivery and loading/unloading activity that may be undertaken during night-time hours. Finally, in recognition that another element of the proposed 24/7 B8 delivery and loading/unloading operations would be the night-time use of external lighting, a condition is

recommended to require the submission of details of any new external lighting to be installed at the site. Although other conditions have been suggested by the EHO, these are either already imposed in respect of the existing premises and, as such, are to be replicated and will continue; or are suggested conditions that do not reflect the nature of the proposals that are submitted for consideration and are, as such, not considered appropriate to the circumstances of this case.

Subject to the conditions set out in the Full Recommendation section of this Report (see below) it is considered that the amenities of occupiers of nearby residential properties would be maintained and adequately protected from the additional delivery and loading/unloading activity that would arise from night-time delivery and loading/unloading operation with a B8 use of the premises.

Visual Impact of Acoustic Fence -

As existing the Columbia House site is largely well-screened from Summit Avenue by tree and shrub planting undertaken after the site was developed. This is currently screening the main warehouse building to eaves level; and also screening the adjoining service yard to the west. As a consequence, it is not considered that the proposed acoustic fence would have any material and harmful impact upon the visual character and appearance of the area. Accordingly, whilst the EHO has indicated that the proposed acoustic fence would not adequately attenuate noise emissions from the service yard, the proposal is, nevertheless, acceptable when considered against the only planning issue pertinent to the determination of this application.

Conclusions – It is considered that it is possible to balance the commercial needs of the developer against the need to maintain protection of nearby residential properties from potential undue noise and disturbance by the imposition of conditions. On this basis it is considered that the proposals are acceptable having regard to the requirements of Policies DE1 and DE10 of the adopted Rushmoor Local Plan (2014-2032) and current Government guidance as set out in the NPPF (August 2026).

It is considered that the proposed acoustic fence would be acceptable in visual terms and, as such, acceptable having regard to Policy DE1 of the adopted Rushmoor Local Plan (2014-2032) and current Government guidance as set out in the NPPF (August 2026).

Full Recommendations:

Application A : 26/00300/REVPP: It is recommended that planning permission be **GRANTED** subject to the following conditions and informatives:-

1. The permission hereby granted shall be carried out in accordance with the following approved drawings. Drawing numbers: 1401-EA-A-P04A; and Noise Assessment; HGV Trip Generation Note; & Agents' Covering Letter.

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

2. The development hereby approved shall not take place until a scheme of provisions for the control of noise emanating from the site during night-time hours (2300-0700 hours), a Noise Management Plan (NMP), has been implemented in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved NMP shall be retained and maintained as approved at all times for the lifetime of the development hereby permitted. The NMP shall include but not be limited to the following:-

- A short description of the site;
- Summary of planning requirements
- Hierarchy of control measures;
- Operator management structure and person(s) responsible for overall control of managing noise;
- Training of site personnel;
- Communication protocols;
- Any physical measures to be introduced to control noise emissions;
- The review procedure including the trigger and/or frequency for reviews; and
- General site operation rules to minimise noise emissions at the site.

Reason - To protect the amenity of neighbouring occupiers.

3. Prior to the commencement of the B8 24-hour operation hereby permitted, and notwithstanding the noise barrier permitted by planning permission 26/00301/FULPP, details for the provision noise barrier, including location, length, height, materials, construction and acoustic performance, shall be submitted to and approved in writing by the Local Planning Authority. The approved noise barrier shall be installed in full accordance with the approved details prior to 24-hour use commencing and shall thereafter be retained and maintained whilst B8 24/7 operations are conducted at the site.

Reason: To protect the amenity and safety of the residents.

4. Prior to the first B8 use of the premises on a 24/7 basis hereby permitted, details of any new external lighting to be installed on the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the location, type, height, design, intensity and direction of lighting, together with measures to minimise light spill and glare. shall thereafter be carried out and maintained in accordance with the approved details.

Reason: To protect the amenity and safety of the residents.

5. No display or storage of goods, materials, plant or equipment shall take place other than within the building.

Reason - In the interests of visual amenity.

6. No sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises shall be installed or operated on site.

Reason - In order to protect the amenities of occupiers of nearby properties.

7. The existing car parking spaces provided on site shall be retained solely for parking purposes and made available to the occupiers and visitors to the application site at all times.

Reason - To ensure that provision for vehicle parking clear of the highway is maintained and retained available for users of and visitors to the development in the interests of the safety and convenience of highway users.

8. The existing visibility splays at the access point to Apollo Rise shall be maintained free of obstruction including shrubs and trees exceeding 1 metre in height above the level of the adjacent carriageway surface and shall be maintained and retained thereafter in this condition at all times.

Reason - To maintain visibility between the adjacent highway and the site access in the interests of the safety and convenience of pedestrians and vehicular traffic.

9. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and reenacting that Order) no development falling within Class H of Part 7 of Schedule 2 shall be carried out without the prior written approval of the Local Planning Authority.

Reason - In order that the Local Planning Authority can properly consider the effect of any future proposals of this nature on the character and amenity of the locality.

10. The premises shall not be used for the storage and distribution of frozen or perishable food.

Reason - To control the emission of noise from the site in the interests of residential amenity.

11. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and reenacting that Order), the premises shall be used solely for purposes falling within Use Classes E(g)(iii) (Light Industrial) or B8 (Storage & Distribution) as defined by the Town & Country Planning (Use Classes) Order 1987 (as subsequently amended) with ancillary offices unless with the prior written approval of the Local Planning Authority. For the avoidance of doubt, the premises shall not be used for any other purpose(s) falling within Use Class E.

Reason – To accord with the terms of the s106 Legal Agreement dated 8 November 1996 associated with planning permission 96/00464/FUL dated 8 November 1996; and in order that the Local Planning Authority can properly consider the effect of any future proposals for changes of use on the character and amenity of the locality and the safety and convenience of highway users.

Informatives

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

It is considered that it is possible to balance the commercial needs of the developer against the need to maintain protection of nearby residential properties from potential undue noise and disturbance by the imposition of conditions. On this basis it is considered that the proposals are acceptable having regard to the requirements of Policies DE1 and DE10 of the adopted Rushmoor Local Plan (2014-2032) and current Government guidance as set out in the NPPF (August 2026).

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** - Your attention is specifically drawn to the conditions marked *. These condition(s) require either the submission and approval of details, information, drawings etc. by the Local Planning Authority **BEFORE WORKS START ON SITE, BEFORE SPECIFIC ELEMENTS OF THE PROPOSAL ARE CARRIED OUT** or, require works to be carried out **BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING**. Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out **WITHOUT PLANNING PERMISSION**. The Council will consider the expediency of taking enforcement action against any such development and may refer to any such breach of planning control when responding to local searches. Submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
3. **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.

Application B : 26/00301/FULPP: It is recommended that planning permission be **GRANTED** subject to the following conditions and informatives:-

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

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

2. The permission hereby granted shall be carried out in accordance with the following approved drawings. Drawing numbers: 1401-EA-A-P01B; 1401-EA-A-P02D; & 1401-EA-A-P03B; and Agents' Covering Letter.

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

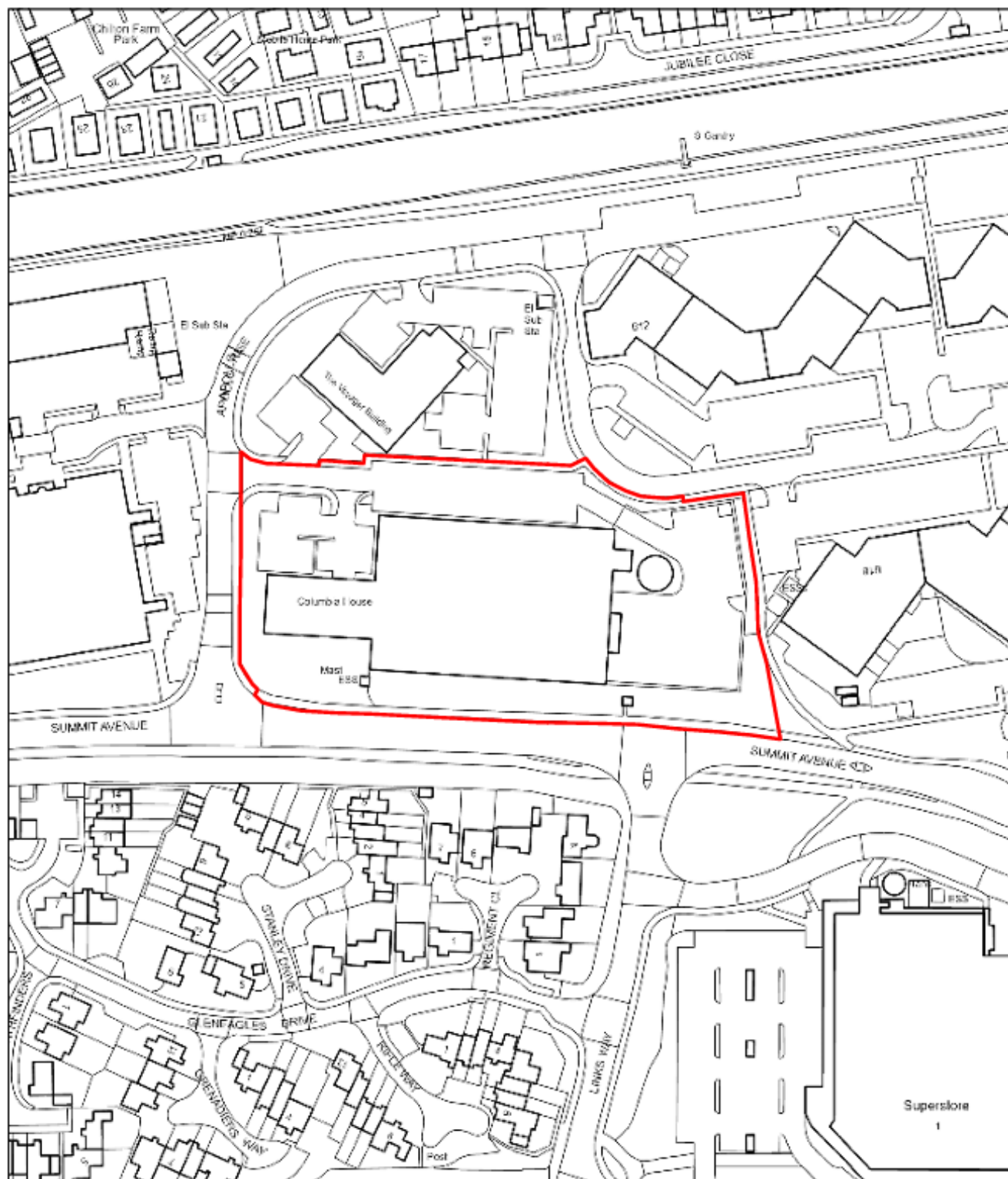
Informatives

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

It is considered that the proposed acoustic fence would be acceptable in visual terms and, as such, acceptable having regard to Policy DE1 of the adopted Rushmoor Local Plan (2014-2032) and current Government guidance as set out in the NPPF (August 2026).

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 - 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.
- 3 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.



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