

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.              | 26/00182/FULPP                                                                                                                                                                    |
| Date Valid                   | 7th April 2026                                                                                                                                                                    |
| Expiry date of consultations | 6th May 2026                                                                                                                                                                      |
| Proposal                     | Redevelopment of the site for employment buildings within Use Classes E(g), B2 and B8, service yards, parking, vehicular and pedestrian access, landscaping, and associated works |
| Address                      | <b>Warwick House Lakeside Road Farnborough</b>                                                                                                                                    |
| Ward                         | St Mark's                                                                                                                                                                         |
| Applicant                    | Copper Warwick & Geneva Propco Limited                                                                                                                                            |
| Agent                        | Mr Stephan Vargas-Pritchard                                                                                                                                                       |
| Recommendation               | <b>Granted subject to s106 Agreement.</b>                                                                                                                                         |

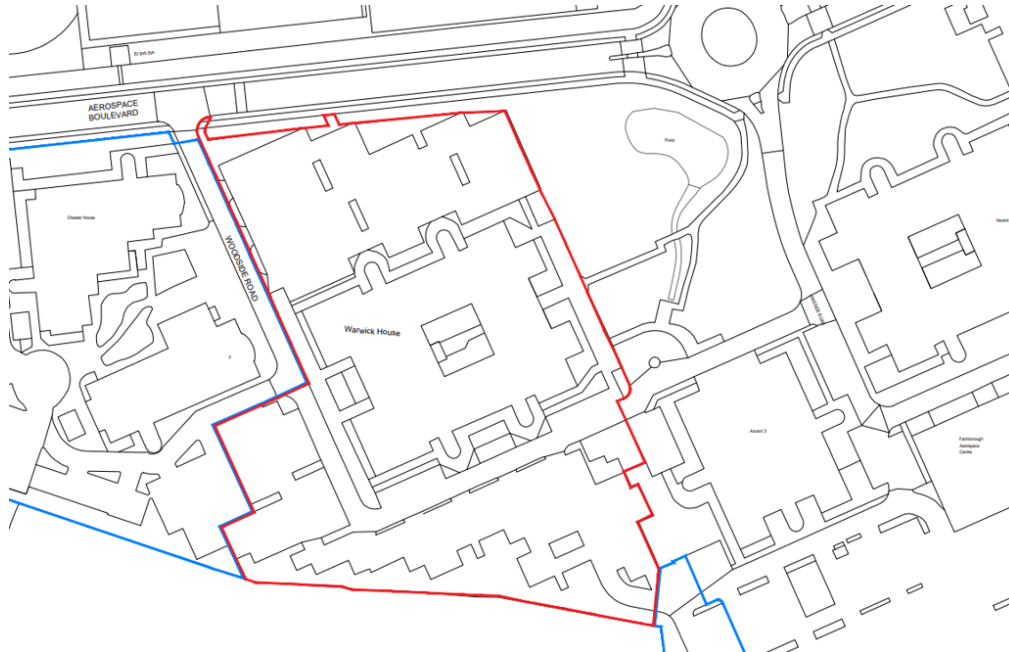
### **Description**

The application site is now a cleared site enclosed with temporary hoardings following the demolition of Warwick House and the clearance of the site earlier this year. Warwick House was an office building comprising 3,600sqm of floorspace over 3 floors and provided with approximately 180 parking spaces, but had been unlet and unoccupied for some time.

The site is located on the south side of Aerospace Boulevard west of the roundabout with Dingley Way and Lakeside Road. The site previously contained both the building itself central within the site, but also the block-paved parking areas associated with it to the north, south and west; and also some areas of mature landscape planting. To the east beyond the site is an area of communal landscaping incorporating a pond adjacent to the roundabout. Vehicular access into the Warwick House site is via a side road off Lakeside Road to the east, but also via Woodside Road to the west. Whilst the red-line for the current application site excludes some of this road up to its junction with Aerospace Boulevard from the site, it is situated within a blue line denoting land that is also within the ownership and/or control of the applicants. A separate further area of blue-lined land is situated south of the site comprising an area of parking connected to the larger expanse of parking to the south of Accent 3 and Farnborough Aerospace Centre.

The site lays adjacent to existing office blocks to the west (Chester and Brennan Houses on

the west side of Woodside Road – also within the blue line), south-east (Accent 3), and further away to the east (Accent 2). The south side of the site abuts part of the north side of the Army Golf Course which is wooded at this point. To the north the site has a frontage onto Aerospace Boulevard.



**Warwick House Site before demolition and clearance : Not to Scale.**

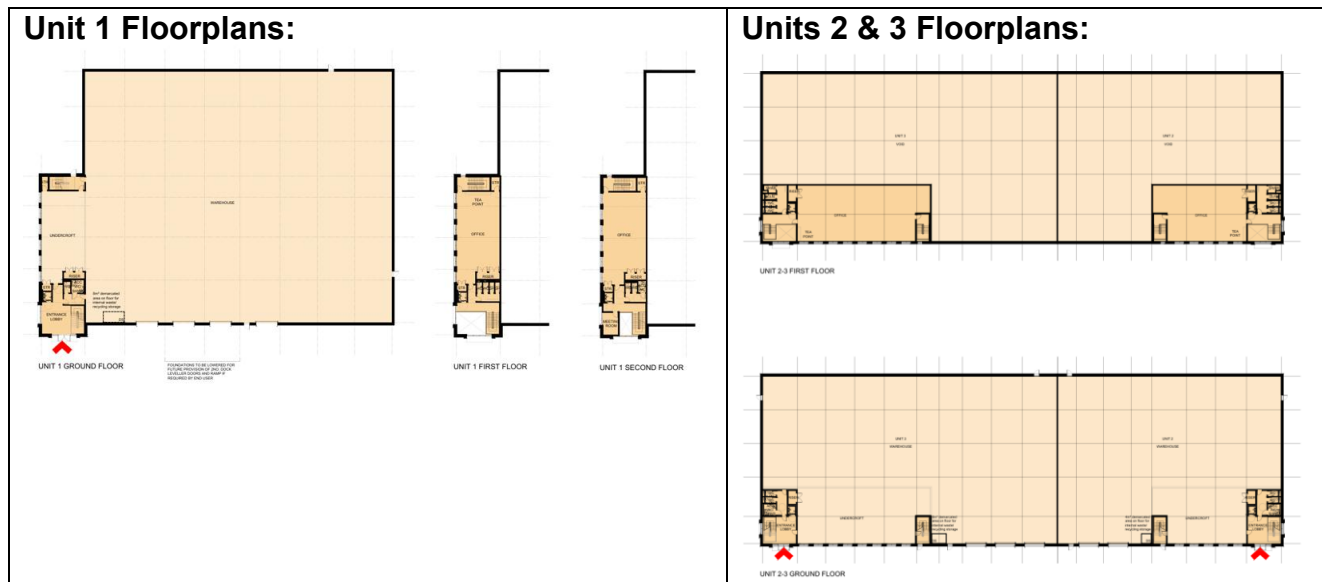
The proposal is for the re-development of the site with the erection of new commercial floorspace of a total of 8,013 sqm for flexible use falling within Use Classes E(g) (Office, Research & Development, and Light Industrial), B2 (general industrial) or B8 (Storage & Distribution). This would be provided by two new buildings, one comprising a single unit of 3,510 sqm, with ancillary offices (Unit 1) located towards the front of the site. This would be sited backing onto the east boundary of the site with the communal amenity area with the pond; and this unit would face south-west towards Woodside Road. The second proposed building would provide 4,316 sqm of floorspace in total comprising two units (Units 2 & 3) of 1,946 sqm and 2,557 sqm respectively, also each with ancillary offices, situated backing onto the rear boundary of the site with the Army Golf Course. The proposed site layout plan is shown below:-



**Warwick House Site : Proposed Site Layout. Not to Scale**

The proposed development would require the erection of some retaining walls along the east boundary of the site and, as a result, vehicular access to and from the development would be solely to Woodside Road to reach Aerospace Boulevard. Although the parking areas around Warwick House were also accessible from Lakeside Road, this access would be closed-up and not used for the proposed development. Nevertheless, a pedestrian link from the eastern amenity area through the site towards Brennan and Chester Houses would be retained. An HGV lorry turning area is shown to be provided on-site between the south side of Unit 1 and Unit 3. The following table summarises the main dimensions and quanta for the proposed development:-

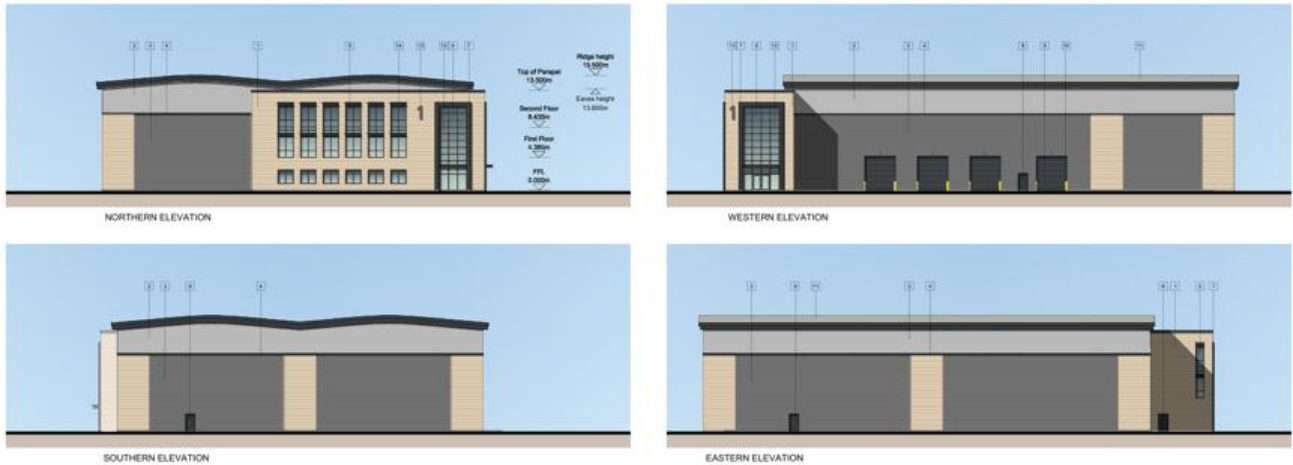
|                                             | <b>Unit 1</b>                                        | <b>Unit 2</b>                             | <b>Unit 3</b>                              | <b>Totals</b> |
|---------------------------------------------|------------------------------------------------------|-------------------------------------------|--------------------------------------------|---------------|
| GEA Floorspace (sqm)                        | 3,510 of which 519 ancillary offices over 2 floors.  | 1,946 of which 312 ancillary offices.     | 2,557 of which 409 ancillary offices.      | 8,013         |
| Building Footprint (width X depth) (metres) | 51 X 59; plus 8 x 32 ancillary offices to north side | 108 x 35 combined                         |                                            |               |
| Building Height (metres AGL)                | 15.5 at ridge; 13.6 at eaves                         | 11.6 at ridge; 9.2 at eaves               |                                            |               |
| Parking Spaces                              | 42 cars of which 2 disabled; 12 bicycle spaces.      | 23 of which 2 disabled; 8 bicycle spaces. | 29 of which 2 disabled; 10 bicycle spaces. | 94            |
| HGV Lorry Loading Bays                      | 4                                                    | 2                                         | 3                                          | 9             |



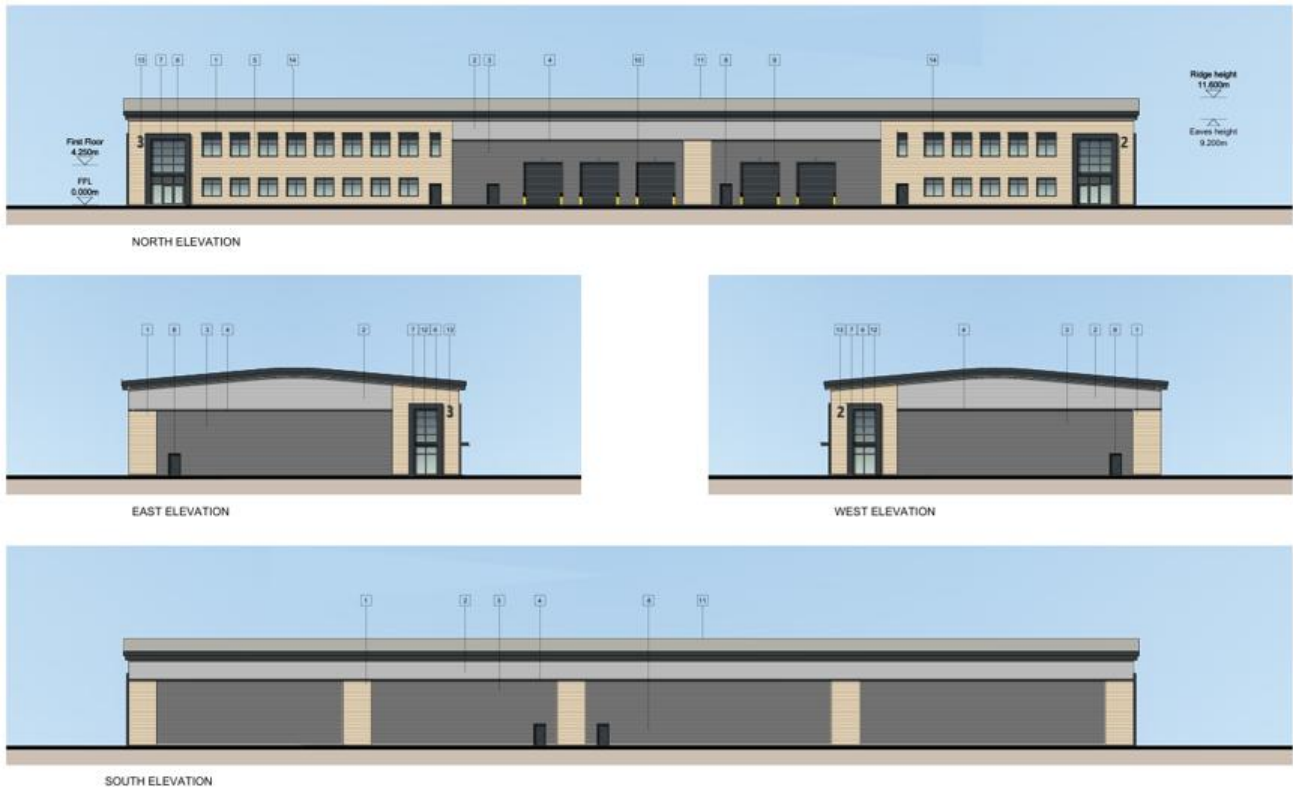
**Not to Scale**

Each building would be finished externally by a common palette of profiled metal sheet cladding panel material of a colour scheme intended to emulate the visual appearance and colour of external materials used in the surrounding Farnborough Aerospace Park buildings : see elevation plans overleaf.

## Unit 1 Proposed Elevations:



## Units 2 & 3 Proposed Elevations:



The application is accompanied by an Air Quality Assessment, Arboricultural Impact Assessment, Design & Access Statement, Employment Needs Assessment, Preliminary Ecological Appraisal, Preliminary Bat Roost Assessment, Great Crested Newt Habitat Suitability Index Assessment, Shadow Habitats Regulation Assessment, Energy & Sustainability Strategy, Flood Risk Assessment, Ground Investigation Report, External LED Lighting Assessment Report, Noise Impact Assessment, Aviation Impacts Assessment, Biodiversity Statement & Metric Assessment, BNG Metric spreadsheet, Glint & Glare Assessment, Bird Hazard Management Plan, BNG Statement Form, Planning Statement, Framework Travel Plan, BREEAM Pre-assessment, Transport Statement, and Agent's Covering Letter.

Further submissions and revised plans have been made in response to consultee comments as follows:-

- HCC Highways : Revised Transport Statement submitted 26 May 2026; and, responding to HCC Highways comments of 9 June 2026, further material comprising some amended proposed site layout plans and a Response Note to HCC Consultation Comments and a Full Travel Plan received on 28 July 2026.
- HCC Lead Local Flood Authority : Technical Information Note Response to HCC LLLFA Drainage Consultation dated 10 June 2026 received on 15 June 2026.
- RBC Env. Health Team : Response to EH Consultation comments of 2 June 2026 received on 22 July 2026 comprising a geotechnical Desk Study Appraisal.
- Ecology : Response to RBC Ecology Team comments of 26 May 2026 received 28 July 2026 incorporating some revised plans; and also revised External LED Lighting Assessment Report and Arboricultural Impact Assessment.

Following the consultation response of the Highway Authority (Hampshire County Council), the Applicants are understood to have begun the process of entering into a s106 Legal Agreement with Hampshire County Council in respect of transport contributions, including Travel Plan requirements.

### **Relevant Planning History**

Outline planning permission was granted in for *“Establishment of a Business Park comprising 45,830 sqm of gross floorspace and a General Aviation Area comprising 21,687 sqm of gross floorspace, together with full permission for the construction of Government House Road [which was dualled] and The Boulevard”* in November 1988 (RSH05399 refers). The Business Park element of this commercial development was originally described as the Civil Enclave and occupied almost entirely by BAE Systems (BAE). The General Aviation Area was known as Farnborough Aerospace Park (FAP). The outline permission split the site north and south with 45,830 sqm of floorspace within the 9.3 hectares of the Business Park to the south and 21,687 sqm of accommodation in the 10.9 hectares of the General Aviation Centre to the north closest to the airfield. This permission was subject to conditions and a legal agreement that, inter alia, restricted the uses that could be undertaken in both the Business Park and General Aviation Area to ensure that aviation uses in and around the airfield would be safeguarded and to ensure that appropriate support uses could also be accommodated in the vicinity. In this respect, the Business Park was restricted by Condition No.4 to being for uses falling within Use Class B1 only.

In September 1990 detailed permission was granted for the Civil Enclave with *“erection of nine buildings comprising 54,312.7 sqm for general aviation, aircraft and avionics design, research and development and ancillary catering uses together with roads, car parks and associated infrastructure and landscaping”* that was subsequently implemented, of which Warwick House was a part, RSH07050. Condition No.3 of this permission continued to restrict uses to Use Class B1 only.

BAE vacated the Civil Enclave some years ago and it was opened-up to other tenants. Other areas of land were subsequently added to FAP north of Aerospace Boulevard opposite the current application site at Voyager Park, Dingley Way comprising a denser mix of flexible commercial units; and also much smaller commercial units at Hercules Way. A Deed of Variation to the original s106 Agreement was agreed in November 2006 in order to allow the removal of the restriction on B1 uses within Farnborough Aerospace Centre.

In respect of the additional commercial development north of Hercules Way, hybrid outline planning permission (05/00426/OUT) was granted in October 2005 for *“Demolition and redevelopment to provide up to 32,515 sqm of Class use B1 floorspace and associated access,*

*internal roads and landscaping (showing details of phase 1)."*

Voyager Park, Dingley Way was originally granted planning permission in May 2016 for "Development of 14,489sqm (GIA) of industrial/warehouse units with ancillary offices within B1c/B2 and/or B8 Use Classes with associated car/cycle parking, service areas and landscaping"; 16/00007/FULPP.

Prior Approval for demolition of Warwick House (also including the general clearance of the site) was granted in November 2025, 25/00554/DEMOPP. This confirmation of permitted development was subsequently implemented in the late spring of 2026.

In April 2026 the Council formally confirmed that the proposed development is not EIA development within the meaning of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. This was on the basis of the conclusion that the proposed development would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location; 26/00141/SCREEN.

## Consultee Responses

HCC  
Highways  
Development  
Planning

#2 Response (27 Aug 2026) : **No highway objections subject to conditions and the prior completion of a s106 Legal Agreement** as follows:-

s106 Agreement: to secure a Full Travel Plan along with HCC's approval fees (£1,500) and monitoring fees (£15,000) and a cash deposit covering the anticipated cost of the Full Travel Plan (plus 10%);

Conditions:

1. *No development shall take place until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the LPA. The approved plan shall include scaled drawings illustrating the provision for:*

- *The parking of site operatives and visitors vehicles;*
- *Loading and unloading of plant and materials;*
- *Management of construction traffic and access routes;*
- *Storage of plant and materials used in constructing the development;*
- &
- *Wheel washing facilities.*

*Reason: In the interests of highway safety.*

2. *No development shall take place until a Servicing Management Plan (in line with the draft Servicing Management Plan) has been submitted to, and approved in writing by, the LPA. Thereafter the development should operate in accordance with the agreed Servicing Management Plan.*

*Reason: In the interest of highway safety.*

3. *In the event that the uses on the site are 100% Research and Development use then the alternative parking layout as shown in drawing 11718-PRC-PL\_231 Rev C should be considered the approved layout.*

*Reason: To avoid overspill parking on the local highway network.*

RBC Env.  
Health

#2 Response (26 Aug 2026) : **No objections subject to conditions:**

Contaminated Land: I previously requested a copy of "Crossfield Consulting Limited (November 2025) Aerospace Boulevard, Farnborough, Desk Study Appraisal Report No. CCL03929.CX27". This has been provided and it relates to two sites [both the Geneva and Warwick House sites]. For clarity and to

allow efficient consideration of the application a site-specific assessment ought to be submitted. This is not good practice.

Therefore, in light of the information we have no objection to the development on this ground but **recommend that standard conditions 56EH & 57EH are applied to any permission given.** Please make clear that a composite report for other sites will not be approved and that the desk study appraisal needs to be separated out for that purpose.

#1 Response (2 Jun 2026) : **More information requested in respect of Site Investigation.** Otherwise:-

**Noise: No objection subject to Noise Management Plan Condition.** I have reviewed the report titled "Employment Use Development Noise Impact Assessment Warwick House, Aerospace Boulevard". The report highlights that it is difficult to know the precise operation of the site: "For employment use development of this nature, exacting operational information has been considered to remain largely unknown given the potential variation between future operators. Some level of reasonable assumption has therefore been necessary in forming noise impact assessment for the employment use scheme. The noise impact assessment method applied to the proposed development has been based on techniques used for similar employment use development granted planning approval."(page 3 section 2.2)

As the noise impact assessment is reliant on assumptions about operation of the site therefore I consider it appropriate that a condition requiring a noise management plan, as approved in writing by the local authority, to be implemented. This must include provision that should the actual operations vary from those modelled the noise management plan is reviewed and adapted.

**Lighting: No objections.** I have reviewed the report titled "External LED Lighting Assessment Report for Aerospace Boulevard, Farnborough, Warwick House" dated March 2026, Revision 3. I have no objection to the lighting proposal and design.

**Air Quality: No objection subject to condition to secure stated mitigation as set out in Section 7 of the submitted Air Quality Assessment.** I have reviewed the report titled "Warwick House, Aerospace Boulevard, Farnborough GU14 6XP, Air Quality Assessment" dated 4 March 2026, revision 1.0. I have no objection to the development on air quality grounds subject to condition.

RBC Ecology  
Team

#2 (28 Sep 2026) : **More Information Required** : I note that the applicant has submitted further supporting documentation in relation to the above proposal as follows:-

External LED Lighting Assessment Report, Warwick House, author MBAConsultants, dated June 2026.

Arboricultural Impact Assessment Warwick House, author Middlemarch Environmental Ltd, dated July 2026.

Some inconsistencies remain between the submitted BNG submissions and Arboricultural Report such that it is not currently possible to determine the final figure for the number of BNG units required +10% as BNG compensation.

[Officer Note: Clarification and updated BNG submissions are being sought from the Applicants in this respect] However, the BNG submissions to date are otherwise correctly formulated and completed in accordance with good

practice and take account of trees removed alongside the site clearance and demolition of Warwick House.

Advice also provided in respect of Great Crested Newts and Bats; and it is recommended that a Construction Environmental Management Plan be required by condition. The CEMP should be secured by planning condition and include, but not be limited to:

- a) Map showing the location of all ecological features including retained trees and Watts Common SIN;*
- b) Risk assessment of the potentially damaging construction activities;*
- c) Practical measures to avoid and reduce impacts during construction;*
- d) Location and timing of works to avoid harm to biodiversity features;*
- e) The times during construction when specialist ecologists need to be present on site to oversee works;*
- f) Responsible persons and lines of communication; and*
- g) Use of protected fences, exclusion barriers and warning signs.*

See Ecology & BNG sub-section of the Commentary section of this report for details.

RBC  
Arboricultural  
Officer

No comments received.

*[Officer Note: the site has been cleared in accordance with prior approval for demolition granted with 25/00554/DEMPP, which also involved the loss of significant trees within the site. The principal issue with tree loss is now related to BNG considerations : see Ecology Officer comments.]*

Neighbourh'd  
Policing  
Team

No comments received.

Natural  
England

**No objection** : Based on the plans submitted, NE considers that the proposed development will not have significant adverse impacts on designated sites and has no objection. A lack of objection does not mean that there are no significant environmental impacts. NE advises that all environmental impacts and opportunities are fully considered and relevant local bodies are consulted.

Environment  
Agency

We have no comments to make in respect of the proposed development.

Thames  
Water

**No objection subject to conditions:**

Waste Comments: With the information provided, Thames Water has been unable to determine the Foul and Waste water infrastructure needs of this application. Thames Water request that the following condition be added to any planning permission:

*No development shall be occupied until confirmation has been provided to the Local Planning Authority, in consultation with Thames Water, that either:-*

- 1. Foul and/or surface (waste) water drainage capacity exists off site to serve the development; or*
- 2. A development and infrastructure phasing plan has been agreed with the*

*Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or*

*3. All Foul and/or surface water drainage network upgrades required to accommodate the additional flows from the development have been completed.*

*Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.*

The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: [devcon.team@thameswater.co.uk](mailto:devcon.team@thameswater.co.uk)) prior to the planning application approval.

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:-

*Informative - 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](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.*

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

Supplementary Comments: Thames Water advise that a drainage strategy should contain the points of connection to the public sewerage system as well as the anticipated flows (including flow calculation method) into the proposed connection points. This data can then be used to determine the impact of the proposed development on the existing sewer system. If the drainage strategy is not acceptable Thames Water will request that an impact study be

undertaken. From the information provided we cannot ascertain the point of connection to the Thames Water Networks.

Lead Local  
Flood  
Authorities

#2 (16 Sep 2026) : **No objections subject to conditions:**

*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 should include:*

- a) A technical summary highlighting any changes to the design from that within the Flood Risk Assessment.*
- b) Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations. Amenity and biodiversity benefitting drainage features to be clearly labelled.*
- c) Detailed drainage calculations demonstrating the proposed brownfield runoff rates are no greater than either 5 times the greenfield rate and there is sufficient attenuation for storm events up to and including 1:100+ climate change.*
- d) Interception storage assessment with an Interception feature and contributing area plan, interception design details and calculations as appropriate demonstrating compliance with National Standards*
- e) Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria. This must include site level information.*

*Reason: To ensure that the surface water drainage system is appropriately designed to prevent onsite flooding and ensure that offsite flood risk is not increased in line with the National Standards for Sustainable Drainage Systems and Local Plan Policy.*

*2. Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the commercial floorspace hereby approved. The submitted details shall include:*

- a) Maintenance schedules for each drainage feature type and ownership*
- b) Details of protection measures*
- c) Identification of easements,*
- d) A description of the purpose of the system for the owner*
- e) Restoration needs post flooding.*

*Reason: To ensure the drainage system functions effectively and prevents increased flood risk throughout the development's lifetime.*

A Technical Information Note received from the applicants 15 June 2026, re-consultation of LLFA undertaken and a response awaited.

#1 (28 May 2026) : More information required.

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>

ATE would like to be notified of the outcome of the application through the receipt of a copy of the decision notice, in addition to being notified of committee dates for this application.

|                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Scottish & Southern Energy                 | No comments received.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| RBC Employment & Skills                    | No comments received.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Farnborough Airport (Safeguarding Officer) | No objection in principle, however we cannot fully approve the use of PV arrays as the attached glint and glare study refers to Geneva House application number 26/00181/FULPP only. If this can be corrected and sent for review we will carry out further assessment and comment accordingly.<br><i>[Officer Note: the Applicants are aware of this comment and, at the time of writing this report a response is awaited, however imposition of a condition in respect of this matter would suffice in the alternative]</i> |
| Hampshire Fire & Rescue Service            | No comments received.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Southern Gas Network (Formerly TRANSCO)    | No comments received.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| MOD Safeguarding                           | No comments received.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Hampshire Constabulary                     | No comments received.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| RBC Regeneration Team                      | No comments received.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

## Neighbours notified

In addition to posting a site notice and press advertisement, 10 individual letters of notification were sent to properties in Aerospace Boulevard, Lakeside Road, Dingley Way and Laffans Road (the Army Golf Club), including all properties adjoining the application site.

## Neighbour comments

No comments have been received as a result of neighbour notifications and other usual planning application publicity

## Policy and determining issues

The application property, together with the whole of Farnborough Aerospace Park is a Strategic Employment Site situated within the defined built-up area of Farnborough, albeit the

Warwick House site abuts the boundary of the urban area with land designated as ‘countryside. Policies SS1 (Presumption in Favour of Sustainable Development), SS2 (Spatial Strategy), IN2 (Transport), IN3 (Telecommunications), DE1 (Design in the Built Environment), DE4 (Sustainable Water Use), DE10 (Pollution), PC1 (Economic Growth & Investment), PC2 (Strategic Employment Sites), PC8 (Skills, Training & Employment), NE3 (Trees & Landscaping), NE4 (Biodiversity), NE6 (Managing Fluvial Flood Risk), NE7 (Areas at Risk of Surface Water Flooding) and NE8 (Sustainable Drainage Systems) of the adopted Rushmoor Local Plan (2014-2032) are relevant. Also relevant are the Council’s adopted Supplementary Planning Documents (SPDs) “*Car and Cycle Parking Standards*” (March 2024) and “*Biodiversity*” (April 2024).

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:-

**“L2: Making effective use of land**

1. *Substantial weight should be given to the benefits where a development proposal would achieve one or more of the following: [inter alia]*
- b. *Making better use of vacant and underutilised land and buildings..... redeveloping underutilised retail and business sites.”*

**NDMPs L3: ‘Achieving appropriate densities’; P3: Living conditions and pollution; and DM7: Relationship with other regulatory regimes** are also potentially relevant.

**“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.”*

In this respect, NDMPs “**TR2: Local parking standards**” and “**TR6: Assessing transport impacts**” are also considered relevant and are considered in the following Conclusions section of this report under the Highway Considerations sub-heading.

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 determining issues for planning applications since they are internal details not subject to planning control. Due regard will be had to these matters in the consideration of the application.

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

1. The Principle of the Proposals;
2. Visual Impact;
3. Impact on Neighbours;
4. Highways Considerations;
5. Ecology & BNG;
6. Flood risk & Drainage; and
7. Access for People with Disabilities.

## **Commentary**

### **1. Principle –**

As a general principle, and within reason, as currently reinforced by NDMP L2, it is an objective of the planning system to seek to make the most efficient use and re-use of existing developed land and property. This is supported by the Council’s past, present and likely future Development Plan policies.

The site is located within the defined urban area of Farnborough. There are no statutory Listed Building(s) and/or locally-listed Buildings of Local Importance situated in the immediate vicinity of the application site; and the site is not situated within a Conservation Area. The site is located within a defined Key Employment Area and has a long history of being identified as appropriate for employment development.

Local Plan Policy PC2 states that land/property within a Strategic Employment Site are to be afforded the highest protection and safeguarding against loss to non-B-class employment uses *“by protecting them for B-class uses”*. Furthermore, of particular relevance to the current Enquiry proposals: *“Where possible and appropriate, the redevelopment and regeneration of these sites [Strategic Employment Sites] will be supported to provide B-class employment floorspace that meets the needs of the market.”*

The references within Policy PC2 to B-Class uses shows the relative age of the adopted Local Plan, which pre-dates the deletion of Use Class B1 (offices, research & development and light industrial) and the creation of a direct replacement for Use Class B1 within a new Use Class E in 2020, specifically as Use Class E(g). Both Use Classes B2 (General Industrial) and B8 (Storage & Distribution) remain intact, as they were prior to the 2020 Use Classes Order amendments. The Council accepts that the terminology used in Policy PC2 must now be considered to include uses now described as Use Class E(g), alongside other remaining B-Class uses, namely Use Classes B2 and B8. Accordingly, it is considered that the proposed re-generation to create a flexible mix of employment premises falling within Use Classes E(g), B2 and B8 are subject to the support of Policy PC2.

It is assumed that the proposed development, although identifying Use Class B8 as part of the proposed flexible mix, is not envisaging that this could include data centres - which are currently a large growth area in the commercial property market. In this respect, the layout of the proposed development does not suggest that this is the case – data centres usually require their own secure sites with space for back-up generators and other resilience measures that the proposals do not appear able to accommodate and provide. In the event that it is decided that planning permission should be granted, it is considered appropriate to impose a condition to specify that data centres are not permitted. Similarly, it is also considered that B8 Cash & Carry outlets or the provision of significant trade counters would also have the potential to give rise to undue stresses on parking provision within and around the proposed development and, as such, these should also be excluded by condition.

Ground contamination is always potentially an issue of principle with planning applications for re-development of existing developed sites, albeit it is rarely in the Council's experience a matter that will preclude a site entirely from development. This is especially so with commercial developments since there are generally fewer risks of 'sensitive receptors' (i.e. people, usually) coming into contact with contaminated ground. Furthermore, in this case, the proposed development plots have already been comprehensively re-developed in the last 35 years and, as such, it is to be expected that any ground contamination that may have been found when the business park was re-developed in the 1990s has already either been removed or neutralised. Nonetheless, the Council's Environmental Health Team recommend the imposition of the Council's usual standard conditions in respect of Site Investigation and any remediation and monitoring required as necessary, and also unforeseen contamination. Subject to these conditions the Council's Environmental Health Team consider that ground contamination issues would be adequately addressed.

The mix of former and current B-class uses proposed, supported by ancillary office accommodation, and the mix of size of units, is supported in principle by adopted Local Plan Policies as it provides choice and flexibility for future occupiers. It is considered that the proposal will make a valuable contribution to the supply and flexibility of employment floorspace in the Borough of a type that would meet a range of current commercial needs, and will thereby support future economic growth. As such the principle of development is considered to be acceptable subject to the consideration of the detailed matters as set out in the following sections of this Report.

## **2. Visual Impact -**

The proposed development is located within an established business park development. Previous additions to the business park, such as the 2005 Dingley Way development north of Aerospace Boulevard, have already introduced a different pattern and form of development to FAP. Although the proposals would increase the density and height of development, the proposed new buildings would be finished externally with materials that would mimic the appearance of the surrounding original buildings.

Although the demolition and clearance of the site has resulted in the loss of a number of early mature trees planted with the original Civil Enclave development, none were the subject of a Tree Preservation Order and have been removed lawfully. However, the proposals involve the retention and bolstering of some of the original planting along the Aerospace Boulevard frontage, and also the rear boundary of the site shared with the Army Golf Club. In this respect, some replacement tree planting is proposed as part of the BNG mitigation and the adjoining area of the Golf Course is a wooded area that would not be impacted by the proposed

development. It is considered that the proposed planting, which can be secured with standard conditions, would help soften the appearance of the proposed development in its surroundings.

Accordingly, it is considered that the proposed development would not appear out of place nor unsympathetic to the commercial visual character and appearance of the area and the proposals are acceptable in visual terms.

### **3. 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.

There are no residential occupiers in proximity to this proposed development site, with the nearest residential properties being within the Queensgate development adjoining Government House Road. 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.

The proposed uses are not considered to give rise to undue and unacceptable material Planning impacts in terms of noise and disturbance to adjoining commercial occupiers and the Golf Club to the extent that this could prevent their continued operation subject to the conditions as set out in the Full Recommendation section of this Report having regard to the recommendations to this effect from the Council’s Environmental Health Team.

It is considered that the potential impact of glint and glare issues from possible roof-mounted solar PV panels affecting Farnborough Airport can be adequately addressed through the imposition of a suitably-worded condition to require the submission of a glint and glare assessment in the event that any solar PV panels are proposed to be installed. It is also considered appropriate that the Construction Environmental & Transport Management Plan (CETMP) for the proposed development considers height safeguarding in the context of any cranes or other tall temporary structures that may be required on site during the construction period; albeit there is a separate licencing system operated with the Airport in respect of this matter.

It is considered that there would be no material and adverse impacts on neighbours.

### **4. Highways Considerations -**

A Transport Assessment (TA) has been submitted with this application which considers the likely trip generation associated with the proposed development and the likely impact of the development on the surrounding road network. It also discusses the availability of other modes of transport including public transport and pedestrian/cycle facilities.

The proposals have been the subject of discussions between the applicants, their highway consultants and local highway authority (Hampshire County Council : HCC). Following an initial consultation response received on 9 June 2026 requesting more and amended information, the Applicants submitted the necessary amended and additional information on 28 July 2026 and HCC Highways were re-consulted. Subsequent to this HCC Highways has concluded, by

consultation response letter dated 27 August 2026, that the proposals are now acceptable in transportation and highways terms subject to conditions and a legal agreement.

NPPF NDCPs TR2 and TR6 are particularly relevant to the consideration of the highway considerations of the current planning application:-

***“TR2: Local parking standards***

*1. Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.*

*2. Maximum standards for car parking should be set where they will support efforts to encourage the use of sustainable transport modes and shared transport, optimise the density of development in well-connected locations, or where they are necessary for managing the local road network.*

*3. Parking standards should take into account:*

*a. The connectivity of development in different locations by different modes of transport, especially in terms of access to employment and day-to-day services;*

*b. Opportunities for improvements in walking, wheeling, cycling and public transport;*

*c. Local car ownership levels and travel trends, and opportunities to promote car sharing and other schemes which may reduce vehicle parking requirements;*

*d. Providing sufficient spaces for electric vehicle charging, blue badge holders, pedal and electric cycles and e-scooters, considering likely future demand and the need for associated infrastructure; and*

*e. The appropriateness of setting different standards for the type and mix of development, including to address specific business requirements where commercial standards are being set; and of using ranges where a degree of flexibility is desirable.”*

In the case of Rushmoor, the Council has an up-to-date local Parking Standards policy document in the form of an adopted “Car and Cycle Standards” Supplementary Planning Document (SPD) (2024).

***“TR6: Assessing transport impacts***

*1. Development proposals that are likely to generate significant amounts of movement should be supported by:*

*a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and*

*b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.*

*2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).*

*3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).*

*4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.*

Proposed Means of Access to the Development : The means of access via Woodside Road onto Aerospace Boulevard is a minor modification of the existing established access onto an existing private road within the to the Business Park and, as such, is not adopted public highway. The adopted public highway begins at the junction of Aerospace Boulevard with Government House Road. On this basis HCC has not raised any technical objections to the Woodside Road access or, indeed, required any modifications to it or its forward visibility site-lines despite considering that an HGV cannot access the site if there is a car waiting adjacent to the centre line of the access. However this arrangement is not unusual; and, given the slow speeds of traffic at this point, that the HGV could simply wait for the junction to clear in the event that this scenario were to arise. The Applicants are aware of this matter and are at liberty to make a change to the junction markings and/or signage to address this issue.

Traffic Impact/Trip Generation : Following HCC Highways' initial consultation response, the Applicants has submitted a trip generation assessment for the potential worst-case scenarios in terms of trip generation, with an assessment of the likely trip generation that would arise if the development were completed and occupied solely as Use Class E(g) or B2 or B8 uses. The assessments show that, in each case, the level of daily trips at the site would be less than would have arisen with the previous office use. The 100% B8 use scenario, resulting in the highest trip numbers of the scenarios considered, would result in an additional 100 HGV trips across the day (and 8-9 trips in each peak traffic period), however HCC Highways do not consider that this would result in a significant impact on the operation of the local highway network given that overall trip numbers for the site would be reduced by over 500 movements across the day compared with the previous office use. The robustness of these findings has been confirmed by TRICS assessment, which indicates that the figures used in the assessment of trip generation for the proposed development are higher than those of found at other business parks on the TRICS database. An assessment has also been undertaken of a scenario where the proposed development includes 30% parcel distribution centre use, but this also demonstrates that the trip generation for the proposed development that would be lower than the previous office use of the site. HCC Highways therefore consider the trip generation assessment to be acceptable.

As a consequence of these findings, HCC Highways do not request any Transport Contribution in this case, since these are only justified in circumstances where there would be an increase in traffic generation arising from the proposals.

Travel Plan : An amended Framework Travel Plan has been submitted (received 28 July 2026) and is a further way in which vehicular traffic demand as a result of the proposed development would be managed by encouraging usage of non-car travel modes. In this respect, HCC Highways has advised that some further work is needed with this framework document before it can be approved by HCC, however this is not unusual with Travel Plans The finalised version of the Travel Plan, and associated approval and monitoring fees, is to be secured as a planning obligation within the s106 Agreement and the associated fees payable to HCC.

Active Travel : Active Travel England has been consulted in respect of this application because the criteria for consultation with this statutory consultee is a development comprising more than 7,500 sqm of floorspace : the proposed development is for 8,013 sqm of floorspace.

FAP is located in a position on the margin of the Farnborough urban area approximately 3.5 km from Farnborough Town Centre by road and 4 km from Farnborough Main railway station. The most direct route is via Farnborough Road (A325). This is on the No.1 bus route, providing frequent (12-minute frequency) buses between Aldershot, Farnborough, Frimley, Camberley from 0430 to midnight weekdays. FAP is relatively well-connected to Farnborough Road by combined footpaths and cycleways. The proposals would incorporate and maintain existing pedestrian and cycle permeability with the remainder of FAP, thereby maintaining easy movement across the business park. It is considered that there is room within the site to provide covered bicycle parking and a planning condition can be imposed to require this provision.

In the circumstances of this case there is no justification for the developer to make a Transport Contribution towards highway improvements or the enhancement of active travel measures, such as through securing additional funding for the Local Cycling Walking Improvement Schemes (LCWIPs) - and HCC Highways does not seek such contributions as a result. Nevertheless, it is considered that the site would maintain and not prejudice existing active travel connections.

Parking Provision : The proposed development seeks a flexible commercial floorspace that could be used for a range of uses with a range of employment densities. The overall parking provision for the proposed development is 1 space/88 sqm of floorspace (GEA), which HCC Highways consider to be sufficient given the most likely mix of Class E(g), B2 and B8 uses that would arise. However, at the request of HCC Highways, the Applicants have submitted some alternative site layouts that would liberate an additional quanta of on-site car parking spaces in the event that the mix of use were to be biased towards more employment dense uses, such as Class E(g) research & development. Indeed, where the proposed development to be 100% comprised research & development uses, a site layout has been submitted demonstrating the provision of a total of 154 on-site parking spaces, an increase of 60 spaces over the original submitted layout (see plan overleaf), which is achieved by re-purposing HGV lorry parking spaces. HCC Highways has requested the imposition of conditions requiring (a) the alternative enhanced parking layout to be adopted in the event that a 100% research & development use occupied development were to arise; and (b) the adoption of a Service management Plan for the development in order to seek to accommodate the possible variations in employment density that may arise within the development over time. Bicycle parking provision within the scheme is also considered to be adequate.

Internal Layout Design and Refuse Collection & Servicing : HCC Highways are satisfied that the internal layout design and geometry of the proposed development and the refuse and servicing arrangements would be acceptable. It is considered that suitably-worded conditions can be imposed to ensure that these provisions are maintained and not, for example, degraded by use of external areas for storage of materials.

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 the more significant developments within the Borough in order to encourage considerate behaviour and working practices. In terms of potential highways impacts, it is



**Drawing PL-231 REV.C with alternative layout with increased car parking spaces. Not to Scale.**

considered that demolition and construction traffic relating to the proposed development would be relatively limited given that, although a relatively large development in this case, it is situated on a private road, the demolition phase has already been completed, and the construction phases is not considered to be particularly complicated. In this respect, although HCC Highways would normally request imposition of a condition requiring a Construction Traffic Management Plan (CTMP) for the development, it is noted that they have not done so in this case, presumably for these reasons. Nonetheless, it is considered that it remains appropriate for Rushmoor BC to require a CTMP, which is combined with other construction management measures required to deal with environmental and ecological impacts arising from the construction phases to create a Construction Environmental Transport Management Plan (CETMP).

Conclusions of the Highway Considerations - Subject to the various s106 provisions and conditions that have been identified, it is considered that the proposed development would have an acceptable impact upon the safety and convenience of highway users and is acceptable in highways terms.

## **5. Ecology & BNG -**

### **Site-Specific Ecology**

The site lays adjacent to the Army Golf Course, which occupies a significant proportion of Watts Common, being land designated as a Site of Importance for Nature Conservation (SINC), a local nature conservation designation.

Great Crested Newts and all species of bat and their roosts are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017, as amended. They are afforded additional protection under the Wildlife and Countryside Act 1981, as amended, making it an offence to kill, injure or disturb an individual; damage, destroy or obstruct access to a breeding site or resting place of that individual. Destruction of a bat roost is an offence, regardless of whether a bat is present at the time of roost removal. The Local Planning Authority should also be aware of its legal duty under Regulation 9(3) of the Conservation of Habitats and Species Regulations 2017, as amended which states 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"*.

Ecology - Protected Species : Great Crested Newts (GCN) : A GCN Habitat Suitability Index Assessment Report has been submitted with the application as a result of the identification of the presence of a water-body with 'good' habitat suitability for GCN within the adjacent Army Golf Course. The application site is located within a 250m of this pond. GCN are known to be present within ditch-lines on the Golf Course approximately 270m south-west of the application site as a result of survey reports undertaken in support of a recent planning application at the Golf Course. 500m is generally understood to be reasonable distance for migration of GCN in terrestrial habitats adjacent to their breeding locations. Accordingly, the presence of GCN within reasonable distance to the south-west and the presence of a waterbody with suitable habitat to the northwest gives rise to the possibility that GCN could migrate into the application site, notwithstanding that the application site itself offers sub-optimal terrestrial habitat due to the extensive hardstanding, significantly reducing the likelihood of presence, albeit it cannot be discounted. On this basis, the GCN Habitat Suitability Index Assessment report recommended works proceed only in accordance with a reasonable avoidance measures working strategy and provision of GCN resurvey should development not commence before Spring 2030.

However, as a result of the initial consultation comments of the Council's Ecology Officer, additional surveys have been undertaken within adjacent land at the Army Golf Course that have since confirmed the likely absence of a GCN population at present. The long hot summer and drought conditions may have resulted in GCN retreating into wetter areas of land. Although the current likely absence does not constitute confirmed absence, the Ecology Officer has therefore confirmed in the circumstances that it would be unduly onerous at present to impose a condition requiring the Applicants to submit and implement a GCN Reasonable Avoidance Measures Strategy. Nevertheless, the Applicants' are aware of the potential for GCN and are therefore advised to keep a watch for them during the construction of the development. Should an individual be found, all works should stop and the applicant should contact their Ecological advisor and/or Natural England to establish if a protected species licence is required to facilitate works in accordance with protected species statutory obligations. An Informative to be included with the planning permission decision notice to this effect is also considered appropriate.

Ecology - Protected Species : Bats : Nocturnal species including bats are known to be present at or near the development site - common pipistrelle and noctule bats were identified in surveys submitted in support of the building demolition. Extensive optimal bat foraging and commuting habitat is present to the south of the development site within the Army Golf Course. These species are sensitive to any increase in artificial lighting of their roosting and foraging places and commuting routes.

National Planning Policy Framework NDMP P3e. requires that development proposals "*Limit any adverse impact from artificial light on ...Nature*". The Council's Ecology Officer has,

therefore advised that the proposed development be required to ensure no net increase in external artificial lighting within primary bat foraging and commuting routes adjacent to the south margin of the development site in order to comply with above referenced legislation and the recommendations in BCT & ILP (2023) Guidance Note 08/23. Bats and artificial lighting at night. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby. In this respect, they also advise that compliance requires the use of the warm white spectrum of maximum 3000/2700K and light levels at or below 1.0 lux at mature vegetation - especially the mature vegetation of the southern border of the application site behind and to the sides of proposed Units 2 & 3. It is advised that compliance with this best practice guidance be secured through a Sensitive Lighting Management Plan submitted to the Local Planning Authority for approval in writing prior to commencement of development. *[Officer Note: see comments in respect of External Lighting below.]*

External Lighting : The original External LED Lighting Assessment Report submitted with the application proposed that all exterior lighting would have a blue-white colour-temperature (4000 Kelvin) and included wall-mounted lights along the southern boundary edge of the site (to the rear of Unit 2 & 3). Furthermore, the isolux plan submitted within this original report indicated that light levels along this southern vegetated boundary would therefore be above 1.0 lux. Accordingly, the Ecology Officer advised that, in these respects, the proposed development would fail to comply with best practice for maintaining appropriate conditions for bat foraging and commuting.

However, an amended External LED Lighting Assessment Report submitted on 28 July 2026 provided isolux plans indicating reduced light spill primarily at or below 1.0 lux at the location of adjacent woodland boundaries. This is welcome. Nevertheless, the specification details within the report still appear to propose a majority of the external lighting lights within the proposed development be within the blue-white light spectrum (4000K) when, to be less disturbing to nocturnal wildlife, lights with a colour-temperature of less than 3000K or below should be used. At the time of writing this report a response is awaited from the Applicants on this matter, nevertheless, it is considered that this matter can be left for the submission of details pursuant to condition.

Construction and Environmental Management Plan (CEMP) : Protected habitats (SINC) and species (bats, GCN, breeding birds) are present either within or adjacent to the proposed development site. There is therefore a risk of ecological harm resulting from construction activities. Accordingly, it is considered appropriate that a condition be imposed to require the submission (prior to the commencement of development) of an appropriately detailed CEMP to be submitted to and approved by the Local Authority in writing. In this instance this is recommended to be combined with management measures in respect of construction traffic and environmental management measures to create a Construction Environmental and Traffic Management Plan (CETMP).

### **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 with the current application to consider BNG on a formal statutory footing if it is applicable.

The BNG Regulations require developers to measure habitat value using the DEFRA Statutory Biodiversity Metric (this is a tool which is used to assess habitat type, condition, distinctiveness, and location to calculate biodiversity unit value for existing and proposed situations to calculate

the BNG units required) and secure enhancements to reflect the habitat categories in the BNG Metric for at least 30 years. Developers are, before first implementation of development, required to submit a Biodiversity Gain Plan detailing how the 10% increase is to be achieved. BNG loss compensation can be delivered on-site or off-site. In specifying their proposals for BNG delivery developers must follow a hierarchy, starting with seeking to avoid habitat loss in the first instance, followed by compensating for habitat loss on site, before, only then, being able to opt for off-site compensation, first adjacent to or near the application site and secondly more remote compensation sites that must be registered as such. Irreplaceable habitats, by their nature, cannot be compensated for and, as such, it is expected that the developers' proposals would seek to retain such habitat. Proposed habitat loss of higher distinctiveness is also subject to stricter consideration of whether or not this can be feasibly and adequately compensated for off-site. If actual appropriate habitat loss compensation cannot be achieved on- or off-site following the hierarchy, a developer can then proceed to purchase statutory biodiversity credits instead.

The submitted BNG documents identify a 65.9% net loss in biodiversity units as a result of development with a shortfall of 8.92 biodiversity units. The majority of biodiversity loss arises from the felling of urban trees that were removed legally as part of the site clearance undertaken with the building demolition earlier this year. Although this work pre-dates the submission of the application, the Applicants correctly include this loss in the BNG calculations. It is proposed that the biodiversity loss is partially compensated for through on-site planting of 56 new trees. While this new tree planting is welcome, they will necessarily be significantly smaller at planting and take some time to mature, although the spatial and time delay between planting and reaching maturity is taken into account within the spatial multiplier of the Statutory Metric. Nevertheless, a significant habitat unit deficit remains that the Applicants propose to compensate for via purchase of area habitat units from a third party habitat bank. The habitat bank identified (Woodbanks Farm) is located approximately 35 miles north of the Borough. The habitat bank is therefore not in the same National Character Area, but an adjacent NCA (located in Thames Valley NCA). Units purchased from this habitat bank must therefore be purchased at spatial multiplier of 1.5 units purchased for each unit lost.

The Council's Ecology Officer confirms that the submitted BNG Statement Form is appropriately completed in line with Council requirements; and all habitat surveys are comprehensive and undertaken in accordance with best practice. The Statutory BNG Metric is also appropriately completed. However, they have identified an inconsistency between the BNG and Arboricultural submissions made with the application which means that, although the basic methodology for calculating the BNG requirements is correct, the final figure is not. This appears to have arisen because the Arboricultural Report indicates the further loss of a small number of trees not removed during the site clearance that will need to be removed to accommodate the construction of the proposed development; or are simply identified for removal because they are poor quality trees, possibly compromised by other trees as they have matured and competed with each other for light, water and growing space. This discrepancy is not considered to be a fatal error, simply a matter that needs to be corrected in order to finalise the final BNG requirements. The Applicants are aware of this matter and have undertaken to submit corrected BNG documents, that may be received prior to the Meeting. Accordingly, an update will be provided on this matter at the meeting as appropriate.

Subject to the satisfactory resolution of this matter, it is considered that the proposed development would appropriately meet its BNG obligations.

## **6. Flood Risk & Drainage Issues -**

The application site is previously developed land, indeed the site of existing substantial development, that already has drainage systems and connections to off-site drainage systems and networks. Since the proposed development is for employment uses that are classified as “Less Vulnerable,” this means that the development is appropriate in principle in terms of flood risk considerations and does not require application of the Flood Risk Exception Test.

The site is relatively flat and level and, even taking into account climate change, is land located within Flood Risk Zone 1 and, as such, is land at lowest risk of fluvial flooding. However, the land in the roads directly adjoining the proposed development site is indicated to be at risk of surface water flooding, albeit to a shallow depth. The proposed development is to be constructed on land that is largely existing hard-surface and, as such, the proposals should not significantly, or at all, change the overall drainage characteristics of the site - albeit it is possible that the existing hard-surfaced condition of the site contributes to the surface water flooding issue in the adjoining road. It is indicated that the site would be drained into existing sewers in Aerospace Boulevard to the north; and as such, the site would not drain southwards into the Golf Course. Indicative on-site attenuation features are shown to be provided comprising a large sub-surface water storage tank underneath the parking and manoeuvring area between Units 1 and 3.

The making of new or altered drainage connections to a development, and the technical details and specifications in this respect, are subject to licencing (with Thames Water) that are subject to entirely separate consideration and regulation under other legislation. 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. This is in order to seek to control surface water run-off and to return surface water drainage as close as possible to greenfield run-off rates.

In this respect, consultation responses from drainage consultees following their careful assessment of the proposals, including the submitted Flood Risk Assessment & Drainage Strategy concludes that flood risk issues can be managed appropriately and that the development will not increase flood risk on-site or elsewhere. The HCC Lead Local Flood Authority (LLFA) have responded to consultation to confirm that they are content that the principles identified with the Drainage Strategy are acceptable in principle and form a sound basis on which to design a detailed drainage scheme. Accordingly, the LLFA raises no objections subject to conditions requiring submission of fully-detailed surface water drainage scheme. Thames Water also raise no objections subject to conditions and informatives.

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.

## **7. Access for People with Disabilities -**

The proposed development would provide a larger quantum of new commercial floorspace on an existing commercial site. However, there is no reason to consider that the proposed development would prejudice or compromise the provision of appropriate means and measures of access for people with disabilities required under the Building Regulations and Equalities legislation.

## **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 a. Energy & Sustainability Strategy describing how it is intended to target achieving a BREEAM ‘Excellent’ rating, involving the incorporation of renewable energy generation into the building design in the form of air-source heat pumps and solar photo-voltaic panels for building heating, cooling and ventilation.

Local Plan Policy DE4 also requires new non-residential development of 1000 square metres gross external area or more 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 water fittings with restricted flow rates.

It is indicated that the scheme would meet appropriate energy efficiency and other sustainability requirements and conditions are recommended to secure BREEAM compliance, water efficiency measures and provision of the indicated EV charging points.

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, given the scale of the proposed development, it is considered appropriate to require the submission of an Employment & Skills Plan be required by condition in order to help encourage a long-term working partnership with the Council as the proposed development is implemented and brought into use and beyond.

## **Conclusions –**

It is considered that the proposals are acceptable in principle and in highway terms; to have an acceptable impact on the visual character and appearance of the area; to have no material or adverse impact on neighbours; no significant impact upon land subject to nature conservation designations. The proposals are also considered acceptable in terms of trees, flood risk & drainage, air quality, ecology & biodiversity, sustainability and access for people with disabilities. The proposals are thereby acceptable having regard to the requirements of Policies SS1, SS2, IN1, IN2, IN3, DE1, DE4, DE10, PC1, PC2, PC5, PC8, NE1, NE2, NE3, NE4, NE5, NE6, NE7, and NE8 of the adopted New Rushmoor Local Plan (2014-2032); adopted Car and Cycle Standards SPD (2024); adopted Biodiversity Net Gain SPD (2024); and the advice contained in the National Planning Policy Framework and National Planning Practice Guidance.

## Full Recommendation

It is recommended that **SUBJECT** to:-

1. The receipt of the awaited amended/updated BNG submissions and no objections being raised by the Council's Ecology Officer;
2. The completion of a satisfactory tri-partite Legal Agreement with both Rushmoor Borough Council and Hampshire County Council as signatories under Section 106 of the Town and Country Planning Act 1990 by 30 October 2026 or such later date as agreed by an extension of time to secure:-
  - (a) a Full Travel Plan along with HCC's approval fees (£1,500) and monitoring fees (£15,000) and a cash deposit covering the anticipated cost of the Full Travel Plan (plus 10%); and
  - (b) requirements for the management and monitoring of the biodiversity improvements to be provided with the proposed development for a minimum period of 30 years, including provision of an appropriate BNG monitoring fee;

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

However, in the event that a satisfactory s106 Agreement is not completed by 30 October 2026 and no further/continuing Extension of Time has been agreed, the Executive Head of Property and Growth, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal does not secure statutory biodiversity net gain and a Travel Plan to mitigate the highways impacts of the proposed development.

### 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. Drawing numbers: 11718\_PL\_200; -PL\_201 REV.A; -PL\_202 REV.A; -PL\_203 REV.A; -PL\_204; -PL\_205; -PL\_206; -PL\_207; -PL\_208; -PL\_209; -PL\_210; -PL\_220 REV.A; -PL\_221 REV.A; -PL\_222 REV.A; -PL\_230 REV.D; & -PL\_231 REV.C; and:

Supporting Documents: Air Quality Assessment, Arboricultural Impact Assessment Rev.A, Design & Access Statement, Employment Needs Assessment, Preliminary Ecological Appraisal, Preliminary Bat Roost Assessment, Great Crested Newt Habitat Suitability Index Assessment, Shadow Habitats Regulation Assessment, Energy & Sustainability Strategy, Flood Risk Assessment & Drainage Strategy, Ground Investigation Report, Crossfield Desk Study Appraisal (Nov2025), Revised External LED Lighting Assessment Report, Noise Impact Assessment, Noise Commentary : Technical Memorandum received 22 July 2026, Aviation Impacts Assessment, Biodiversity Statement & Metric Assessment, BNG Metric spreadsheet, Glint & Glare Assessment, Bird Hazard Management Plan, BNG Statement Form, Planning

Statement, Revised Transport Statement received 26 May 2026, Full Travel Plan received 28 July 2026, BREEAM Pre-assessment, Agent's Covering Letter, Response to LLFA comments received 15 June 2026, Response to EHO Comments received 22 July 2026, Response to RBC Ecology Comments received 28 July 2026, Response to HCC Highways Comments received 28 July 2026.

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

- 3 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order, 1987, (or any other Order revoking or re-enacting that Order) the land and/or building(s) shall be used only for the purpose of Classes E(g), B2, and B8 with ancillary offices and for no other purpose, including any other purpose within Class E, without the prior permission of the Local Planning Authority.

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

- 4 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order, 1987, (or any other Order revoking or re-enacting that Order) the land and/or building(s) shall not be used as a B8 Cash and Carry or B8 Data Centre. Furthermore, no commercial unit hereby permitted shall contain a trade counter.

Reason - To accord with the nature of the development sought and to enable the Local Planning Authority to retain planning control over the nature of the flexible use in the interests of the safety and convenience of highway users.

- 5 Notwithstanding the provisions of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended); section 55 (2A) of the Town and Country Planning Act 1990 (as amended); no internal operations increasing the floor space available within the building(s) hereby permitted shall be carried out. Furthermore, there shall be no sub-division of the commercial units hereby approved.

Reason: To enable the Local Planning Authority to retain planning control over the provision of additional floor space in order to sustain an adequate overall level of parking provision and servicing on the site.

- 6 Construction of the following elements of the development hereby approved shall not start until a schedule and/or samples of the materials to be used in them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained:  
External walls;  
Fenestration;  
Doors;  
Roofing materials; and  
All external ground surfacing materials.

Reason - To ensure satisfactory external appearance.

- 7 Prior to the commencement of the development, there shall be submitted to and

approved in writing by the Local Planning Authority a Construction Environmental & Traffic Management Plan (CETMP). The CETMP shall include but not be limited to the following content:-

- (a) responsibility(ies) for the implementation and operation of the CETMP, including responsible persons and lines of communication;
- (b) risk assessment of the potentially damaging construction activities and practical measures to avoid and reduce impacts during construction
- (c) the parking of vehicles of site operatives and visitors;
- (d) the routeing of HGV deliveries to the site;
- (e) loading and unloading of plant and materials;
- (f) storage of plant and materials used in constructing the development;
- (g) details and location(s) of temporary site accommodation;
- (h) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (i) wheel washing facilities;
- (j) measures to control the emission of dust, dirt and other emissions during construction;
- (k) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (l) measures to minimise noise and vibrations during construction and demolition;
- (m) measures to ensure/maintain vehicular and/or pedestrian access to any adjoining and nearby properties at all times during the demolition and construction period;
- (n) communication with the neighbours/local community to deal with any issues that arise as a result of the construction period;
- (o) a map showing the location of all ecological features including retained trees and the Watts Common SIN;
- (p) Location and timing of works to avoid harm to biodiversity features;
- (q) the times during construction when specialist ecologist(s) need to be present on site to oversee works; and
- (r) use of protected fences, exclusion barriers and warning signs.

The Construction Environmental & Traffic Management Plan shall be adhered to as may be approved by the Local Planning Authority for the duration of the construction period of the development hereby approved.

Reason - To ensure that the proposal does not result in harm to highway network and to mitigate impacts upon neighbours and wildlife.

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

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

- 9 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. \*

- 10 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.

- 11 No occupation or use of the development hereby approved shall take place until a scheme of provisions for the control of noise emanating from the site has been implemented in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. 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 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. \*

- 12 No sound reproduction equipment, conveying messages, music, or other sound which is audible outside the premises shall be installed on the site.

Reason - To protect the amenity of neighbouring property.

- 13 No development shall begin until a detailed Surface Water Drainage Scheme for the site/development has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:
- a) A technical summary highlighting any changes to the design from that within the Flood Risk Assessment.
  - b) Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations. Amenity and biodiversity benefitting drainage features to be clearly labelled.
  - c) Detailed drainage calculations demonstrating the proposed brownfield runoff rates are no greater than either 5 times the greenfield rate and there is sufficient attenuation for storm events up to and including 1:100+ climate change.
  - d) Interception storage assessment with an Interception feature and contributing area plan, interception design details and calculations as appropriate demonstrating compliance with National Standards
  - e) Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria. This must include site level information.

Reason: At the requested of Hampshire County Council as Lead Local Flood Authority to ensure that the surface water drainage system is appropriately designed to prevent on-site flooding and ensure that off-site flood risk is not increased in line with the National Standards for Sustainable Drainage Systems and Local Plan Policy.

- 14 Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the commercial floorspace hereby approved. The submitted details shall include:

- a) Maintenance schedules for each drainage feature type and ownership
- b) Details of protection measures
- c) Identification of easements,
- d) A description of the purpose of the system for the owner
- e) Restoration needs post flooding.

Reason: At the requested of Hampshire County Council as Lead Local Flood Authority to ensure the drainage system functions effectively and prevents increased flood risk throughout the development's lifetime.

- 15 No development shall be occupied until confirmation has been provided to the Local Planning Authority, in consultation with Thames Water, that either:-
- 1. Foul and/or surface (waste) water drainage capacity exists off site to serve the development; or
  - 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
  - 3. All Foul and/or surface water drainage network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

- 16 No development shall take place until a Servicing Management Plan (in line with the draft Servicing Management Plan) has been submitted to, and approved in writing by, the LPA. Thereafter the development should operate in accordance with the agreed Servicing Management Plan.

Reason: At the request of the Highway Authority (Hampshire County Council) in the interest of highway safety.

- 17 In the event that the uses on the site are 100% Research and Development use then the alternative parking layout as shown by drawing 11718-PRC-PL\_231 Rev.C should be considered the approved layout.

Reason: At the request of the Highway Authority to avoid overspill parking on the local highway network.

- 18 The development hereby approved shall not be occupied until the on-site car and lorry parking facilities shown on the approved plans have been completed, marked-out and made ready for use by the occupiers. The parking facilities shall be thereafter retained solely for parking purposes to be used by the occupiers of, and visitors to, the development. \*

Any Electric Vehicle Charging Point installations shown to be provided on the plans hereby approved shall be installed and made operational and available to occupiers 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 ensure the provision and availability of adequate off-street parking.

- 19 Prior to the first occupation of the building, covered cycle parking facilities shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The covered cycle parking facilities so approved shall thereafter be permanently retained and maintained for the parking of cycles in connection with the development.

Reason - To ensure the provision and availability of adequate cycle parking within the development in the interests of Active Travel.

- 20 Unless the provisions of Condition No.17 are invoked, the development hereby approved shall not be occupied until the lorry loading bay areas have been completed, marked-out and made ready for use by the occupiers. The lorry loading areas shall be thereafter retained solely for lorry parking and loading/unloading purposes. \*

Reason - To ensure the provision and availability of adequate lorry parking within the development in the interests of the safety and convenience of highway users.

- 21 No display or storage of goods, materials, plant, or equipment shall take place other than within the buildings.

Reason - In the interests of visual amenity and to ensure that on-site parking and manoeuvring spaces remain available at all times.

- 22 Prior to the occupation of the development, details of all external lighting including the design, position, orientation, colour temperature, management to minimise unnecessary external lighting use, and any screening of the lighting shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed and operated in accordance with the approved scheme at all times thereafter.

Reason - To ensure no unnecessary illumination is used; and to ensure the protection of wildlife in the interests of nature conservation in accordance with the National Planning Policy Framework. \*

- 23 The existing trees and hedges on and adjoining the application site which are to be retained shall be adequately protected from damage during site clearance and works in accordance with the following:-

a. stout exclusion fencing erected and retained for the duration of the site clearance and construction period located outside the extent of the root protection area(s) of the trees/hedges as identified in the Tree Survey Report submitted with the application hereby approved;

b. no building materials, plant or equipment shall be stored during the site clearance and construction period within the rooting zone of any trees or hedges on or adjoining the application site;

c. no burning of materials shall take place on site; and

d. care should be taken to ensure that any vehicles entering or leaving the site, or deliveries made to the site, do not cause damage (including ground compression within rooting zones) of any trees on or adjoining the application site.

These measures shall be put in place before any excavation, construction, vehicle parking or storage of building materials commences in the vicinity of the trees or hedges.

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

- 24 Prior to first occupation of the development hereby approved, an appropriately detailed landscape and planting scheme including ecological enhancement, shall be first submitted to and approved in writing by the Local Planning Authority. All landscaping shall be implemented only in strict accordance with the approved scheme and retained and maintained thereafter.

Reason - to ensure the development makes an adequate contribution to visual amenity.\*

- 25 No development shall take place until a Landscape and Ecological Management Plan (LEMP), including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas has been submitted to, and approved in writing by, the Local Planning Authority. The LEMP shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority for the lifetime of the development. The scheme shall include the following elements:
- Details of maintenance regimes;
  - Details of management responsibilities.

Reason - To ensure the amenity and biodiversity value of retained and/or planted trees shrubs and landscaped areas are maintained. \*

- 26 No new premises hereby permitted shall be occupied and brought into use until the refuse/recyclable bin storage and collection measures indicated on the approved plans have been implemented and these facilities shall be maintained and retained thereafter in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason - To safeguard the amenities of the area.

- 27 The development shall be designed to achieve the BREEAM 'excellent' standard for water consumption (or any national equivalent) to be confirmed by the submission to the Local Planning Authority of a post-construction BREEAM certificate.

Reason - To manage water consumption efficiently consistent with the requirements of Policy DE4 of the adopted Rushmoor Local Plan (2014-2032) and the advice in the NPPF.

- 28 No occupation or use of the development hereby approved shall take place until the mitigation measures identified at Section 7 "Mitigation Measures" of the submitted Air Quality Assessment hereby approved have been implemented. The mitigation measures shall subsequently be retained for the lifetime of the development.

Reason – To ensure good air quality is maintained.

- 29 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 Employment & Skills Plan shall be implemented in full and the measures introduced retained thereafter.

Reason - To maximise opportunities for associated skills and employment in the local

area. \*

- 30 In the event that any solar photo-voltaic panels are to be installed within the development hereby permitted a Glint and Glare Report assessing the impact of this/these installation(s) upon the operation of the nearby Farnborough Airport shall first be submitted to, and approved in writing by, the Local Planning Authority. No solar photo-voltaic panels shall be installed unless and until they are confirmed to be acceptable in terms of their impact upon the operation of Farnborough Airport and shall be retained thereafter at all times as approved.

Reason – In the current absence of a Glint & Glare Report relating to the proposed development to ensure that the proposed development does not adversely impact the operations of Farnborough Airport.

### **BNG DEEMED CONDITION**

1.1 Development may not be begun unless:

a biodiversity gain plan has been submitted to the planning authority; and

The planning authority has approved the plan.

### **Key Requirements**

1.2 The biodiversity gain plan must include:

information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;

the pre-development biodiversity value of the on-site habitat;

the post-development biodiversity value of the on-site habitat;

any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;

any biodiversity credits purchased for the development; and

any such other matters as the Secretary of State may by regulations specify.

### **Informatives**

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

It is considered that the proposals are acceptable in principle and in highway terms; to have an acceptable impact on the visual character and appearance of the area; to have no material or adverse impact on neighbours; no significant impact upon land subject to nature conservation designations. The proposals are also considered acceptable in terms of trees, flood risk & drainage, air quality, ecology & biodiversity, sustainability and access for people with disabilities. The proposals are thereby acceptable having regard to the requirements of Policies SS1, SS2, IN1, IN2, IN3, DE1, DE4, DE10, PC1, PC2, PC5, PC8, NE1, NE2, NE3, NE4, NE5, NE6, NE7, and NE8 of the adopted New

Rushmoor Local Plan (2014-2032); adopted Car and Cycle Standards SPD (2024); adopted Biodiversity Net Gain SPD (2024); 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 - 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 - This permission is subject to a tripartite planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) between the developer, Hampshire County Council and Rushmoor Borough Council.
- 4     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.
- 5     INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Operational Services for advice.
- 6     INFORMATIVE - Future occupiers of the development should be made aware that aircraft approaching and departing Farnborough Airport could be seen, and (dependent on weather conditions and ambient noise from other sources) heard from the application site.
- 7     INFORMATIVE - The applicant is reminded that the premises should be made accessible to all disabled people, not just wheelchair users, in accordance with the duties imposed by the Equality Act 2010. This may be achieved by following recommendations set out in British Standard BS 8300: 2009 "Design of buildings and their approaches to meet the needs of disabled people - Code of Practice". Where Building Regulations apply, provision of access for disabled people to the premises will be required in accordance with Approved Document M to the Building Regulations 2000 "Access to and use of buildings". The Rushmoor Access Group would welcome the opportunity to give further advice and guidance.

- 8      **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.
- 9      **INFORMATIVE** - 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](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 10     **INFORMATIVE** - From the information provided Thames Water cannot yet ascertain the point of connection to the Thames Water networks. Accordingly, a drainage strategy should contain the points of connection to the public sewerage system as well as the anticipated flows (including flow calculation method) into the proposed connection points. This data can then be used to determine the impact of the proposed development on the existing sewer system. If the drainage strategy is not acceptable Thames Water will request that an impact study be undertaken.
- 11     **INFORMATIVE** - The applicant is advised that during the demolition and construction phases of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Head of Operational Services.
- 12     **INFORMATIVE** - Great Crested Newts and all species of bat and their roosts are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017, as amended. They are afforded additional protection under the Wildlife and Countryside Act 1981, as amended, making it an offence to kill, injure or disturb an individual; damage, destroy or obstruct access to a breeding site or resting place of that individual. Destruction of a bat roost is an offence, regardless of whether a bat is present at the time of roost removal. The grant of planning permission does not supersede the statutory requirements of the following legislation and any unauthorised works could constitute an offence. If great crested newts or bats or signs of either are encountered at any point during development then all works must stop immediately and you should contact Natural England in order to avoid breach of the following referenced legislation. This is to ensure compliance with The Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended).

- 13 INFORMATIVE - Water Efficiency : the applicants can find out how to achieve BREEAM 'excellent' standard for water efficiency by going to the Building Research Establishment Ltd website BREEAM - BRE Group.
- 14 INFORMATIVE - The Applicants are reminded of the consultation comments from Farnborough Airport concerning safeguarding etc in proximity to Farnborough Airport.
- 15 INFORMATIVE - The Applicants are reminded that the control of display of advertisements is subject to separate controls within the Planning system. Please contact the Council's Development Management Team if any advice is required concerning this matter at: [plan@rushmoor.gov.uk](mailto:plan@rushmoor.gov.uk).
- 16 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.
- 17 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.

### **Statutory Biodiversity Net Gain Informative**

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Rushmoor Borough Council [until 30 April 2028 and North Hampshire Council from 1 May 2028].

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

The permission which has been granted has the effect of requiring or permitting the development to proceed in phases. The modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 apply.

In summary: Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans).

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.

1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and (i) the original planning permission to which the section 73 planning permission relates\* was granted before 12 February 2024; or (ii) the application for the original planning permission\* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
  - 4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
    - iv) the application for planning permission was made before 2 April 2024;
    - v) planning permission is granted which has effect before 2 April 2024; or
    - vi) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates\* was exempt by virtue of (i) or (ii).
  - 4.2 Development below the de minimis threshold, meaning development which:
    - iii) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
    - iv) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).
  - 4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.
  - 4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).
  - 4.5 Self and Custom Build Development, meaning development which:
    - i) consists of no more than 9 dwellings;
    - ii) is carried out on a site which has an area no larger than 0.5 hectares; and
    - iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

\* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

## **Irreplaceable habitat**

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

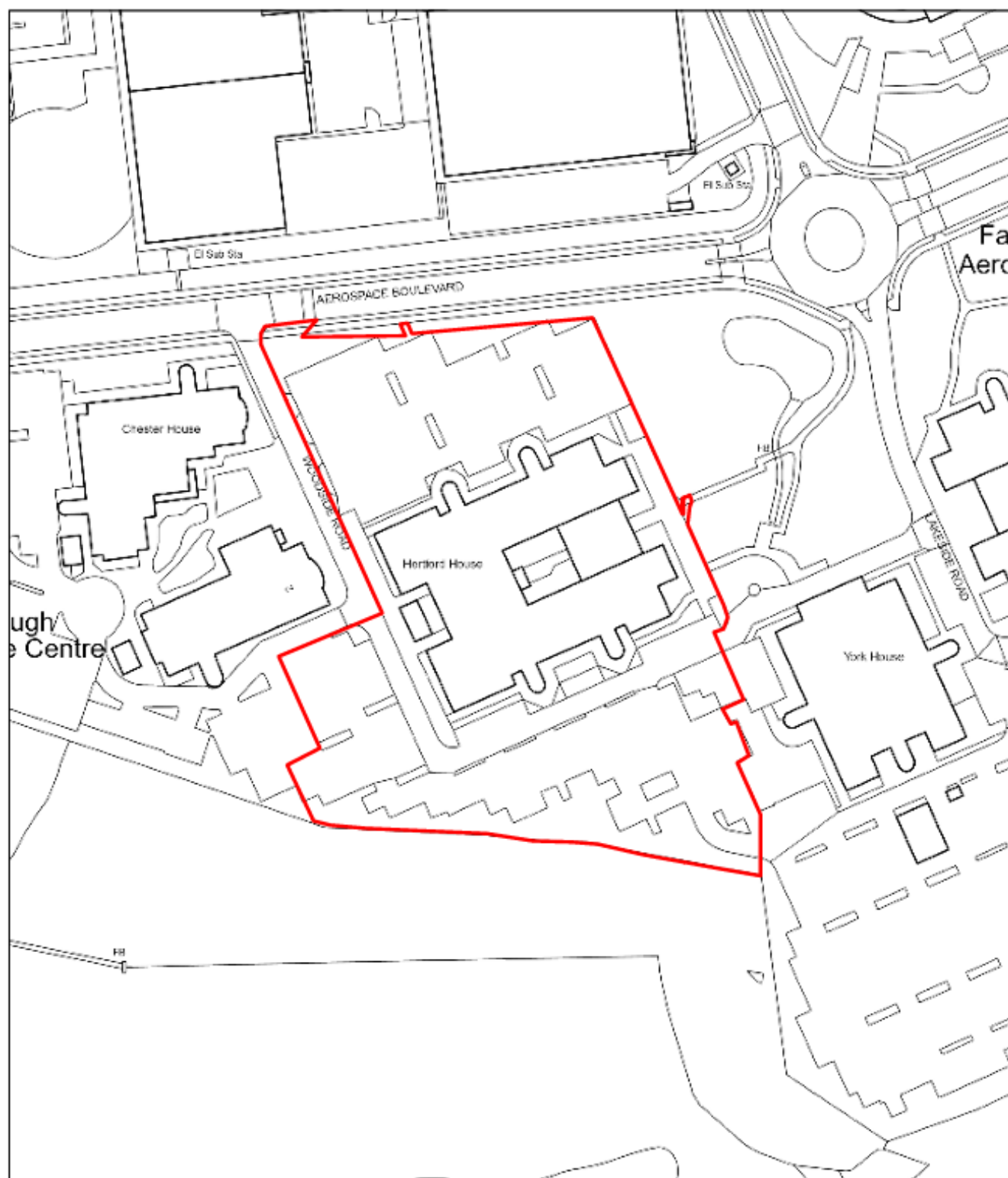
The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

## **The effect of section 73D of the Town and Country Planning Act 1990**

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.



01/10/2026, 11:04:22

 Planning Application

