

Public Document Pack



RUSHMOOR BOROUGH COUNCIL

DEVELOPMENT MANAGEMENT COMMITTEE

*at the Council Offices, Farnborough on
Wednesday, 19th July, 2023 at 7.00 pm*

To:

VOTING MEMBERS

Cllr S.J. Masterson (Chairman)
Cllr Marina Munro (Vice-Chairman)

Cllr Jib Belbase
Cllr P.J. Cullum
Cllr A.H. Gani

Cllr C.P. Grattan
Cllr Michael Hope
Cllr Halleh Koohestani

Cllr Sophie Porter
Cllr D. Sarki
Cllr Calum Stewart

NON-VOTING MEMBERS

Cllr G.B. Lyon (ex-officio)

STANDING DEPUTIES

Cllr Mrs. D.B. Bedford
Cllr Christine Guinness
Cllr S. Trussler
Cllr G. Williams

Enquiries regarding this agenda should be referred to Adele Taylor,
Democratic Services, 01252 398831 adele.taylor@rushmoor.gov.uk

A G E N D A

1. **DECLARATIONS OF INTEREST –**

All Members who have or believe that they have any interest under the Rushmoor Borough Council Councillors' Code of Conduct, adopted in April 2021, in any matter to be considered at the meeting are required to disclose that interest at the start of the meeting (preferably) or as soon as possible thereafter and to take the necessary steps in light of their interest as to any participation in the agenda item.

2. **MINUTES –** (Pages 1 - 4)

To confirm the Minutes of the meeting held on 21st June, 2023 (copy attached).

3. **PLANNING APPLICATIONS –** (Pages 5 - 98)

To consider the Executive Head of Property and Growth's Report No. PG2323 on planning applications recently submitted to the Council (copy attached).

Sections A & B of the report set out the items to be considered at future meetings and petitions received:

Item	Reference Number	Address	Recommendation
1	21/00271/FULPP	Block 3 Queensmead, Farnborough	For information
2	22/00340/REMPP	Blandford House and Malta Barracks Development Site, Shoe Lane, Aldershot	For information
3	23/00382/FULPP	Former Park Road Garage, 107 Park Road, Farnborough	For information
4	23/00513/FUL	Redan Road Cemetery, Redan Road, Aldershot	For information

Section C of the report sets out planning applications for determination at this meeting:

Item	Pages	Reference Number	Address	Recommendation
5	11-44	23/00169/FULPP	Aldershot Conservative Club, Aldershot	Grant
6	45-66	23/00440/REVPP	McDonalds,	Refuse

			1 North Close, Aldershot	
7	67-76	23/00446/FULPP	Grazley Lodge, Osborne Road, Farnborough	Grant
8	77-84	23/00461/FULPP	Aldershot Park Crematorium, Guildford Road, Aldershot	Grant

Section D of the report sets out planning applications which have been determined under the Council's scheme of delegation for information.

MEETING REPRESENTATION

Members of the public may ask to speak at the meeting, on the planning applications that are on the agenda to be determined, by writing to the Committee Administrator at the Council Offices, Farnborough by 5.00 pm on the day prior to the meeting, in accordance with the Council's adopted procedure which can be found on the Council's website at

<http://www.rushmoor.gov.uk/speakingatdevelopmentmanagement>

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DEVELOPMENT MANAGEMENT COMMITTEE

Meeting held on Wednesday, 21st June, 2023 at the Concorde Room, Council Offices, Farnborough at 7.00 pm.

Voting Members

Cllr S.J. Masterson (Chairman)
Cllr Marina Munro (Vice-Chairman)

Cllr Jib Belbase
Cllr P.J. Cullum
Cllr C.P. Grattan
Cllr Michael Hope
Cllr Halleh Koohestani
Cllr Sophie Porter
Cllr D. Sarki
Cllr Calum Stewart

Apologies for absence were submitted on behalf of Cllr A.H. Gani.

Cllr S. Trussler attended the meeting as a Standing Deputy.

Non-Voting Member

Cllr G.B. Lyon (Planning and Economy Portfolio Holder) (ex officio)

8. DECLARATIONS OF INTEREST

Having regard to the Members' Code of Conduct, the following declarations of interest were made. All Members who had or believed that they had any interest under Rushmoor Borough Council's Councillor Code of Conduct, adopted in April 2021, in any matter to be considered at the meeting disclosed that interest at the start of the meeting or as soon as possible thereafter and took the necessary steps in light of their interest as to any participation in the agenda item:

Member	Application No. and Address	Interest	Action
Cllr Marina Munro	23/00338/FULPP – Farnborough North Railway Station, Farnborough	Personal	Cllr Munro did not take part in the meeting during the discussion and voting thereon

9. MINUTES

The Minutes of the Meeting held on 7th June, 2023 were approved and signed as a correct record of proceedings.

10. PLANNING APPLICATIONS

RESOLVED: That

- (i) permission be given to the following applications, as set out in Appendix "A" attached hereto, subject to the conditions, restrictions and prohibitions (if any) mentioned therein:

- * 23/00292/FULPP Farnborough Airport, Farnborough
23/00338/FULPP Farnborough North Railway Station, Farnborough

- (ii) the applications dealt with by the Executive Head of Property and Growth, where necessary in consultation with the Chairman, in accordance with the Council's Scheme of Delegation, more particularly specified in Section "D" of the Executive Head of Property and Growth's Report No. PG2321, be noted

- (iii) the current position with regard to the following applications be noted pending consideration at a future meeting:

- 21/00271/FULPP Block 3, Queensmead, Farnborough
- ** 22/00340/REMPP Land at Blandford House and Malta Barracks Development Site, Shoe Lane, Aldershot
- 23/00169/FULPP Aldershot Conservative Club, Victoria Road, Aldershot
- 23/00382/FULPP Former Park Road Garage, 107 Park Road, Farnborough
- 23/00440/REVPP McDonalds, 1 North Close, Aldershot
- 23/00461/FUL Aldershot Park Crematorium, Guildford Road, Aldershot

* The Executive Head of Property and Growth's Report No. PG2321 in respect of these applications was amended at the meeting.

** It was agreed that site visits would be arranged to these sites

11. APPEALS PROGRESS REPORT

The Committee received the Executive Head of Property and Growth's Report No. PG2322 concerning the following appeal decisions:

Application / Enforcement Case No.	Description	Decision
22/00125/FULPP & 22/00126/FULPP	Against refusal of planning permission for a detached three-storey, three bedroom, six person dwelling with associated bin and cycle storage, removal of existing footway crossover and reinstatement of pavement and formation of parking bay on road, and for a new detached two storey, two bedroom, four person dwelling with associated bin and cycle stores and onsite parking space, both at 6 East Station Road, Aldershot.	Dismissed

RESOLVED: That the Executive Head of Property and Growth's Report No. PG2322 be noted.

The meeting closed at 7.43 pm.

CLLR S.J. MASTERSON (CHAIRMAN)

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**Development Management
Committee
19th July 2023**

**Executive Head of Property
and Growth
Report No. PG2323**

Planning Applications

1. Introduction

- 1.1 This report considers recent planning applications submitted to the Council, as the Local Planning Authority, for determination.

2. Sections In The Report

- 2.1 The report is divided into a number of sections:

Section A – FUTURE Items for Committee

Applications that have either been submitted some time ago but are still not ready for consideration or are recently received applications that have been received too early to be considered by Committee. The background papers for all the applications are the application details contained in the Part 1 Planning Register.

Section B – For the NOTING of any Petitions

Section C – Items for DETERMINATION

These applications are on the Agenda for a decision to be made. Each item contains a full description of the proposed development, details of the consultations undertaken and a summary of the responses received, an assessment of the proposal against current policy, a commentary and concludes with a recommendation. A short presentation with slides will be made to Committee.

Section D – Applications ALREADY DETERMINED under the Council's adopted scheme of Delegation

This lists planning applications that have already been determined by the Head of Economy, Planning and Strategic Housing, and where necessary with the Chairman, under the Scheme of Delegation that was approved by the Development Management Committee on 17 November 2004. These applications are not for decision and are FOR INFORMATION only.

- 2.2 All information, advice and recommendations contained in this report are understood to be correct at the time of publication. Any change in circumstances will be verbally updated at the Committee meeting. Where a recommendation is either altered or substantially amended between preparing the report and the Committee meeting, a separate sheet will be circulated at

the meeting to assist Members in following the modifications proposed. This sheet will be available to members of the public.

3. Planning Policy

- 3.1 Section 38(6) of the Town and Country Planning Act 1990 (as amended) requires regard to be had to the provisions of the development plan in the determination of planning applications. The development plan for Rushmoor comprises the Rushmoor Local Plan (February 2019), the Hampshire Minerals and Waste Plan (October 2013) and saved Policy NRM6 of the South East Plan.
- 3.2 Although not necessarily specifically referred to in the Committee report, the relevant development plan will have been used as a background document and the relevant policies taken into account in the preparation of the report on each item. Where a development does not accord with the development plan and it is proposed to recommend that planning permission be granted, the application will be advertised as a departure and this will be highlighted in the Committee report.

4. Human Rights

- 4.1 The Human Rights Act 1998 (the Act) has incorporated part of the European Convention on Human Rights into English law. All planning applications are assessed to make sure that the subsequent determination of the development proposal is compatible with the Act. If there is a potential conflict, this will be highlighted in the report on the relevant item.

5. Public Speaking

- 5.1 The Committee has agreed a scheme for the public to speak on cases due to be determined at the meeting (Planning Services report PLN0327 refers). Members of the public wishing to speak must have contacted the Meeting Coordinator in Democratic Services by 5pm on the Tuesday immediately preceding the Committee meeting. It is **not** possible to arrange to speak to the Committee at the Committee meeting itself.

6. Late Representations

- 6.1 The Council has adopted the following procedures with respect to the receipt of late representations on planning applications (Planning report PLN 0113 refers):
- a) All properly made representations received **before** the expiry of the final closing date for comment will be summarised in the Committee report. Where such representations are received after the agenda has been published, the receipt of such representations will be reported orally and the contents summarised on the amendment sheet that is circulated at the Committee meeting. Where the

final closing date for comment falls **after** the date of the Committee meeting, this will be highlighted in the report and the recommendation caveated accordingly.

- b) Representations from both applicants and others made **after** the expiry of the final closing date for comment and received **after** the report has been published will not be accepted unless they raise a new material consideration which has not been taken into account in the preparation of the report or draws attention to an error in the report.
- c) Representations that are sent to Members should not be accepted or allowed to influence Members in the determination of any planning application unless those representations have first been submitted to the Council in the proper manner (but see (b) above).
- d) Copies of individual representations will not be circulated to members but where the requisite number of copies are provided, copies of individual representation will be placed in Members' pigeonholes.
- e) All letters of representation will be made readily available in the Committee room an hour before the Committee meeting.

7. Financial Implications

- 7.1 There are no direct financial implications arising from this report. However, in the event of an appeal, further resources will be put towards defending the Council's decision. Rarely, and in certain circumstances, decisions on planning applications may result in the Council facing an application for costs arising from a planning appeal. Officers will aim to alert Members where this may be likely and provide appropriate advice in such circumstances.

Tim Mills
Executive Head of Planning & Growth

Background Papers

- *The individual planning application file (reference no. quoted in each case) Rushmoor Local Plan (Adopted Feb 2019)*
- *Current government advice and guidance contained in circulars, ministerial statements and the National Planning Practice Guidance (NPPG).*
- *Any other document specifically referred to in the report.*
- *Regional Spatial Strategy for the South East, policy NRM6: Thames Basin Heaths Special Protection Area.*
- *The National Planning Policy Framework.*
- *Hampshire Minerals and Waste Plan (2013).*

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Section A

Future items for Committee

Section A items are for INFORMATION purposes only. It comprises applications that have either been submitted some time ago but are still not yet ready for consideration or are recently received applications that are not ready to be considered by the Committee. The background papers for all the applications are the application details contained in the Part 1 Planning Register.

Item	Reference	Description and address
1	21/00271/FULPP	<p>Erection of an extension to Kingsmead Shopping Centre; commercial, business and service uses on the ground floor (3,088sqm), 104 apartments over nine floors, private amenity space, 53 car parking spaces, up to 222 bicycle parking spaces, a bridge link and alterations to existing block 2 car park and the meads, a new entrance to The Meads shopping centre</p> <p>Block 3 Queensmead Farnborough</p> <p>This application is subject to a request for an extension of time to consider further amendments.</p>
2	22/00340/REMPP	<p>PART APPROVAL OF RESERVED MATTERS: for the erection of 71 dwellings (Phase 4), including access from Shoe Lane and Forge Lane, internal access roads, public open space, parking, lighting and associated infrastructure, following demolition of existing buildings and hardstanding, pursuant to Condition 3 (1-24) of Hybrid Outline Planning Permission 17/00914/OUTPP dated 15th May 2020.</p> <p>Blandford House And Malta Barracks Development Site Shoe Lane Aldershot</p> <p>Assessment of this application continues and has not yet reached the stage for Committee consideration.</p>

3	23/00382/FULPP	<p>Change of use of vehicle sales and repair garage, and erection of 4no. 3-bed two-storey dwellings (including loft accommodation) following demolition of all existing buildings and removal of hardstanding, and associated works</p> <p>Former Park Road Garage, 107 Park Road, Farnborough</p> <p>This application has only recently been received and consultations are under way.</p>
4	23/00513/FUL	<p>Installation of storage container</p> <p>Redan Road Cemetery, Redan Road, Aldershot</p> <p>This application has only recently been received and consultations are under way. It is too early to present this application to Committee.</p>

Section B

Petitions

Item	Reference	Description and address
		There are no petitions to report

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.	23/00169/FULPP
Date Valid	2nd March 2023
Expiry date of consultations	4th July 2023
Proposal	Erection of multi-storey car park with vehicular access and egress from Little Wellington Street following demolition of existing Conservative Club building
Address	Former Aldershot Conservative Club, Victoria Road, Aldershot
Ward	Wellington
Applicant	Shaviram Aldershot Limited
Agent	D. Rose Planning LLP
Recommendation	Grant

Description

The application site is to the rear of Nos.110-124 even inclusive (including the houses at Nos.1 & 2 Joshua Court to the rear of Nos.112-114) Victoria Road and Stafford House, 37-39 Station Road. It is to the east of the service yard to Aldershot Arcade and south of Little Wellington Street, with The Galleries Shopping Centre being demolished opposite. The site is of an irregular shape, measures 0.2 hectares in area and has a road frontage on Little Wellington Street measuring 52 metres. The a mproperty is the former Aldershot Conservative Club, comprising an extended two-storey red brick-built building occupying the east third of the site, with the remainder being a private car park with access from Little Wellington Street adjacent to the Aldershot Arcade service yard gates. The site also includes a narrow pedestrian and vehicular entrance to/from Victoria Road between Nos.114 & 116.

The current application is submitted by the same applicants as already have planning permission on adjacent land for The Galleries town centre redevelopment via planning permission 20/00508/FULPP granted in September 2022. The current proposals are submitted as part of amendments to the approved Galleries scheme intended to rearrange the parking provision for the overall development.

As amended by plans received on 27 June 2023, the proposal is for the demolition of the existing building and redevelopment to provide a new multi-storey car park. This would have an irregular footprint filling most of the site area, excluding a small yard to the south adjacent to Joshua Court

and the rear of Victoria Road properties. The proposed car park would have six levels, including a split-level ground floor and roof parking, with a total capacity of 252 spaces. Of these, 23 spaces on the ground/lower ground levels would have electric vehicle charging points; and 11 spaces would be accessible for persons with disabilities. Motorbike parking areas would also be provided. Vehicular access to and from the car park would be from Little Wellington Street towards the west end of the street frontage.

The car park building would measure 49 metres wide on the street frontage by 32 metres deep. The maximum height of the building would be 15.2 metres above ground level. The front elevation seeks to emulate some of the design elements of the Galleries re-development, with elevations finished mainly with red/orange stock brick, with the upper-most levels being grey-coloured perforated cladding panels. The front elevation would have structural openings shaped with grey-coloured frames to mimic those of the approved Galleries re-development buildings adjacent to the site. Some (such as the stair well) glazed, but the larger openings enclosed with structural grey coloured expanded metal mesh. The side and rear elevations would be predominantly finished with white or light grey render, with some elements of grey perforated cladding and structural mesh. There would also be significant structural openings on the rear and west side elevations, partially enclosed with structural mesh balustrades on the rear elevation, reflecting the position of the parking decks within the building.

Vehicular ramps within the car park are orientated transversely within the car park such that they form the main aisles between the parking spaces that would run from side-to-side within. Two stair cores would be provided, one at the north-west corner on the street frontage, and the other to the south in the rear yard. A pair of lifts would provide access to all levels except the lower ground floor. A small office space would be provided on the ground floor. The first, second and third-floors would provide covered parking, with the footprint of the building stepping in on the east side to prevent overshadowing of the adjoining block of flats at Stafford House (Nos.37-39 Station Road). There would be a partial setback of the upper floors from second floor level on the west side to anticipate and address the future presence of residential flats of Block S within the approved Galleries redevelopment scheme (20/00508/FULPP). The fourth floor of the proposed car park is the roof of the building and would provide open-air parking.

The application is accompanied by a Design & Access Statement; Planning Statement; Transport Note; Heritage Impact Assessment; Public Consultation Statement; Sunlight & Daylight Report for Neighbouring Properties; Flood Risk Assessment & Sustainable Drainage Report; Noise Impact Assessment (Updated version received 4 May 2023); Heritage Statement; Air Quality Assessment; State 1 Desk Study Site Investigation Report; Preliminary Ecological Appraisal; and a Preliminary Bat Roost Assessment. The Preliminary Bat Roost Assessment identified a risk that bats could be present in the building so the applicants have more recently submitted Dusk Emergence Bat Survey that has found no evidence of the presence of bats at the application building. The applicants have also submitted further information in response to the comments received from the HCC lead Local Flood Authority.

A Further Transport Note was submitted on 27 June 2023 in response to the consultation response from HCC Highways seeking more information.

Consultee Responses

RBC Regeneration Team No comments received.

RBC Strategic Parking Officer Comment: My only point is that already raised previously, which is the width of the car park spaces. My understanding is that the standard

spaces should be a minimum of 2.5m, and you have confirmed that this is the case. Any less than this will leave us with a car park that is extremely tight for parking, and off-putting to visitors to the town - a situation we have elsewhere in the borough at Morrisons and The Meads. *[Officer Note: the submitted plans show parking spaces of 2.5 metres in width.]*

HCC Highways Development Planning	Holding Objection pending receipt of further information : The Transport Note submitted as part of this planning application requires further information to be provided in relation to the proposed pedestrian and vehicular access for the site and pedestrian routes to the key facilities/ attractions within the local area. A key point of clarification is whether the number of car parking spaces for this development and The Galleries development can be restricted to 892 spaces and any development proposed within The Galleries application site as replacement for the 252 public car park will be assessed in full as part of a future application for the site. <i>[Officer Note: Amended plans and a Transport Note were submitted by the applicants on 27 June 2023 in response to these comments. Re-consultation of HCC has been undertaken and a further response is awaited.]</i>
Environmental Health	Following receipt of some additional information from the applicants in the form of an updated Noise Impact Assessment on 4 May 2023, No Objections subject to conditions and informatives.
Planning Policy	No objections.
Lead Local Flood Authorities	More information required. A response was received from the applicants in this respect on 7 June 2023 and the HCC LLFA has been re-consulted and a response is awaited.
RBC Ecology Officer	#1 Comments 10/03/2023 : More Information Required. #2 Comments 08/06/2023 : No objections subject to conditions.
Scottish & Southern Energy	No comments received.
Hampshire Fire & Rescue Service	No comments received.
Southern Gas Network (Formerly TRANSCO)	No comments received.
South East Water	No comments received.
Thames Water	No objection subject to conditions.

Neighbours notified

In addition to posting a site notice and press advertisement, 127 individual letters of notification

were sent to the occupiers of properties in Victoria Road, Station Road and The Arcade, including all properties adjacent to, or opposite, the application site.

Neighbour Comments

Flat 3, Stafford House, 37-39 Station Road
Objection: My main reason for objection is that the current surrounding roads cannot cope with the existing traffic flow, especially during rush hour times, they are also already in bad condition. Roads will become congested and blocked. I am in a ground floor flat next to the proposed site that already gets limited natural light, this will make it worse. Why not fully reopen the existing multi-storey on the High Street/Wellington avenue?

Flat 2, Stafford House, 37-39 Station Road
Objection: Loss of light to neighbouring buildings. Increased pollution and danger to health long term. Noise pollution from plant/cars, people coming and going, door slamming, car alarms going 24/7. Lack of privacy to residents. Environmental impact on residents. A few bat and bird boxes is laughable. How about a green space like a park instead. Adverse to the structure of buildings close by. Increased risk of crime levels in the area and graffiti, vandals, rubbish. Would you like to live next to a carpark?

Policy and Determining Issues

The site is both within the defined urban area of Aldershot and the town centre as defined by the Rushmoor Local Plan (2014-2032), adopted November 2019. The site is not within a Conservation Area, nor adjoining one. The site does not contain any Listed Buildings and none are located immediately adjacent : the nearest Listed Building is the former Palace Cinema, No.35 Station Road. No.41 Station Road, which is located on the corner of Little Wellington Street at the junction with Station Road is a Building of Local Interest (BOLI).

The site is adjacent to, but outside the Primary Shopping Area. It is adjacent to the former Galleries Shopping Centre and Arcade Shopping Centre regeneration scheme which was granted planning permission in September 2022. It is to the south of Phase 1A and to the east of Phase 2 of the development. There are three statutory listed and three locally listed buildings in proximity to the site: the Palace Cinema (Grade II), the former Masonic Hall (Grade II), the General Post Office (Grade II), 41 Station Road (locally listed), 102 Victoria Road (locally listed) and 126 Victoria Road (locally listed).

Local Plan Policies SS1 (Presumption in Favour of Sustainable Development), SS2 (Spatial Strategy), SP1 (Aldershot Town Centre), IN1 (Infrastructure and Community Facilities), IN2 (Transport), HE1 (Heritage), DE1 (Design in the Built Environment), DE10 (Pollution), NE3 (Trees and Landscaping), NE4 (Biodiversity), NE6 (Managing Fluvial Flood Risk), and NE8 (Sustainable Drainage Systems) are considered relevant to the consideration of the current application.

Although the current application site is not located within land identified and allocated for The Galleries re-development with Local Plan Policy SP1.4, the application site immediately adjoins and is surrounded to the north, west and south by land forming part of this regeneration scheme and for which planning permission has been granted. The current proposals are associated with, and an addition to, the Galleries scheme and are intended to provide town centre parking provision at an early stage of the re-development to enable continued public parking provision to remain despite the loss of the High Street multi-storey car park as part of the re-development.

Also relevant are the Councils adopted Car and Cycle Standards Supplementary Planning Document (SPD) adopted in 2017, Aldershot Town Centre Prospectus SPD (2016). The advice contained in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) is also relevant.

The main determining issues are considered to be:-

1. Principle;
2. Visual Impact upon Character & Appearance of the Area, including impact on trees;
3. Impact on Heritage Assets
4. Impact upon Neighbours;
5. Highways considerations;
6. Flood Risk & Drainage;
7. Biodiversity & Ecology considerations; and
8. Access for People with Disabilities.

Commentary

1. Principle -

The National Planning Policy Framework (NPPF) advises that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. These roles are defined as

- *"contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements including the provision of infrastructure;*
- *supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*
- *contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy."*

The NPPF also advises that these roles should not be taken in isolation because they are mutually dependent, and the planning system should play an active role in guiding development to sustainable locations.

In this case it is proposed to make effective use of existing unused previously developed land in a sustainable central location in Aldershot Town Centre by providing a new infrastructure facility consisting of public parking. Having regard to Local Plan Policy SP1, although the site is not located in a primary or secondary frontage, it is considered that the proposals would maintain the vitality and viability of Aldershot Town Centre.

Provision of Infrastructure & Community Facilities : Local Plan Policy IN1 (Infrastructure and Community Facilities) sets out that there should be no loss or reduction in the capacity of existing infrastructure, including community facilities, unless replacement services or facilities are

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

Neither the Local Plan nor the NPPF defines the terms 'infrastructure' and 'community facilities', but it is clear from the wording of Policy IN1 that 'community facilities' are considered to be a subset of 'infrastructure'. 'Infrastructure' is a more general term that has a broad definition describing the physical and organisational structures and facilities (e.g. buildings, roads, power supplies and other facilities etc) needed for the operation of a country, society or enterprise. In this context it is considered that the proposed development, which is for provision of a multi-storey car park to be used by the public, is clearly new physical infrastructure to be provided within the Borough to facilitate adequate public car parking in Aldershot town centre to support the on-going functions of the Town Centre. On this basis, it is considered that Policy IN1 is supportive of the proposed development in principle.

The Council's Planning Policy Team has considered whether there is any issue of principle with respect to the requirements of Policy IN1 arising from the loss of the Aldershot Conservative Club building to make way for the development. The NPPF and the Local Plan both contain suggestions as to what may be considered to be a 'community facility', including: meeting places, sports venues/clubs, cultural buildings and places of worship. Although Aldershot Conservative Club was a private members club, some space within the Club building was made available to hire by individuals or groups, and it was used by other local organisations as a meeting place for many years. Events were also held at the Club which allowed the attendance of non-members. It is therefore considered that the application building was, and retains a lawful planning use, that falls within the wide definition of a 'community facility'. Accordingly, the loss of this former community facility is also a matter for consideration in the context of Policy IN1 to be weighed in the balance against the proposed new infrastructure provision in the Town Centre that is also supported and encouraged in principle by Policy IN1.

The Aldershot Conservative Club was closed by the Association of Conservative Clubs as it had ceased to be viable. Their meetings, and those of the various individuals, groups and local organisations, are now being held at alternative venues. Historically and typically, many individuals and small community groups and organisations can, and often do, meet at local public houses and restaurants. There are also a number of existing venues within the locality of the Town Centre that have space to accommodate small meetings. The Galleries redevelopment scheme permits provision of new non-residential floorspace with a flexible planning use that could accommodate community facilities.

No material loss of provision and capacity to cope with any demand for community facility floorspace would arise from the demolition of the building to make way for the current proposal. It is neither considered that the existing building is required for the same community use anymore, or that the specific identified provision of an alternative building in the locality is required to provide the same community use. There is no evidence that there has been, or would be, any material loss of provision of, and local capacity to accommodate, community facilities arising from the loss of the Conservative Club building.

Although it is usually expected that applicants demonstrate that there is no need for the existing community facility or demand for another community use on site, they are unable to provide such evidence, which could, for example, be of appropriate advertising and/or that other local community groups had been approached about the use of the site. Nevertheless, the applicants advise that the Club property was openly marketed prior to its acquisition by the applicants and, other than another private developer who may have expressed an interest in acquiring the site for residential use, they did not attract any interest or offers from other parties including

community groups. Having regard to the specific circumstances of this case, it is not therefore considered necessary, reasonable or appropriate to require further marketing evidence be provided.

The proposals the subject of the current application would provide a significant contribution of new infrastructure in the form of public parking that would be a boost to the Town Centre and environs as a whole, thereby supporting the function and needs of all existing and potential future users of the Town Centre, including community facilities. It is also considered that the proposed new car park would benefit the community by enabling the sustained provision of a public parking during the implementation of the Galleries redevelopment (including the approved loss of the existing High Street Multi-Storey Car Park). In the long term, the proposed new car park will support the viability and vitality of the town centre assisting access for shoppers, visitors and workers. It is therefore considered that the proposals are supported by, and clearly acceptable in principle having regard to, the requirements of Local Plan Policy IN1.

Site Investigation : Local Plan Policy DE10 (Pollution) states that development will be permitted provided that it does not give rise to, or would be subject to, unacceptable levels of pollution (including air, water, soils, noise, light, dust, odour) and that it is satisfactorily demonstrated that any adverse impacts of pollution will be adequately mitigated or otherwise minimised to an acceptable level. In this context, the submitted Phase 1 Desk Study has identified no significant historical use of the land nor off-site sources of potential contamination sources that could adversely impact site conditions and end-users such that it is considered that there is no need for additional investigations. The Council's Environmental Health Team agree with this assessment and recommend that a watching brief should be maintained during development backed-up by the usual condition concerning unforeseen contamination.

The Galleries is a key site allocation for town centre re-generation and residential development that benefits from an extant planning permission and preliminary works are already well underway in commencing this substantial development. The Rushmoor Local Plan supports the comprehensive redevelopment of the site to support the regeneration of Aldershot Town Centre and the current proposals are an important addition and enhancement to the re-development scheme that is intended to ease parking provision during the construction period of the overall development in the short to medium-term, but also improve the parking provision for the re-development and the Town Centre in general on an on-going basis in the longer-term. It is considered that the proposals are acceptable in principle (subject to all usual development control issues being satisfactorily resolved in detail) since the proposals are in line with Government objectives and the overall objectives of the Council's own adopted planning policies.

2. Visual Impact upon Character & Appearance, including impact on trees -

The site is not within a Conservation Area. The appropriate test for the consideration of impact upon the character and appearance of the area is therefore whether or not the proposed development would cause material harm to the visual character and appearance of the area as a whole, and whether it does this to such an extent that this would justify and sustain the refusal of planning permission. In this respect, it is necessary to consider the visual impact of the proposed development compared with that of the existing vacant Club building and adjacent car park at the application site.

Local Plan Policy DE1 is a key consideration and requires new development *“to make a positive contribution towards improving the quality of the built environment”*. Amongst other things, it requires proposals to *“include high-quality design that respects the character and appearance of the local area”*; to *“respect established building lines”*; to *“take account of adjacent building*

heights, fenestration, roof and cornice lines”; and to *“use materials sympathetic to local character”*. Proposals should also *“include a level of architectural detail that gives the building visual interest for views both near and far”*; *“make a positive contribution to the public realm”*; and *“give appropriate consideration to the relationship between public and private space”*.

The vicinity of the application site has a mixed-use densely urbanised character very typical of a town centre, with a variety of land uses and buildings of different types, ages, scale and heights of development, conventional external materials; and extensions and alterations. Whilst there are examples of Victorian and Edwardian buildings dotted throughout the town indicative of the origins and history of the town, they do not predominate or define the character and appearance of the town centre as a whole, which is more mixed. Furthermore, although not yet started in earnest, the external design, scale, height and appearance of the approved Galleries redevelopment scheme is also considered to be a pertinent. This would, once built, re-model the character and appearance of the vicinity with new development of modern external design and significant scale and height that would directly adjoin (and also be situated opposite) the proposed multi-storey car park.

In this overall context, since the character and appearance of the area is mixed, it is neither considered reasonable nor appropriate to insist that the design of the new development should follow a Victorian design theme : indeed, it is difficult to see how a multi-storey car park could be endowed with any significant and genuine Victorian visual character. Although the proposed multi-storey car park would be of significant scale, this is considered appropriate and sympathetic to its surroundings, which includes existing and approved proposed buildings of larger scale and height. It is considered to be of an acceptable design and would not be overbearing in appearance, given that buildings of larger scale and height already exist in the vicinity; and more are proposed and approved. Nevertheless, due to the relatively narrow width of Little Wellington Street, the principal public location from where the development would be visible, the overall mass and scale of the proposed building would be less obvious and would not be the focus of attention.

The external design, detailing and indicated external materials is also considered to be appropriate, with the main elevation fronting Little Wellington Street shown to be finished with facing bricks and to have structural openings to fit the design language of the adjacent approved Galleries development (Blocks S & R). It is also considered that the building design would have variety and interest; and quality external materials can be ensured through imposition of a suitably worded planning condition.



Little Wellington St street-scene, with the proposed multi-storey car park centre left and Blocks S & R of the approved Galleries scheme adjoining to the right-hand side. The building on the left-hand side of the image is Stafford House. This image also shows how the side of the multi-storey car park building is inset from the site boundary with successive floors to ensure an acceptable impact upon the flats at Stafford House.

Impact on Trees : There are some small trees, considered likely self-seeded, at the rear of the site adjacent to the boundary with Victoria Road properties. Whilst these trees may not need to be removed as a result of the development because they would be at the edge of the rear yard

area, they are not considered to be worthy of retention having regard to Local Plan Policy NE3 and their loss would have no material adverse visual impact.

3. Impact upon Heritage Assets -

Policy HE1 states that the Council “will support development proposals which do not adversely affect the significance, special interest and character or appearance of nationally and locally designated heritage assets”. The Council’s adopted BOLI SPD simply requires that the setting of locally listed buildings “is safeguarded/enhanced and not compromised” and notes that “this can be achieved through appropriate positioning, layout, design and landscaping”.

It is not considered that the architectural and historical character and setting of the Listed Building at the former Palace Cinema at 35 Station Road would be materially and adversely affected by the proposed development. This historic building is located near, but not adjoining, the application site south of Stafford House. Although the proposed development is of a sizeable scale, the Former Palace Cinema is already located in an urban setting and, it is considered, would not be subject to any harmful or undue change.

It is considered that the proposed development would have no material and harmful impacts upon the architectural or historical character or setting of designated and non-designated heritage assets.

4. Impact upon Neighbours -

Although the proposed development would closely adjoin a significant number of residential flats at Stafford House, Joshua Court (a pair of houses directly adjoining the Conservative Club building) and flats above Victoria Road properties backing onto the site, very few neighbouring residents have raised any issues about the proposed development at all. Indeed, only two representations have been received by the Council in respect of the planning application, which are both from occupiers/owners of lower floor flats at Stafford House. This is despite the comprehensive neighbour notification and planning application publicity and notices undertaken by the Council; and the community engagement undertaken by the applicants at the pre-application stage. Indeed, the pre-application engagement would have been the ideal opportunity for a neighbour to raise any issues that they might have with the applicants seeking to encourage amendments to the scheme.

Local Plan Policy DE1 requires that proposed development “*not cause harm to the proposed, existing and/or adjacent users by reason of (1) loss of light, privacy or outlook; and (2) noise, light pollution, vibration, smell or air pollution*”. The applicant has submitted a Daylight and Sunlight Study in support of the application in which the relationships of the proposed development on residential neighbours is considered. This study has been carried out using the assessment methodology recommended in Building Research Establishment (BRE) Report 209, ‘Site Layout Planning for Daylight and Sunlight: A guide to good practice’ (second edition, 2011)

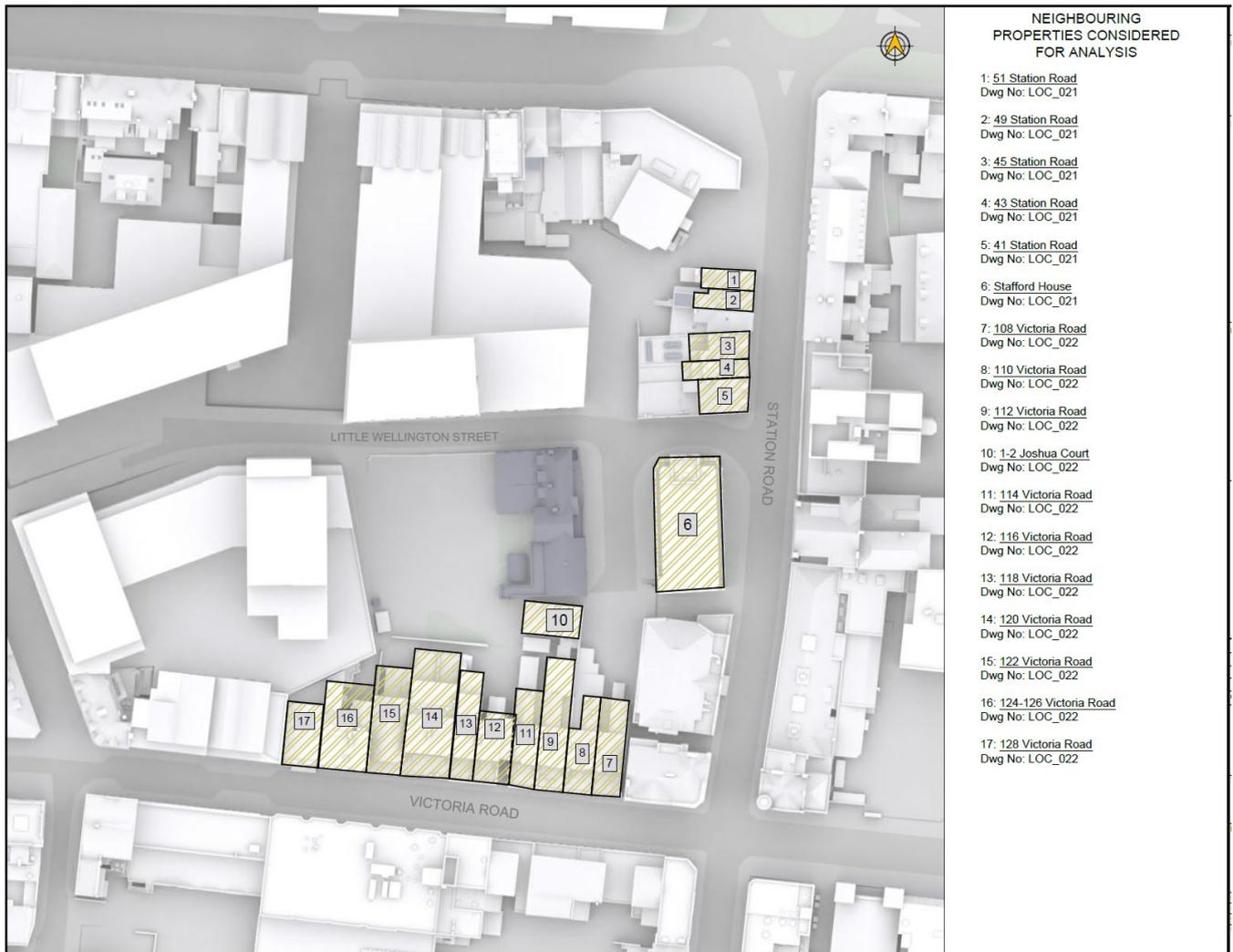
The basic question for the Council to consider in terms of impacts upon neighbours is whether or not the impacts of the proposed development as submitted would be materially harmful in planning terms. The correct test in respect of daylighting/sunlighting and outlook of existing flats is not whether existing levels of day/sunlight and outlook would be maintained, but rather whether or not existing neighbouring dwellings would, as a result of changes arising from the proposed development, still receive an acceptable level of day/sunlighting and outlook to meet the needs of residential occupation. In terms of privacy concerns, a degree of mutual overlooking often exists between neighbours, accordingly it is necessary for the Council to consider whether or not occupiers nearby dwellings would be subjected to an unacceptable undue overlooking

rather than any overlooking at all. Overall, it is the role of the Planning system to consider whether or not neighbouring and nearby residential properties would continue to possess an acceptable living environment for occupiers in planning terms as a result of a proposed development.

Nor is it the role of the Planning system to intervene in matters concerning legal rights to light, since, if it arises, this is a separate private property matter to be resolved directly between the developer and residents/owners of the neighbouring property(ies) concerned. Similarly, when considering loss of outlook, it is not the role of the Planning system to defend neighbours against the loss of any private views from their properties where these views are derived from over adjoining land not in their ownership.

The submitted Sunlight & Daylight Analysis Report has assessed the potential effects of the proposed development on daylight and sunlight incident on neighbouring properties using the industry standard methodology of the Building Research Establishment (BRE). This considered a total of 135 windows belonging to 80 habitable rooms in 17 neighbouring buildings/properties.

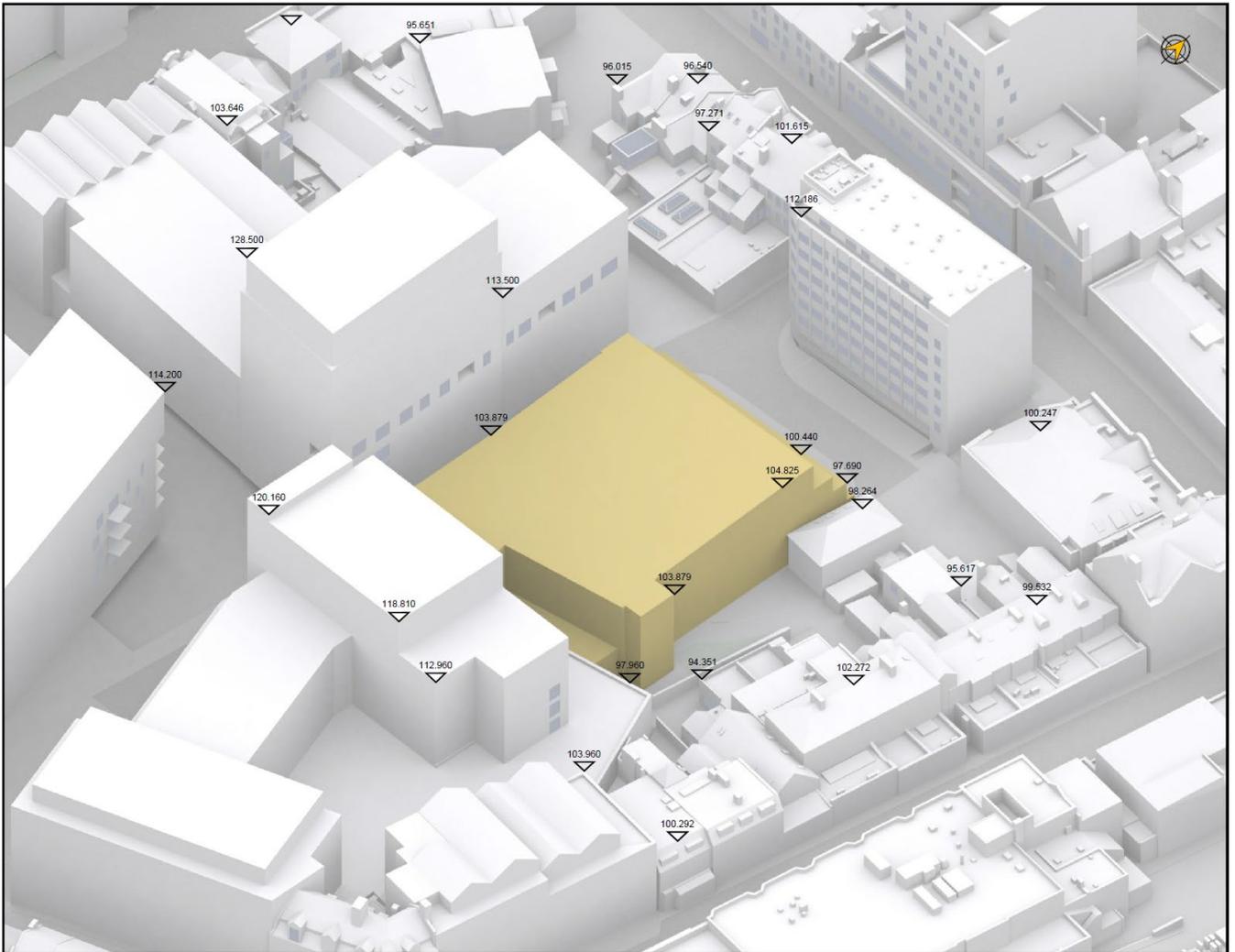
In terms of daylighting, it is concluded that 96% of all windows of the identified neighbouring properties would satisfy the BRE Vertical Sky Component (VSC) guidelines; and 86% of all rooms would satisfy the No Sky-Line (NSL) guidelines. The impacts of the proposed development having regard to both VSC and NSL guidelines would be within BRE guidelines for 13 of the 17 neighbouring properties, namely 41, 43, 45, 49 & 51 Station Road; and 108, 110, 112, 114, 116, 122, 124-126 & 128 Victoria Road. The total of 38 windows within the remaining 4 properties where the VSC and NSL impacts would be outside the BRE guidelines (Lower Floor Flats at Stafford House, 1-2 Joshua Court and 118 & 120 Victoria Road) were then examined in further detail. Nos.1-2 Joshua Court are houses that were built with more limited outlook as a result of their proximity to the Conservative Club building. In respect of all 5 properties examined further, it is also noted that the daylight analysis results should be adjusted to take account of the existing impact of the Conservative Club building because the analysis automatically assumes a cleared site as the existing situation from which impacts of proposed development is assessed. Nonetheless, having regard to the BRE guidelines for both annual and winter sunlighting and found to satisfy the relevant BRE guidelines in this respect.



Neighbouring Properties examined by the Sunlight & Daylight Analysis.

Despite some relatively isolated infringements of the BRE guidelines it is considered that the overall amount of retained daylight and sunlight levels for neighbours would generally remain good for an urban location such as this. It is considered that the submitted report has used sound methodology and that all residential neighbours that could conceivably be materially and adversely impacted by the proposed development have been identified and appropriately assessed. Government guidance relating to daylighting and sunlighting assessment advises that the results provide guidance and should be applied flexibly having regard to the context of the site. Accordingly, it is considered that, on balance, the proposed development would have acceptable impacts upon residential neighbours having regard to daylighting and sunlighting.

In terms of privacy, having regard to the town centre location, due to a combination of design, degree of separation and the orientation of the flats within the proposed blocks it is considered that the proposed development would not give rise to any material and undue loss of privacy due to overlooking. Nevertheless, it is considered appropriate to impose a condition to require consideration to be given to provision of privacy screening for the structural openings of the parking decks in the south (rear) and west (facing Block S of the Galleries development) elevations should, despite the proposed structural mesh, any particular issues in this respect become apparent as the development is under construction.



Extract from submitted Sunlight & Daylight Report showing a 3D view of the Proposed Development including the approved adjoining Galleries re-development.

There are clearly a number of neighbours to the proposed development which are non-residential uses. However, it is considered that none would be subjected to material and harmful impacts in planning terms. Additionally, new neighbours (commercial on the ground floor and residential above) are proposed within the Galleries development that would directly adjoin the application site to the west, although these are future neighbours only at this stage. Nevertheless, it is considered that the design of the current proposed development has taken sufficient account of the relationship between the current proposed development and these future neighbours.

Noise : Local Plan Policy DE10 (Pollution) states that development will be permitted provided that it does not give rise to, or would be subject to, unacceptable levels of pollution (including air, water, soils, **noise**, light, dust, odour) and that it is satisfactorily demonstrated that any adverse impacts of pollution will be adequately mitigated or otherwise minimised to an acceptable level.

Multi-storey car parks can generate significant noise due to car movements, engines starting and revving and doors slamming etc; and the confines of car parks are likely to have hard reflective surfaces with low ceilings heights that can reflect and amplify noise levels that then leak out of the structure through the large openings provided for ventilation and light. This is not to mention the roof levels, which are uncovered and entirely open to the air. Unlike the other elevations, there are no openings proposed for the east side elevations of the development

facing Stafford house so residents there would be shielded to an extent from noise emanating from within the proposed building. However, the other elevations would have significant structural openings, in part fitted with structural mesh, such that the design building itself would inevitably allow noise to emanate from each floor of the proposed building to the north, west and south; and any noise generated by activity on the roof levels of the car park building would emanate in all directions.

The Council has powers under Environmental Protection legislation to take action against owners/operators of properties giving rise to statutory nuisance and to serve abatement notices to require the nuisance to be mitigated to an acceptable level. Accordingly, issues relating to significant noise nuisance can be dealt with by other legislation.

The Council's Environmental Health Team have considered the submitted Noise Impact Assessment Report in the updated form received on 4 May 2023. This has considered day and night-time activity noise arising from the use of the proposed car park. This is with the exception of noise arising from tyre squeal of vehicles negotiating ramps and corners because the applicants consider that this can be minimised by the use of anti-squeal floor finishes. The applicants also indicate that other noise minimisation measures would be employed where necessary to reduce noise emissions that have the potential to affect residential neighbours. The Council's Environmental Health Team advise that there are uncertainties about the extent to which noise would emanate from the car park building; and, indeed, about the extent to which it would be generated in the first instance. It is therefore difficult to establish whether or not neighbouring properties would be likely to be materially and adversely impacted by noise. It is also pertinent to consider that the proposed car park is situated in a central position within Aldershot Town Centre where noise, disturbance and activity already occurs and is to be expected night and day. Furthermore, adjoining and nearby residents to the site have, until recently, been neighbours to the noise and activity associated with the use of the Conservative Club site containing a sizeable open surface car park unrestricted in planning terms. If the application site were not redeveloped as currently proposed the site could lawfully be brought back into some form of community use without any restriction on usage times.

It is considered that much of any noise generated within the proposed car park would arise from the behaviour of users. However, it is considered that there is scope for the car park owners/operators to implement measures to seek to encourage good user behaviour and to challenge and discourage bad behaviour. This could include installation of measures to minimise vehicle speeds in the car park - such as speed bumps, use of anti-squeal floor coatings/finishes or low-noise tarmac, CCTV, active monitoring and management of the car park, and even setting opening times for the car park so that the car park is shut at the most sensitive times – such as during night-time hours. The strategic placement of acoustic insulating materials and/or finishes could also assist in dealing with specific noise nuisance issues affecting the nearest residential neighbours, such as 1-2 Joshua Court, should they arise. In the circumstances it is considered that a suitably worded condition be imposed to require the submission of a Noise Reduction Strategy for the development incorporating means and measures to minimise noise emissions arising from the operation of the car park. Plant noise has also been considered and the report recommends that a cumulative plant noise limit be applied at all nearest noise sensitive receptors: in this respect Environmental Health request imposition of the standard condition relating to Sound Insulation (Plant).

The Environmental Health Team also recommend that a condition be imposed to require submission of a Construction & Environmental Method Statement to set out the measures to be employed during the construction phase to minimise noise, vibration, dust and other emissions as far as practicable to protect neighbouring amenity. Likewise, the parking and traffic generation impacts of the demolition, construction and fitting-out periods of the development. Although

planning applications cannot be refused on account of the likely construction phase impacts, it is considered reasonable to require the submission of details of construction management measures given the large scale and likely duration of the development and the clear potential for this to give rise to nuisance and inconvenience to neighbours. The submitted Air Quality Assessment has provided a list of best practice measure that will help reduce the impact of construction activities to acceptable levels and Environmental Health recommend that these measures should, as a minimum, be included as part of the Construction & Environmental Management Plan. In addition, to prevent undue disturbance to local residents, construction activities should only be undertaken during reasonable hours and, as such, it is considered entirely appropriate to impose the usual construction hours condition.

Overall, it is considered that the proposed development would have an acceptable impact on neighbours subject to conditions.

5. Highways considerations -

Local Plan Policy IN2 sets out a number of criteria on which proposed developments are to be assessed in terms of highways impacts, including that the proposal:-

“b. provides safe, suitable and convenient access for all potential users;

d. provides appropriate parking provision;

f. does not have a severe impact on the operation of, safety of, or accessibility to the local or strategic road networks;”

In order to raise reasons for refusal to planning applications on highways grounds it is necessary for the Local Planning Authority to demonstrate with clear evidence that the proposals would give rise to a ‘severe’ impact to the safety and/or convenience of highway users. Accordingly, it is not possible to merely cite an adverse impact on highway safety and/or convenience : the adverse impact must now be demonstrably ‘severe’ and this is reflected in the wording of Policy IN2.

The application is accompanied by a Transport Note examining the highway implications of the proposed development. HCC has raised a holding objection to the proposals in order to seek additional/amended details concerning various highway aspects of the proposals. In response, amended plans and a further Transport Note addressing HCC’s representations were submitted by the applicants on 27 June 2023. Re-consultation of HCC has been undertaken and a further response is awaited – and Members will be updated with their re-consultation response at the meeting.

Those elements of the proposals conceivably impacting upon highways issues, including matters raised by the HCC and the objectors, are considered in the following paragraphs:-

(a) Parking Provision: HCC is concerned that the proposals should not be considered as providing additional parking for the Galleries re-development to enable the addition of a further quantum of development within the scheme without due consideration of the highway impacts of the larger scheme overall. Accordingly, HCC request reassurance in this respect and suggest the imposition of a condition to restrict the overall quantum of parking provided with the current proposed car park and The Galleries development to that already consented. The current proposals are intended to accommodate the public parking provided for the Galleries scheme on a freestanding basis at the request of the Council. Further, they are intended to be a replacement provision to enable the applicants to meet their obligation to compensate the Council for the re-development of the High Street multi-storey car park to be lost as part of the Galleries scheme. The approved Galleries scheme would provide a total of 846 on-site parking

space distributed across the scheme, of which 250 would be unallocated public parking spaces. It is understood that, if permission is granted for the proposed multi-storey car park, this would be constructed at an early-stage relative to the Galleries scheme in order to assist in maintaining town centre parking during the implementation stages of the Galleries re-development.

On the basis that consequential revisions to the Galleries scheme will be the subject of a fresh planning application in due course, the applicants confirm that a suitably-worded condition could be imposed to limit parking provision in a future amended Galleries development. However, it is considered that this misses the point. This is that, in the event that planning permission is granted for the proposed multi-storey car park it would then be theoretically possible, whilst not intended, for **both** the new car park and the Galleries re-development as currently configured and already approved to be built, thereby providing more town centre parking overall connected to the public highway network via Little Wellington Street for which the combined traffic generation has not been assessed and agreed. As such, it is considered that it will be necessary to impose some form of control on the overall quantum of parking to be provided with the current application. In this respect it is considered that an appropriate condition would be as follows:-

In the event that the car park development hereby approved is implemented and the 252 parking spaces within made available for use, the parking provision to be made available with the Galleries re-development approved by planning permission 20/00508/FULPP dated 6 September 2022 shall be reduced by a corresponding 252 parking spaces unless otherwise first agreed in writing by the Local Planning Authority.

Reason – To ensure there is no over-provision of parking in the interests of the safety and convenience of highway users.

It is considered that imposition of a 'Grampian' style condition of this nature would provide the necessary reassurance to overcome HCCs concerns until, as seems likely, a revised Galleries scheme is submitted, considered and determined.

(b) Access/Egress Arrangements: In response to the plans and details of the application as originally submitted HCC has requested additional details of the proposed access and egress arrangements for the proposed car park to/from Little Wellington Street. These include details of drainage, long and cross-sections, cross-over design, pedestrian access points to and from the car park, provision of pedestrian priority for the footway crossing at the access/egress point(s), demonstrating that adequate space is provided for safe vehicle queuing and passing in the adjacent roadway, visibility splays, tracking of vehicle movements at the proposed access/egress. In addition, it is suggested that the access points for the proposed development into the road be reduced. In response the amended plans submitted on 27 June 2023 deletes the second exit that was shown on the plans originally submitted with the application. The amended plans also seek to address all the other matters and requests for more information raised by HCC. Subject to confirmation from HCC that the amended details are acceptable it is considered that the amended access/egress arrangements would be acceptable.

With respect to any works required to the public highway, the applicants will be obliged to enter into an agreement with the highway authority in respect of any modifications needed to form the access points into the public highways, which will also consider the details of the design. Irrespective of the granting of a planning permission, no works can take place on the public highway without the Highway Authority's consent. Hampshire County Council can secure necessary agreements in this respect separately under highway legislation prior to works commencing on site.

(b) Traffic Generation and Impact Upon Traffic Congestion: The submitted Transport Note considers the likely traffic generation and congestion impacts of the proposed development compared to that of the existing lawful use of the site. HCC confirm that the applicants' assessment of the trip generation attributable to the existing uses of the application site to be reasonable. Further, that the trip generation for the proposed development is comparable with that already found acceptable and approved for Little Wellington Street as a result of the Galleries re-development. However, as previously described, HCC has requested that a condition be imposed to ensure that the proposed car park and a corresponding number of parking spaces within the Galleries scheme as currently approved and configured are not both implemented – the suggested condition in this respect is set out in section (a) on the previous page.

(c) Internal Site Layout: Whilst HCC do not normally comment on parking provision and the private internal layouts of developments, they have commented on some details of the internal layout of the proposed car park decks, including the ease of accessibility of a small number of parking spaces. They have also requested information concerning the pedestrian routes within the car park decks. The applicants have sought to address these matters with the amended plans and details. Subject to a positive response on these matters from HCC it is considered that the internal layout of the proposed car park would be satisfactory. In any event, it is considered that conditions can be imposed to require the submission of full details in these respects.

(d) Transport Contribution: The Highways Authority does not seek a Transport Contribution in this case because the traffic generation potential of the proposed development is not considered to be significantly different from that arising from the Galleries scheme – subject to the condition set out in section (a) (previous page) being imposed.

(e) Construction Access and Arrangements: Although the construction and other impacts of the implementation of a planning permission cannot be taken into material account in the determination of a planning application, it is considered that a Construction & Traffic Management Plan should be required by condition. It is considered that this is entirely appropriate given the significant scale and likely duration of the construction period of the proposed development.

Highway Considerations Conclusions:

The re-consultation response of HCC is awaited following the receipt of amended plans and details from the applicants. However, subject to a satisfactory response, it is considered that the proposals would comply with the requirements of Local Plan Policy IN2 and be acceptable in highways terms.

6. Flood Risk & Drainage -

Policy NE8 (Sustainable Drainage Systems : SuDS) requires *“the implementation of integrated and maintainable SuDS in all flood zones for both brownfield and greenfield sites”*. For brownfield developments, the peak run-off rate/volume from the development to any drain, sewer or surface water body for the 1-in-1-year and 1-in-100-year rainfall event must not exceed the greenfield run-off rate for the same event. Whilst the site is located on land at lowest risk of fluvial flooding, the Multi-Storey Car Park site is located close to an area at risk of surface water flooding. Nevertheless, the application site is an existing urban site with no land that is not already hard-surfaced and the proposals would not materially alter this situation.

A Flood Risk Assessment & Sustainable Drainage Strategy accompanies the application and at the request of the Lead Local Flood Authority (Hampshire County Council : the LLFA) further information has been provided of surface water sewer capacity and an initial SuDS Maintenance Plan. The Sustainable Drainage Strategy indicates that the proposals are to provide an attenuated and piped drainage system connecting into the Thames Water surface water drainage network at a limited rate. Water treatment/interception measures are also required on account of the likely contamination of some surface water with hydrocarbons and other pollutants from cars. The piped drainage solution arises because the water table in the area is relatively high, thereby limiting the potential for infiltration features. The LLFA considers the proposals, now complete with the additional information submitted, to be acceptable and for the proposals to amount to betterment over the existing situation. Accordingly, the LLFA have indicated that they have no objection to the proposals. A planning condition can be imposed to secure the implementation of the development in accordance with the submitted drainage details.

Thames Water have also commented on the proposed development and raise no objections subject to the imposition of a planning condition dealing with foul drainage network reinforcement. It is indicated that some upgrades to the foul water drainage network will be required, which is not surprising since the Galleries scheme generated a similar requirement. The applicants have confirmed that the imposition of the Thames Water condition is acceptable.

Accordingly, subject to the imposition of conditions as described above, it is considered that the requirements of Policy NE8 would be met.

7. Biodiversity & Ecology considerations -

Local Plan Policy NE2 requires that development provides green infrastructure features within the development and maximises opportunities for improvement to the green infrastructure network, including restoration of fragmented parts of the network. The Council has no role or jurisdiction in the enforcement of protected wildlife legislation.. Nevertheless, in the context of land use planning, Local Plan Policy NE4 seeks new development to avoid significant harm to biodiversity and requires that development proposals should seek to secure opportunities to enhance biodiversity and include proportionate measures to contribute, where possible, to a net gain in biodiversity. Due to the urban nature of the Borough, it is important that all opportunities are maximized to provide multifunctional green infrastructure within new development to decrease fragmentation and provide pleasant biodiverse places for people to live. Paragraph 175 of the National Planning Policy Framework also requires that *"opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity"*.

The planning application was submitted with (a) a Preliminary Ecological Appraisal to assess the biodiversity value of the site; and also (b) a Preliminary Bat Roost Assessment.

The submitted Ecological Appraisal confirms that the site has limited scope for ecology and biodiversity interest. This is not surprising since the site is almost completely hard-surfaced and situated in a densely developed town centre location. The Council's Ecology Officer does not disagree with these findings. In any event, should the developer encounter protected wildlife species on site during the course of implementing the proposed development they are entirely separately obliged to observe the requirements of the Wildlife & Countryside Act 1999.

Bats : All species of bat and their roosts are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017, as amended. They are afforded additional protection under the Wildlife and Countryside Act 1981, as amended, making it an offence to kill, injure or

disturb an individual; damage, destroy or obstruct access to a breeding site or resting place of that individual. Destruction of a bat roost is therefore an offence, regardless of whether a bat is present at the time of roost removal. This offence is a strict liability crime. Demolition of the building resulting in loss of an active roost would therefore be an offence even if the developer is unaware of an active roost being present.

The Preliminary Bat Roost Assessment identified a 'high' potential for the former Conservative Club building, which is proposed to be demolished in its entirety, to host active bat roosts due to the presence of suitable potential bat roost features. As a result, the Report recommended three further surveys be undertaken to identify whether the building is hosting active roosts. This necessary survey work could not be undertaken until May at the earliest, which has delayed the consideration of this application. The Applicants have more recently submitted a Dusk Emergence Bat Survey Report describing the survey work that has been undertaken and the conclusion that there is no evidence of the presence of bats in the building.

The Council's Ecology & Biodiversity Officer has considered the bat survey work and confirms that this is appropriate in scope and methodology.

However, since bats are highly mobile and move roost sites frequently, the Ecology Officer advises that unidentified bat roosts may still be found such that a precautionary approach to the proposed demolition works should be implemented. In this respect it is recommended that works affecting potential roost features should be dismantled by hand to ensure any bats which may be sheltering beneath them will not be harmed. These works should ideally be timed to avoid the hibernation season (November to February inclusive). It will also be important to advise workers removing the tiles to lift each tile carefully before removal and to check that the underside of each does not have a bat clinging to it before moving the tile away. If a bat is seen work should cease immediately and advice sought from Natural England or a qualified specialist. The applicants should also be aware of the requirement to apply for a bat mitigation licence for any activity that may adversely impact on a potential bat roost or disturb bats, in order to avoid contravention of wildlife protection legislation. It is considered that these matters be set out for the applicants as informatives with the planning permission.

It is also considered appropriate to add an informative to remind the developer of the requirements of the Wildlife & Countryside Act with respect to any protected wildlife species that may be encountered on site notwithstanding the results of the various surveys already undertaken. All species of nesting birds are protected species in the UK. Accordingly, the Ecology Officer also advises that the developer take action to ensure that vegetation or site clearance are timed to avoid the bird nest season of early March to August inclusive. If this is not possible, the site should be inspected for active nests by a competent ecologist within 24 hours of any clearance works. If any active nests are found they should be left undisturbed with a buffer zone around them, until it can be confirmed by an ecologist that the nest is no longer in use. It is also considered appropriate to use an informative to convey this advice to the applicants.

Biodiversity Net Gain : The Environment Act 2021 introduces a statutory footing for securing measurable net gains for biodiversity, requiring a 10% minimum uplift post-development. However, this will not become a legal requirement until November 2023. requiring a 10% minimum uplift post-development. Accordingly, for the time being, Rushmoor Borough Council have an expectation that all major planning applications, including those with 10 or more dwellings or over 10000 sqm of commercial floorspace, should seek to attain a minimum of 10% net gain in biodiversity value as a result of development on a voluntary basis ahead of the statutory obligation. In this case the limited existing biodiversity value of the site means that 10% biodiversity net gain can be achieved with modest proposals.

In the circumstances, the Council's Ecology Officer considers that it is appropriate that a condition be imposed to require the developer to submit details of, and implement and retain, biodiversity enhancements in the form of a detailed Landscape & Ecological Management Plan (LEMP) to meet the requirements of Rushmoor Local Plan Policy NE4. This could incorporate details of any proposed planting and species habitat provision, including bird nesting and bat roosting boxes.

8. Access for People with Disabilities -

The proposed development also provides in excess of 10% of the total number of parking spaces within the scheme as mobility accessible spaces. It is considered that there is no reason why development would be unable to provide adequate access for people with disabilities, as necessary and appropriate, in accordance with the Building Regulations. In the circumstances it is considered that adequate facilities would be provided for people with disabilities using the proposed development.

Conclusions -

It is considered that the proposals represent a well designed coherent and high quality scheme linked to the adjacent Galleries redevelopment which will make a positive contribution to Aldershot Town Centre in terms of both its visual appearance, function, vitality and viability. It is considered that the proposals are acceptable in principle and, subject to no objections being raised by the Highway Authority (HCC), in highway terms; to have an acceptable impact on the visual character, appearance and heritage assets of the area; and to have no material or adverse impact on neighbours. The proposals are also considered acceptable in terms of trees, flood risk & drainage, ecology & biodiversity, and access for people with disabilities. The proposals are thereby acceptable having regard to the requirements of Policies SS1, SS2, SP1, IN1, IN2, HE1, DE1, DE10, NE2, NE3, NE4, NE6 and NE8 of the adopted Rushmoor Local Plan (2014-2032); Aldershot Town Centre Prospectus SPD (2016); and the advice contained in the National Planning Policy Framework and National Planning Policy Guidance.

Full Recommendation

It is recommended that **subject** to no objections being raised by the Highway Authority (Hampshire County Council) in respect of the highways considerations of the proposals and the addition of any condition(s) requested in that connection, the Executive Head of Property and Growth in consultation with the Chairman be authorised to **GRANT** planning permission subject to the following conditions and informatives:-

- 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:- 0001 Rev.P2; 002 Rev.P2; 003 Rev.P2; 004 Rev.P2; 150 Rev.P7; 151 Rev.P11; 152 Rev.P9; 153 Rev.P9; 154 Rev.P9; 155 Rev.P9; 156 Rev.P6; 157 Rev.P8; 158 Rev.P5; & 160 Rev.P2; and Planning Statement; Sunlight & Daylight Report; Transport Note; Transport Note#2 : Response to HCC; Design & Access Statement; Heritage Statement; Air Quality Assessment; Flood Risk Assessment & Sustainable Drainage Strategy; Phase 1 Desk Study; Preliminary Ecological Appraisal; Preliminary Bat Roost Assessment; Dusk Emergence Bat Survey; Noise Impact

Assessment; Public Consultation Statement; Additional SUDS Maintenance Details/Plan; Klargestre Aquatreat Details; & Applicants correspondence with Thames Water.

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

- 3 Construction of the following elements of the development hereby approved shall not start until a schedule and/or samples of the materials to be used in them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained:
- All external wall finishing materials, including structural mesh;
 - Roofing and coping materials;
 - Window frames and glazing;
 - Doors;
 - Ground surfacing materials;
 - External rainwater goods; and
 - Means of enclosure.

Reason - To ensure satisfactory external appearance.*

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

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

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

Reason - To safeguard the amenities of the area.*

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

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

- 7 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.

- 8 In the event that unforeseen ground conditions or materials which suggest potential or actual contamination are revealed at any time during implementation of the approved development

it must be reported, in writing, immediately to the Local Planning Authority. A competent person must undertake a risk assessment and assess the level and extent of the problem and, where necessary, prepare a report identifying remedial action which shall be submitted to and approved in writing by the Local Planning Authority before the measures are implemented.

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

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

- 9 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.

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

Reason - To protect the amenity of neighbouring occupiers.*

- 11 No 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 approved scheme installed shall be thereafter retained.

Reason - To protect the amenity of neighbouring occupiers.*

- 12 No development shall begin until a detailed surface water drainage scheme for the site, based on the principles within the Flood Risk Assessment & Sustainable Drainage Strategy by JM Enviro Limited (February 2023) and subsequent amended/additional drainage details including SUDS Maintenance Plan submitted 7 June 2023, 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 approved Flood Risk Assessment;
 - (b) Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations;
 - (c) Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change; and
 - (d) Maintenance schedules detailing the maintenance requirements of all drainage elements within the site.

Reason - To comply with the requirements of Local Plan Policy NE8. *

- 13 The development hereby permitted shall not be brought into use until confirmation has been provided to the Local Planning Authority that either:- 1. Foul water 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 use of the development hereby permitted shall

take place other than in accordance with the agreed development and infrastructure phasing plan; or 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

Reason - At the request of Thames Water, whom advise that network reinforcement works may be required to accommodate the proposed development in order to avoid flooding and/or potential pollution incidents. *

- 14 No drainage systems for the infiltration of surface water to the ground are permitted other than with the prior written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework.

- 15 Piling using penetrative methods shall not be carried out other than with the prior written consent of the Local Planning Authority.

Reason - To ensure that the piled foundations do not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework; and in the interests of the amenities of occupiers of adjoining and nearby property.

- 16 No development shall take place, including any works of demolition, until a Construction, Traffic & Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the demolition and construction period. The Plan shall provide for:-

- (a) the parking of vehicles of site operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) storage of plant and materials used in constructing the development;
- (d) details and location(s) of temporary site accommodation;
- (d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (e) wheel washing facilities;
- (f) measures to control the emission of dust, dirt and other emissions during construction;
- (g) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (h) measures to minimise noise and vibrations during construction and demolition; and
- (i) measures to ensure/maintain vehicular and pedestrian access to adjoining and nearby properties at all times during the demolition and construction period.

Reason - In the interests of highway safety & convenience and neighbour amenities. *

- 17 No part of the development hereby permitted shall be brought into use until details of an appropriate level of biodiversity enhancement, including roosting and foraging opportunities for urban birds and bat species and a sensitive external lighting strategy, shall be submitted to, and approved in writing by, the Local Planning Authority. Those details and measures so approved shall be implemented in full and retained thereafter.

Reason: To ensure that the proposals provide adequate biodiversity enhancement relative

to the size of the development; and to protect and enhance biodiversity in accordance with Local Plan Policy NE4 and Paragraph 175 of the NPPF. *

- 18 The means of pedestrian, cycle and motor vehicular access (including any visibility splays) shown on the plans hereby approved shall be constructed and/or provided in full accordance with the approved plans and retained thereafter at all times for the lifetime of the development. The visibility splays so provided shall thereafter be kept free at all times of any obstruction including trees and shrubs exceeding 1m in height.

Reason - To improve and maintain visibility for the safety of pedestrian and vehicular traffic.

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

Reason - In the interests of visual amenity.

- 20 Details of the Electric Car Charging Points within the development shall be submitted to and approved in writing by the Local Planning Authority prior to the parking spaces in which they would be located being first brought into use. The Electric Car Charging Point installation so approved shall subsequently be installed and made operational and available to users of the development prior to the car parking area(s) in which they would be located being first brought into use and shall be retained thereafter.

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

- 21 Prior to first occupation of the development hereby approved details of all external lighting to be installed within the site and/or on the exterior of the building hereby permitted shall be submitted to and approved by the local planning authority. The submitted details shall indicate the purpose/requirement for the lighting proposed and specify the intensity, spread of illumination and means of controlling the spread of illumination (where appropriate). The external lighting proposals as may subsequently be approved shall be implemented solely in accordance with the approved details and retained thereafter. With the exception of lighting identified and agreed as being necessarily required solely for maintaining the security of the site/building, no other external lighting shall be used/operated during night-time hours (2300 to 0700 hours daily) unless otherwise first agreed in writing by the local planning authority.

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

- 22 Notwithstanding any indication which may have been given in the application, or in the absence of such information, the development hereby permitted shall not be brought into use until full details of the scheme for the provision of privacy screening within the development have been submitted to and approved in writing by the local planning authority. Those means and measures so approved shall subsequently be implemented in full prior to the first use of the development hereby permitted and retained thereafter at all times.

Reason - In the interests of the amenities of occupiers of adjoining and nearby properties.

- 23 No development shall take place until a Landscape and Ecological Management Plan (LEMP), including long-term design objectives, management responsibilities and maintenance schedules for any landscaped areas and/or biodiversity enhancement measures has been submitted to, and approved in writing by, the Local Planning Authority. The LEMP shall be carried out as approved and maintained and retained thereafter. any subsequent variations shall be agreed in writing by the local planning authority.

Reason - In the interests of amenity, to ensure the protection of wildlife and supporting habitats in line with National planning policy and Local Plan policies. *

- 24 In the event that the car park development hereby approved is implemented and the 252 parking spaces within made available for use, the parking provision to be made available with the Galleries re-development approved by planning permission 20/00508/FULPP dated 6 September 2022 shall be reduced by a corresponding 252 parking spaces unless otherwise first agreed in writing by the Local Planning Authority.

Reason - To ensure there is no over-provision of parking in the interests of the safety and convenience of highway users.

INFORMATIVES

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

It is considered that the proposals are a well-designed coherent and high quality scheme linked to the adjacent Galleries re-development scheme that will make a positive contribution to Aldershot Town Centre in terms of both its visual appearance, but also its function, vitality and viability. It is considered that the proposals are acceptable in principle and, subject to no objections being raised by the Highway Authority (HCC), in highway terms; to have an acceptable impact on the visual character, appearance and heritage assets of the area; and to have no material or adverse impact on neighbours. The proposals are also considered acceptable in terms of trees, flood risk & drainage, ecology & biodiversity, and access for people with disabilities. The proposals are thereby acceptable having regard to the requirements of Policies SS1, SS2, SP1, IN1, IN2, HE1, DE1, DE10, NE2, NE3, NE4, NE6 and NE8 of the adopted Rushmoor Local Plan (2014-2032); Aldershot Town Centre Prospectus SPD (2016); and the advice contained in the National Planning Policy Framework and National Planning Policy 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 the submission of details, information, drawings etc. to the Local Planning Authority BEFORE WORKS START ON SITE or, require works to be carried out BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING.

Failure to meet these requirements is in contravention of the terms of the permission and the Council may take enforcement action to secure compliance. As of April 2008 submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.

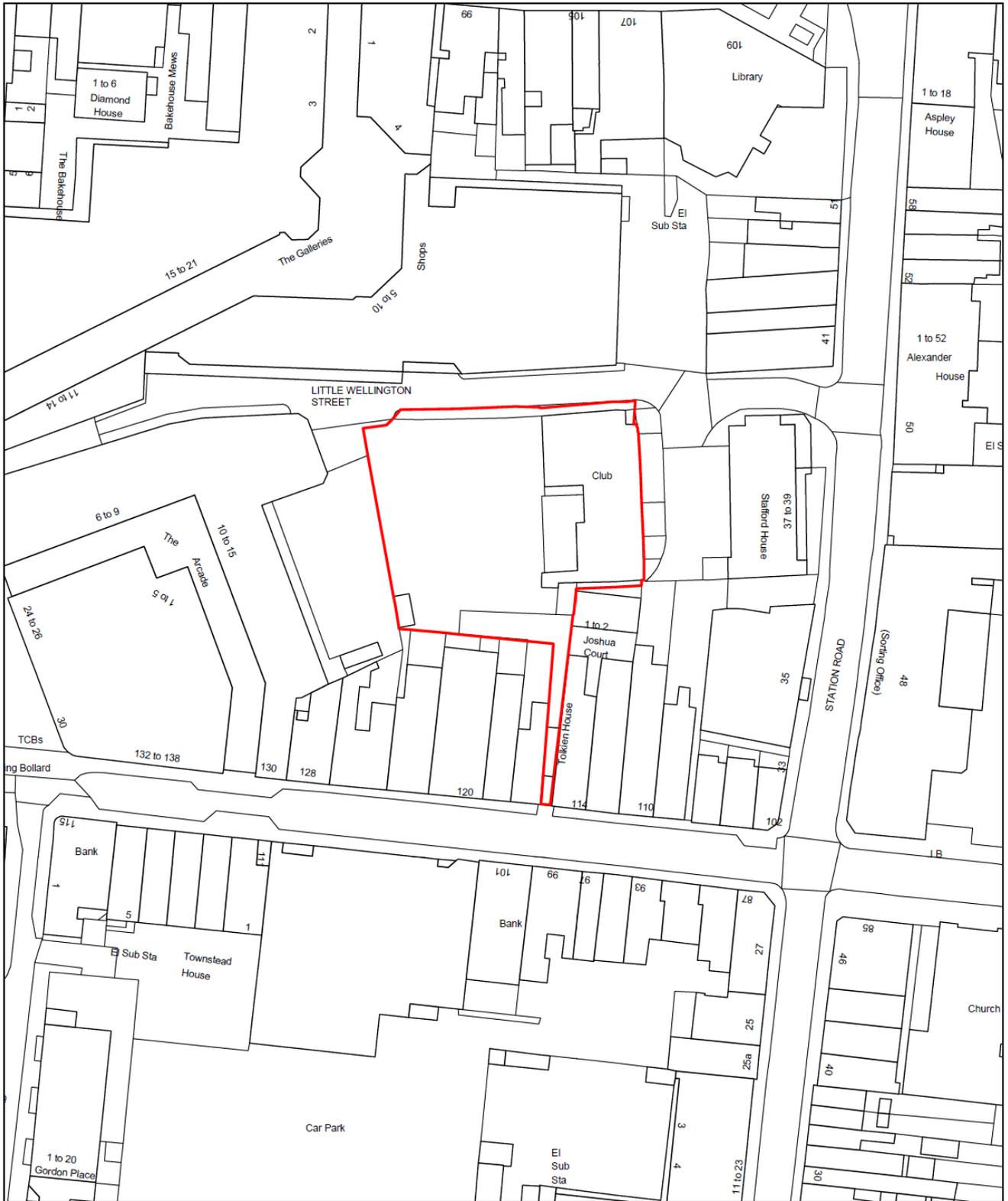
- 3 INFORMATIVE - The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:
 - a) ensuring the design and materials to be used in the construction of the buildings are consistent with these aims; and
 - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
- 4 INFORMATIVE - The planning permission hereby granted does not authorise the applicant, or his agents, to construct a new/altered access to, or other work within, the public highway. A separate consent for works within the highway must first be obtained from the highway authority who may be contacted at the following address:- Hampshire County Council Highways Sub Unit, M3 Motorway Compound, Hook, Hampshire, RG27 9AA.
- 5 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Council's Environmental Health Team for advice.
- 6 INFORMATIVE - Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the public highway throughout the construction period.
- 7 INFORMATIVE - The applicant is advised that during the construction phase of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Council's Environmental Health Team.
- 8 INFORMATIVE - It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0800 316 9800. Thames Water would recommend that petrol /oil interceptors be fitted in all car parking facilities. Failure to enforce the effective use of petrol /oil interceptors could result in oil-polluted discharges entering local watercourses.

The developer can request information to support the discharge of Condition No.13 by visiting the Thames Water website at thameswater.co.uk/preplanning.
- 9 INFORMATIVE - The applicant is advised to contact the Council's Environmental Health Team regarding the requirement to provide acoustic insulation pursuant to Condition Nos.10 & 11.
- 10 INFORMATIVE - The applicant is advised to follow good practice in the demolition of the existing building on site including the re-use of all material arising from demolition as part of the redevelopment wherever practicable.

- 11 INFORMATIVE - The applicant is advised that there is a need to comply with the requirements of the Party Wall (etc.) Act 1996 before starting works on site. The Party Wall (etc.) Act is not enforced or administered by the Council but further information can be found on the Planning Portal website <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance> and you are able to download The party Wall Act 1996 explanatory booklet.
- 12 INFORMATIVE - In the UK all species of bats are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and under Schedule 2 of the conservation (Natural Habitats & c) Regulations 2004. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works would constitute an offence. The applicants should also be aware of the requirement to apply for a bat mitigation licence for any activity that may adversely impact on a potential bat roost or disturb bats, in order to avoid contravention of wildlife protection legislation. It is recommended that works affecting potential roost features should be dismantled by hand to ensure any bats which may be sheltering beneath them will not be harmed. These works should ideally be timed to avoid the hibernation season (November to February inclusive). It will also be important to advise workers removing the tiles to lift each tile carefully before removal and to check that the underside of each does not have a bat clinging to it before moving the tile away. If bats or signs of bats are encountered at any point during development then all works must stop immediately and local Natural England office or an appropriately qualified specialist and Rushmoor Borough Council must be informed.

In the UK all species of wild birds are also protected species whilst nesting. Accordingly, the Council also advises that the developer take action to ensure that vegetation or site clearance are timed to avoid the bird nesting season of early March to August inclusive. If this is not possible, the site should be inspected for active nests by a competent ecologist within 24 hours of any clearance works. If any active nests are found they should be left undisturbed with a buffer zone around them, until it can be confirmed by an ecologist that the nest is no longer in use.

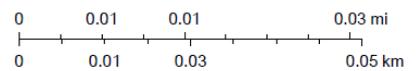
- 13 INFORMATIVE - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.
- 14 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.



6/28/2023, 10:54:02 AM

Planning Application

1:689



1:200
 NORTH
 0 2 4 6 8 10
 METRES

PARKING SCHEDULE	
LIFTS/LOADING FLOOR	14
GROUND FLOOR	25
FIRST FLOOR	98
SECOND FLOOR	50
THIRD FLOOR	46
FOURTH FLOOR	51
TOTAL PARKING SPACES	282

117 WELLS STREET, MANLY QLD, 4158, QLD
 PROJECT NO: 22-527
 SHEET NO: 150
 DATE: APRIL 22
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO: 22-527
 SHEET NO: 150
 DATE: APRIL 22
 DRAWN BY: [Name]
 CHECKED BY: [Name]

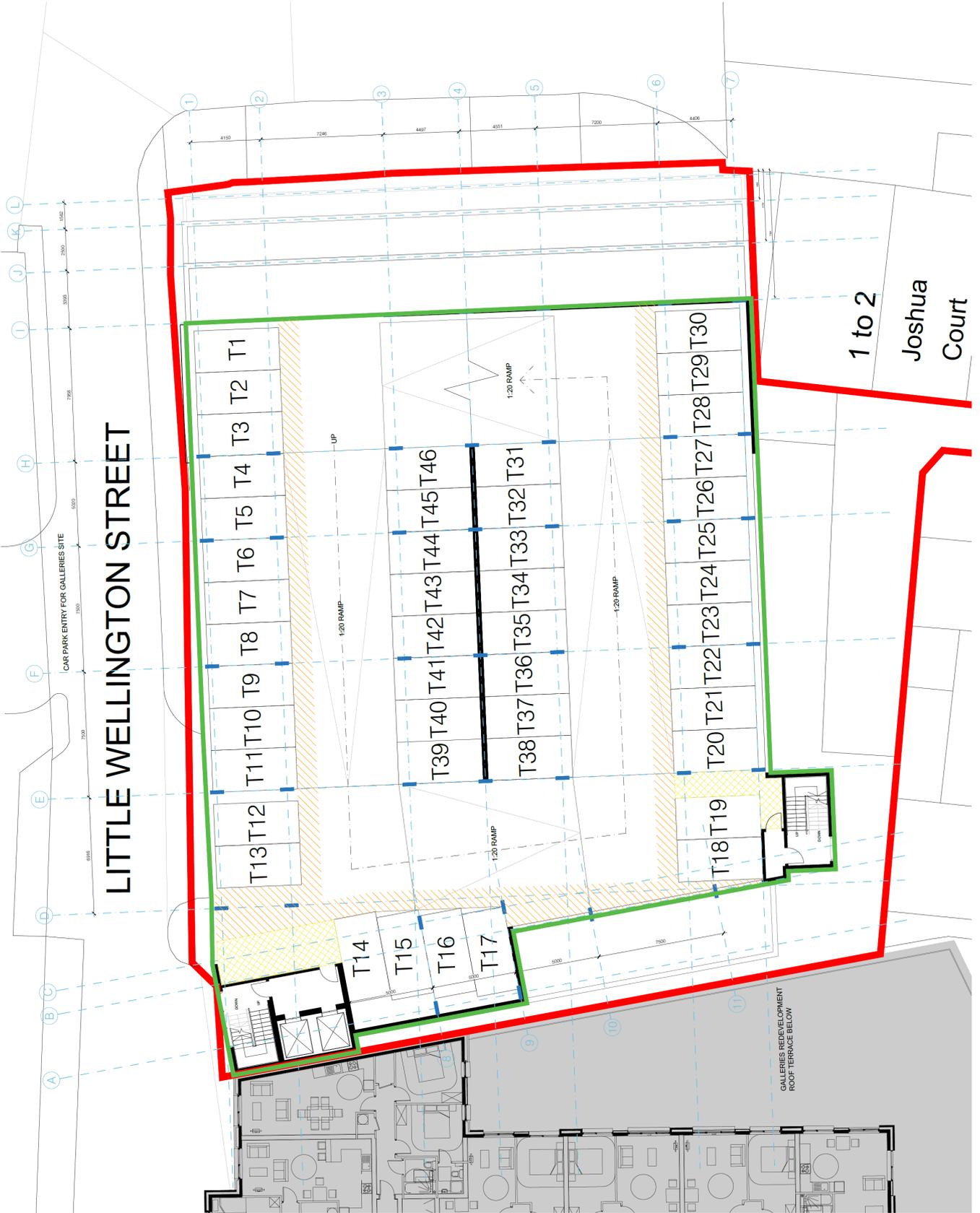


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FLOORING	
PERMITTED	0
PROHIBITED	0
EXEMPT	0
OTHER	0
TOTAL	0

TOTAL SPANNS (M/SPANS)	
SPAN	#
1	6



Customer Name: GJ Chen (Design) 2011, License Number: 10012121

NO.	DESCRIPTION	QUANTITY	UNIT
1	CONCRETE	100	M ²
2	STEEL	100	M ²
3	GLASS	100	M ²
4	PAINT	100	M ²
5	ROOFING	100	M ²
6	MECHANICAL	100	M ²
7	ELECTRICAL	100	M ²
8	PLUMBING	100	M ²
9	MECHANICAL	100	M ²
10	ELECTRICAL	100	M ²
11	PLUMBING	100	M ²
12	MECHANICAL	100	M ²
13	ELECTRICAL	100	M ²
14	PLUMBING	100	M ²
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45	MECHANICAL	100	M ²
46	ELECTRICAL	100	M ²

MULTI-STORY CAR PARK
 CONSERVATIVE CLUB
 VICTORIA ROAD, ALDERSHOT,
 GU11 1JX

THIRD FLOOR PLAN

CLIENT: SHAWBAM GROUP
 PROJECT NO: 22-527
 DATE: 11-100
 SCALE: 1:100
 DATE: APRIL 22
 DRAWN BY: P9

1:100 SCALE PRINT - AVAILABLE IN PDF, A3, A4, A5, A6, A7, A8, A9, A10, A11, A12, A13, A14, A15, A16, A17, A18, A19, A20, A21, A22, A23, A24, A25, A26, A27, A28, A29, A30, A31, A32, A33, A34, A35, A36, A37, A38, A39, A40, A41, A42, A43, A44, A45, A46, A47, A48, A49, A50, A51, A52, A53, A54, A55, A56, A57, A58, A59, A60, A61, A62, A63, A64, A65, A66, A67, A68, A69, A70, A71, A72, A73, A74, A75, A76, A77, A78, A79, A80, A81, A82, A83, A84, A85, A86, A87, A88, A89, A90, A91, A92, A93, A94, A95, A96, A97, A98, A99, A100, A101, A102, A103, A104, A105, A106, A107, A108, A109, A110, A111, A112, A113, A114, A115, A116, A117, A118, A119, A120, A121, A122, A123, A124, A125, A126, A127, A128, A129, A130, A131, A132, A133, A134, A135, A136, A137, A138, A139, A140, A141, A142, A143, A144, A145, A146, A147, A148, A149, A150, A151, A152, A153, A154, A155, A156, A157, A158, A159, A160, A161, A162, A163, A164, A165, A166, A167, A168, A169, A170, A171, A172, A173, A174, A175, A176, A177, A178, A179, 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NOTES: 1. THE DIMENSIONS OF THIS ARCHITECTURE DRAWING SHOULD NOT BE USED AS A BASIS FOR CONSTRUCTION. 2. THE DIMENSIONS OF THIS ARCHITECTURE DRAWING SHOULD NOT BE USED AS A BASIS FOR CONSTRUCTION. 3. THE DIMENSIONS OF THIS ARCHITECTURE DRAWING SHOULD NOT BE USED AS A BASIS FOR CONSTRUCTION.



CAR PARK ENTRY FOR GALLERIES SITE

LITTLE WELLINGTON STREET

FLOOR LEVEL	AREA
LOWER GROUND FLOOR	14
GROUND FLOOR	31
FIRST FLOOR	39
SECOND FLOOR	30
THIRD FLOOR	4
ROOFTOP	31
TOTAL FLOOR AREA	252

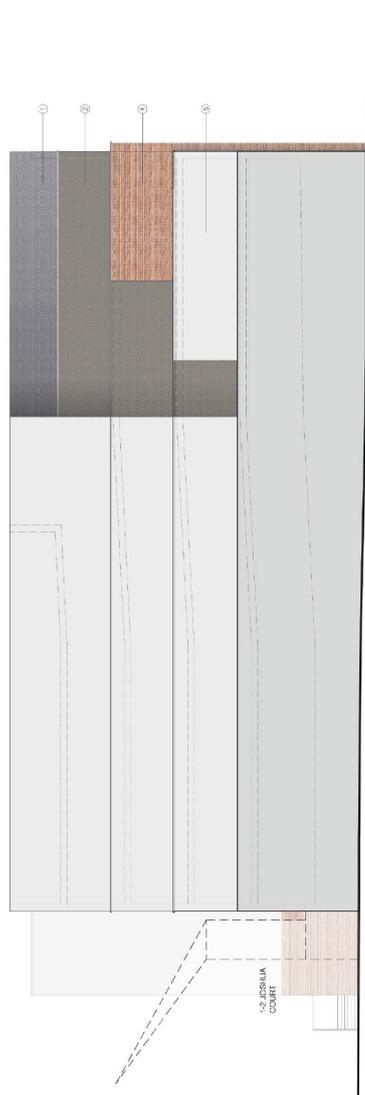
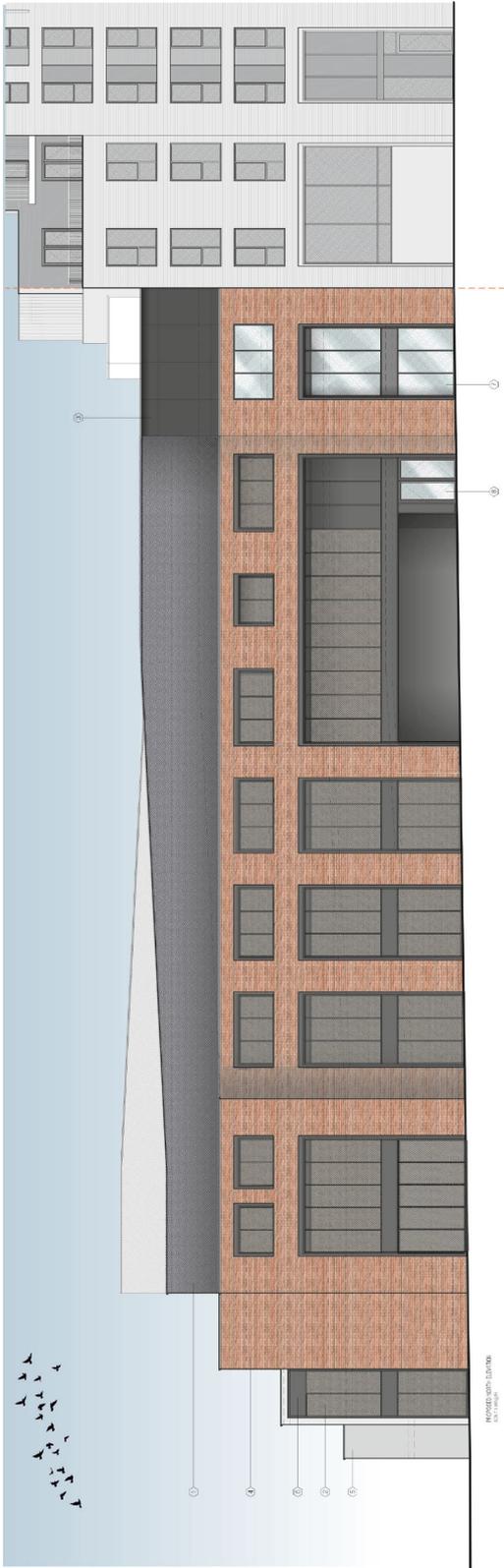


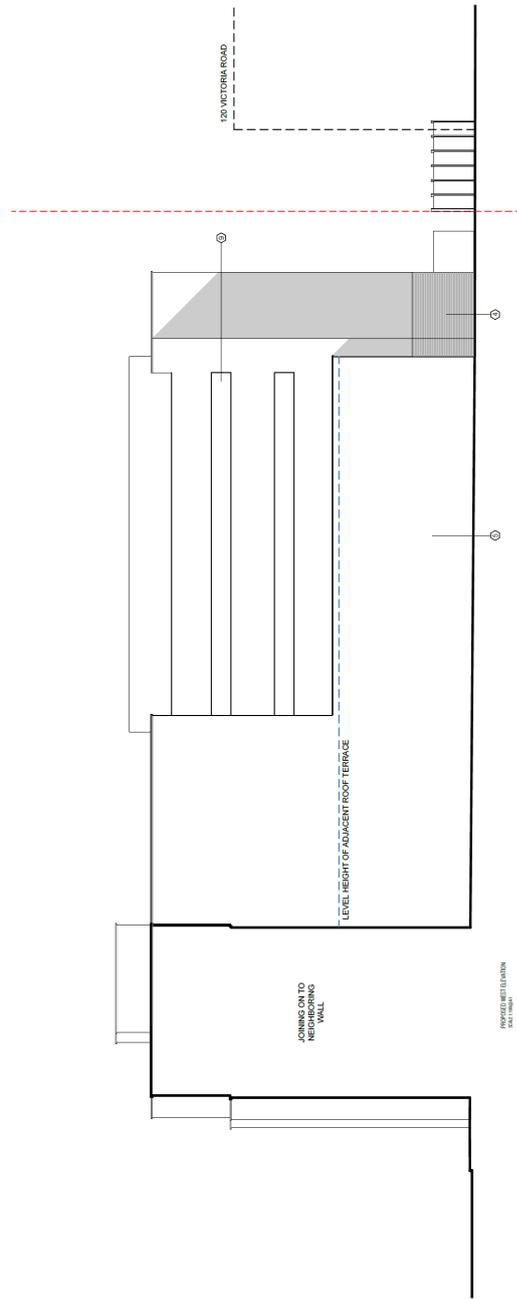
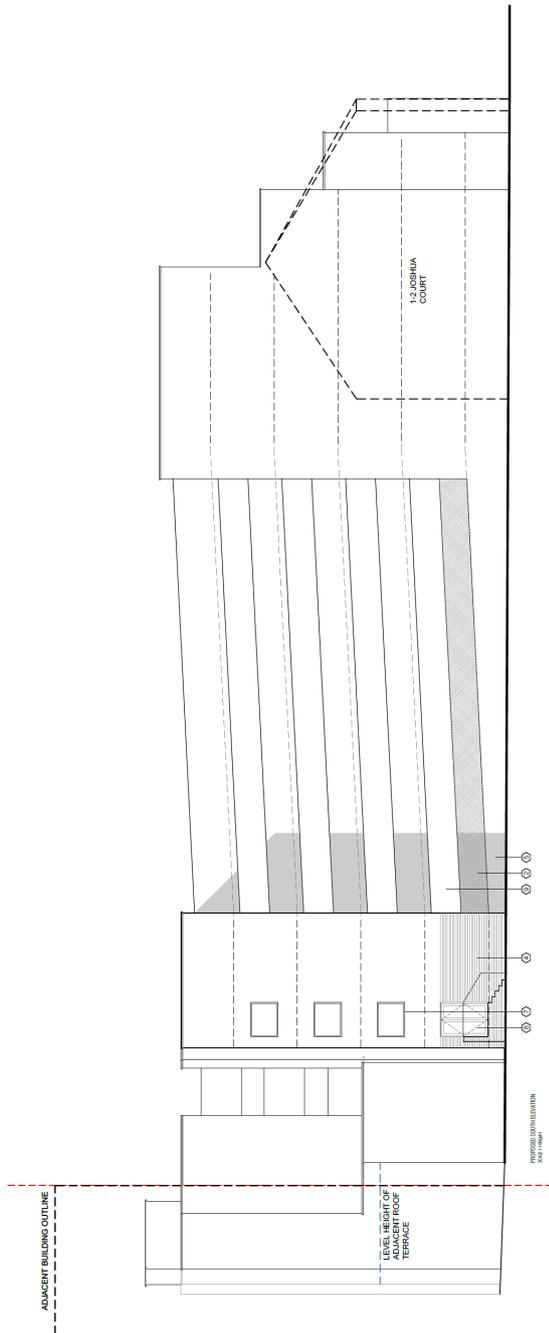
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MULTI STOREY CAR PARK
 SHAW/BAM GROUP
 127 PIPER STREET, AUCKLAND, AUCKLAND
 GUY LUX
 APRIL 22

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FRONT





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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	Katie Ingram
Application No.	23/00440/REVPP
Date Valid	8th June 2023
Expiry date of consultations	18th July 2023
Proposal	Variation of Condition 1 of planning permission 21/00048/REVPP dated 17 February 2022 for the erection of a restaurant with drive-thru and takeaway facility, to allow permitted hours of use from 06:00 to 00:00, 7 days a week, on a permanent basis
Address	McDonalds, 1 North Close, Aldershot
Ward	North Town
Applicant	McDonald's Restaurants Ltd
Agent	Mr Brad Wiseman
Recommendation	Refuse

Description

The application site is on the northern side of Ash Road and is a corner plot bounded to the west by North Lane and to the north by North Close. Ash Road where it adjoins the application site is a four-lane dual carriageway with a filter lane into North Lane. Opposite the junction of North Close on the western side of North Lane is Lower Newport Road.

The site is rectangular and is occupied by a two storey McDonalds restaurant/takeaway building with a drive-through facility. This site is bound by a low fence. The building is set back from Ash Road by 26m. The vehicular site entrance and exit from North Close, from where a vehicular circulation route runs through the car park areas to the east and south of the building to enter a drive-through lane to the west of the building. The customer ordering points are located to the north of the building and food delivered to customers on the east side of the building, where the drive-through lane returns to the car park area. A fenced bin-store area between the north side of the building and the customer order points.

The approved building has a gross internal floor area of 546 sq m, of which 238 square metres would be available for customer dining and provide seating for up to 160 diners. There are a total of 40 on-site parking spaces, all situated to the east and south of the building. Two spaces in the south-west corner are provided with EV chargers.

Adjoining the eastern boundary of the site is Clyde Court, which comprises two buildings built up the side boundary shared with the application site containing eight flats separated by a central parking courtyard. Adjoining the eastern side of Clyde Court is a KFC drive-through and takeaway restaurant and associated parking, which has vehicular access to/from both the end of North Close and also directly from Ash Road.

To the west of the application site is No.215 Ash Road, a 3-storey flat building containing six flats. This is adjoined to the north by No. 1 North Lane, which is a Salvation Army single storey hall, which is bounded by Lower Newport Road to the north. The nearest residential properties on Lower Newport Road to the application site are No. 36, 27m from the application site, and the first floor flat at No.41 North Lane, which is 38m from the application site.

Opposite the application site, on the northern side of North Close is No.38 North Lane which is a printing premises, 'Jondo'. To the north-east are Southern Gas Network compounds.

The current application seeks planning permission for the permanent retention of the extended opening hours that were granted on at appeal in February 2022 for a temporary trial period that commenced on 18 July 2022. This is for customer opening hours commencing at 0600 hours and ending at 0000 hours (i.e. midnight) 7-days a week at variance with the customer opening hours set by Condition No.15 of planning permission 17/00344/REVPP. In this respect the applicants clearly consider that the various mitigation measures that were proposed to the Council and the Inspector in respect of their appeal against the Council's refusal of these extended customer opening hours in 2021 have adequately demonstrated that no significant harm to the amenities of occupiers of adjoining and nearby residential properties has arisen.

Relevant Planning History

Planning permission was originally granted subject to conditions in July 2016 for the "*Erection of restaurant [part single-, part two-storey building] with drive-thru and takeaway facility (Use Class A3/A5) with associated structures, fencing, parking, landscaping and vehicular access from North Close (following demolition of the existing training buildings and closure of access onto North Lane)*", 16/00411/FULPP. The 25 conditions imposed with this permission included the following:-

"13 Prior to the first occupation of the development details of a lighting strategy for the site shall be submitted for the approval of the Local Planning Authority. Once approved the lights shall be installed in accordance with these details prior to the first occupation of the development and thereafter retained.

Reason - In the interests of visual and residential amenity.

14 The plant and machinery hereby approved shall be installed in accordance with the noise levels and mitigation measures as set out in the Environment Noise Assessment and supplementary Environment Noise Information prepared by Peter Ashford of Acoustic Associates South West Ltd dated 13 October 2015 and 4 April 2016 prior to the premises opening to the public and thereafter retained in accordance with these approved details.

*Reason - To protect the amenity of neighbouring occupiers.**

15 Notwithstanding any details submitted with the application the use of the development hereby approved shall not commence, until details of the means of suppressing and directing smells and fumes from the premises have been submitted to and approved in writing by the Local Planning Authority. These details shall include the height, position, design, materials and

finish of any external chimney or vent. The development shall be carried out in accordance with the details so approved prior to the first use of the development and thereafter retained.

*Reason - To safeguard the amenities of neighbouring property.**

16 The restaurant/takeaway/drive through uses hereby permitted shall not be open to customers outside the hours of 07:00 to 23:00.

Reason - To safeguard the amenities of existing and future neighbouring occupiers.

17 Deliveries and refuse collections to/from the premises shall only take place between the hours of 8am to 9pm.

Reason - To safeguard the amenities of adjoining and future occupiers

18 Unless shown on the approved plans no display or storage of goods, materials, plant, or equipment shall take place other than within the buildings.

Reason - To protect the amenities of neighbouring property and the character of the area.

23 Prior to the first occupation of the development and notwithstanding any information submitted with the application details of the proposed acoustic fencing shall be submitted to the Local Planning Authority for approval. These details should include its proposed construction to demonstrate that it will provide the level of acoustic attenuation required. Once approved the acoustic fencing shall be erected prior to the first occupation of the development and thereafter retained and maintained for the duration of the operational life of the premises.

Reason - To safeguard the amenities of adjoining occupiers.”

The 2016 planning permission was subsequently implemented. However, in June 2017 a minor material amendment application was approved for “*Variation of conditions 2, 3, 5, 8, 10, 11, 13, 14, 15, 21, 23 and 25 attached to planning permission 16/00411/FULPP dated 20/07/2016 for the erection of restaurant with drive-thru and takeaway facility (Use Class A3/A5) with associated structures, fencing, parking, landscaping and vehicular access from North Close (following demolition of existing buildings and closure of access onto North Lane) to allow for changes to the site layout*”, 17/00344/REVPP. The approval of this application, with minor amendments, resulted in the issue of a fresh planning permission for the development, to which similar or identical conditions were imposed as above, albeit the conditions were re-numbered, as follows:-

- Condition No.12 : Lighting Strategy for the site approved with the 2017 application as shown by Drawing No.D-1954-08 Rev.3, together with lighting columns and LUMA luminaires;
- Condition No.13 : Plant & Machinery Noise Mitigation Measures to be implemented and retained thereafter identical to that approved with the 2016 permission;
- Condition No.14 : Odour control measures as approved with conditions details approval 16/00738/CONDPP dated 14/12/2016;
- **Condition No.15 : Hours of Opening to Customers identical to those imposed with the 2016 permission: 0700 to 2300 hours;**
- Condition No.16 : Delivery/Refuse Servicing Times identical to those imposed with the 2016 permission: 0800 to 2100 hours;
- Condition No.17 : No external storage of goods, plant, machinery and equipment except

within the buildings on site – identical requirements to those on the 2016 permission; and

- Condition No.22 : Acoustic Fence to be provided and retained thereafter in accordance with details approved with Condition Details application 16/00745/CONDPP dated 02/12/2016. The approved details in this respect comprise a 3.5m high timber acoustic fence running along 45 metres of the east boundary of the site adjacent to Clyde Court.

An extract of the approved Site Layout for the development is shown by Drawing No.64 85-SA-8085-P304 C, which is copied into the Report later in this section.

In April 2021 planning permission was refused for variation of Condition No.15 of planning permission 17/00344/REVPP dated 22/06/2017 to allow customer opening hours to be between 0600 and 0000 hours daily 7 days a week, thereby extending the customer opening hours one hour earlier in the morning and also an hour later at night, 21/00048/REVPP. The Council's reason for refusal was:-

“The proposed permanent extended customer opening hours would give rise to unneighbourly nuisance impacts on neighbouring residential properties due to lighting and activity early in the morning and late at night to the detriment of the living environment and amenities of occupiers of those residential properties. The proposals are thereby unacceptable having regard to Policies SS1, DE1 and DE10 of the adopted Rushmoor Local Plan (2014-2032) and the National Planning Policy Framework and Guidance.”

A subsequent appeal against this refusal was allowed conditionally by the Inspector by decision letter dated 17 February 2022, in effect granting planning permission for the operation of the extended customer opening hours for a trial period of 1 year in order to allow time for the Council to monitor and test the efficacy of the various neighbour impact mitigation measures proffered by the applicants. The temporary period of extended opening hours allowed by the appeal decision was commenced on 18 July 2022 and expires on 18 July 2023. The conditions imposed by the Inspector generally replicate those imposed with the 2016 and 2017 permissions. The following conditions imposed by the Inspector are relevant to the current application:-

“1) The restaurant/takeaway/drive-through uses hereby permitted may operate between the hours of 0600 to 0000 (midnight) for a temporary period of one year and only on the condition that all noise mitigation measures included in the submitted Noise Impact Assessment report 'McDonalds Ash Road Aldershot 14-0167-79 RO2' carried out by Sustainable Acoustics are implemented. During the temporary period the restaurant/takeaway/drive-through uses shall not be open to customers outside the hours of 0600 to 0000 (midnight). The Local Planning Authority shall be notified in writing within five days of the extended hours of operation commencing. Upon the expiry of the one year temporary period, the permitted hours of operation for the restaurant, takeaway and drive-through shall revert back to 0700 to 2300. Thereafter, the restaurant/takeaway/drive-through uses shall not be open to customers outside the hours of 0700 to 2300 without a fresh grant of planning permission.

For the avoidance of doubt, the mitigation measures referenced above include:

- ***Adjusting plant and kitchen extract to night-time settings;***
- ***Cordoning off those parking spaces closest to Clyde Court; and***
- ***Compliance with the Premises Noise Management Plan set out within Appendix C of the Noise Impact Assessment.***

6) The lighting strategy for this site shall be implemented in accordance with

drawing number D-195408 rev 3 and the details of streetlighting columns and LUMA luminaires and thereafter maintained/retained.

7) The plant and machinery hereby approved shall be installed in accordance with the noise levels and mitigation measures as set out in the Environment Noise Assessment and supplementary Environment Noise Information prepared by Peter Ashford of Acoustic Associates South West Ltd dated 13 October 2015 and 4 April 2016 and thereafter retained in accordance with these approved details.

8) Means of suppressing and directing fumes and smells from the premises shall be installed in accordance with the details approved under application reference 16/00738/CONDPP dated 14 December 2016 and thereafter maintained/retained.

10) Unless shown on the approved plans no display or storage of goods, materials, plant, or equipment shall take place other than within the buildings.

And

13) The acoustic fencing shown on the approved plans shall be retained and maintained in accordance with these details and as approved under application reference 16/00745/CONDPP dated 2 December 2016 for the duration of the operational life of the premises.”

A full copy of the 2022 appeal decision appended to this Report.

Advertisement Consents for the application site/premises were granted in July 2016 for the signage displayed at the application premises as follows:-

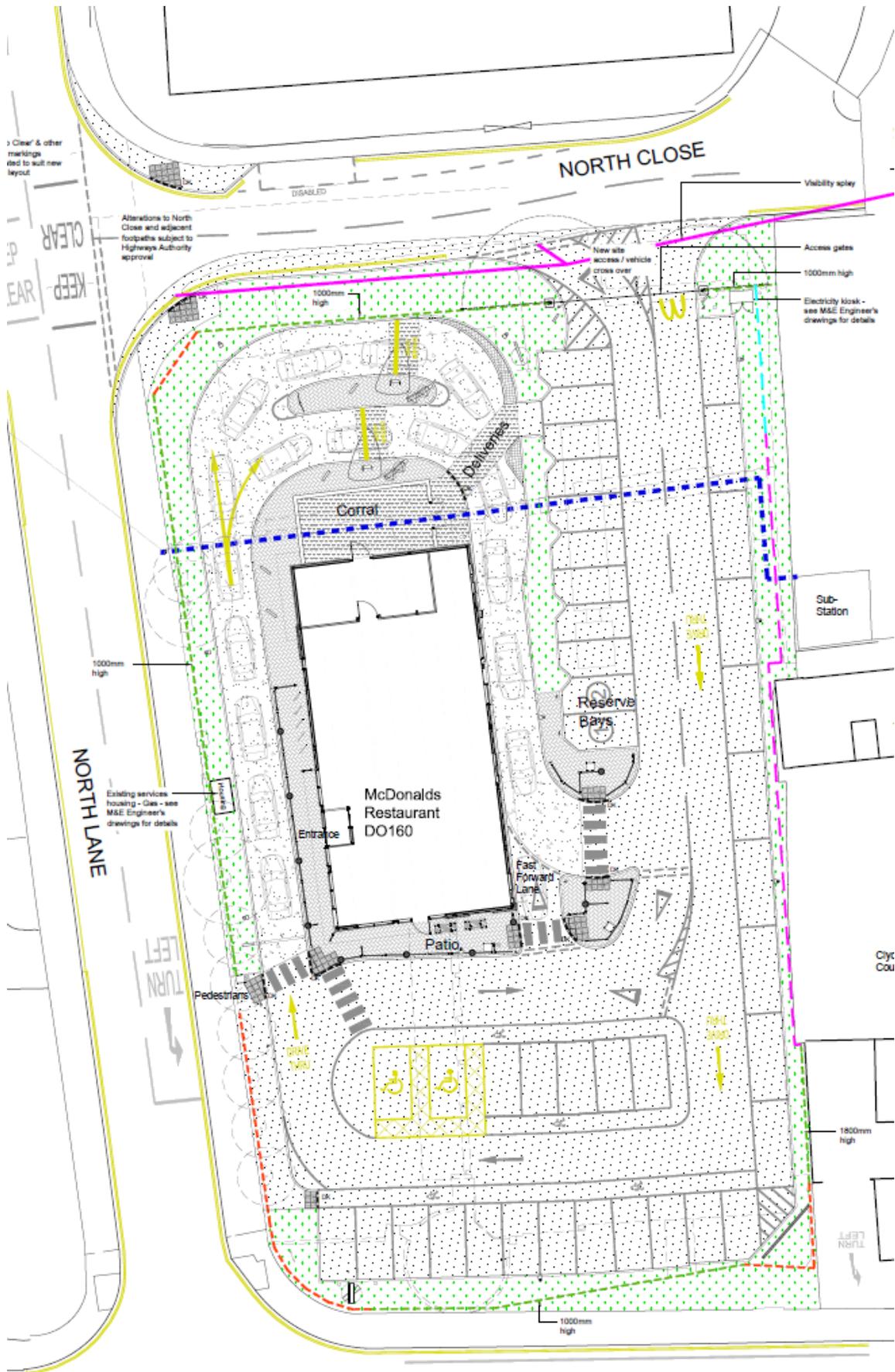
16/00408/ADVPP : Display three sets of internally-illuminated letters, three internally-illuminated fascia signs and one internally-illuminated golden arch;

16/00409/ADVPP : Display a double sided internally illuminated totem sign (6.5 metres high); and

16/00410/ADVPP : Display one internally illuminated Gateway (height restrictor) sign, nine freestanding internally-illuminated signs, one freestanding non-illuminated sign, twenty non-illuminated traffic signs and one non-illuminated double sided banner unit.

In April 2020 a further advertisement consent was granted for the display of 3no. double digital freestanding signs, 1no. single digital freestanding sign and 1no. 15" digital booth screen to provide further signage within the drive-thru lane for customer ordering, 20/00130/ADVPP. This is for the customer menu boards.

Finally, in January 2022, planning permission was granted for “*Installation 2 x rapid electric vehicle charging cabinets on two parking bays to become EV charging bays, and associated equipment*”, 21/00918/FULPP.



**Approved Site Layout Plan 304 C: Note that the mini-roundabout at the junction of North Lane with North Close and Lower Newport Road is not shown on this plan since, at that time, the design was subject to approval by the Highway Authority (Hampshire County Council).
 Consultee Responses**

Environmental Health Raises objection. Requires confirmation that the parking spaces within 25m of Clyde Court have been cordoned off during the extended hours in accordance with the Inspector's conditions, and evidence that measures to control noise from anti-social customer behaviour have been implemented by submission of an incident log through the trial period, in compliance with the conditions of consent.

Neighbours notified

In addition to posting a site notice and press advertisement, 54 individual letters of notification were sent to the occupiers of properties in a radius around the site in North Lane, Lower Newport Road, Blackwater Way and all flats in Clyde Court, 215 Ash Road) including all properties directly adjoining or situated opposite the application premises.

Neighbour comments

At the time of writing this report the following representations have been received:-

Flat 2 Clyde Court, Objection: As a neighbour to this establishment, which should never
233 Ash Road have been granted permission in a residential area, I wish to register
my objection to the extension of the opening hours. We are blighted
by their customers with loud exhausts, stereos etc. We have litter
thrown over the fence, our bins are used, I have even found people
consuming their McDonalds on our patio and using our car park as a
urinal. Rats run across our site to get to their bins. A reduction in
opening times would be better.

Flat 6 Clyde Court, Objection: A fair amount of litter from MacDonalds gets put into our
233 Ash Road recycling bins, this no doubts causes issues with recycling. This needs
rectifying and will only get worse when the premise is open even later.
Although the new roundabout has been put in place there are still
traffic problems with cars queuing right up to the traffic lights on Ash
Road.

17 North Lane The extension of any hours to McDonalds is going to cause lots of
problems to local residents, this includes sound and environmental
pollution. We have to deal with very loud noise from noisy cars with
the exhaust banging and rubbish and unsociable bad behaviour. This
will make the situation even worse by extending the opening hours
when people are trying to sleep. The present situation is not ideal for
local residents as we have to deal with problems it causes. I suggest
McDonalds move.

North Town Ward The applicant has not met the condition set by the planning inspector
Councillor Keith when appeal 21/00048/REVPP was allowed. As a result residents'
Dibble quality of life impacted by the failure of the applicant to comply with
any or most of the conditions in the Premises Noise Management
Plan

An update on the representations received will be provided to Members at the Committee meeting.

Policy and Determining Issues

The site is located within the built-up area of Aldershot as defined by the Proposals Map for the adopted Rushmoor Local Plan (2014-2032). Policies SS1 (Presumption in favour of sustainable development) and DE10 (Pollution) are relevant to the consideration of the current application. Also of relevance is the advice in the National Planning Policy Framework (2019) with particular relevance to noise (paragraphs 180-183).

Although objection has been raised on a number of grounds relating to the existence of a McDonalds outlet at the site, including issues with litter and ongoing highway problems attributed to the operation of the site, the use of the application site as a McDonalds hot food restaurant and takeaway premises incorporating a drive-thru is lawful in planning terms; as are customer opening hours from 0700 to 2300 hours daily 7-days a week.

The stated purpose of the Inspector conditionally allowing the applicant's appeal in 2022, thereby granting planning permission on a temporary basis for a year, was to allow a period of time for the Council to monitor and assess the impact of the extended customer opening hours in the light of the efficacy or not of the neighbour impact mitigation measures proposed to be operated. Had the Inspector been convinced that the proposed mitigation measures would be adequate there would have been no reason to withhold planning permission on a permanent basis from the outset. The temporary period that the Inspector allowed is a trial and an opportunity for the applicants to demonstrate to the Council and their neighbours that they are able and willing to operate the premises for longer hours each day without causing undue and unneighbourly harm to the amenities/living environment of occupiers of adjoining and nearby residential properties.

The legal effect of the 2022 appeal decision, as confirmed by the appeal Inspector, is that the authorised customer opening hours of the application premises will revert back to those set by Condition No.15 of planning permission 17/00344/REVPP (i.e. 0700 to 2300 hours daily, 7 days a week) at 0000 hours on 18 July 2023. That is unless a further planning permission is obtained to retain the extended customer opening hours. It is considered that there are three alternative possible outcomes for the Council to consider in respect of the current application, which are that:-

- (a) as requested by the applicants, permission could be **granted** for a permanent extension of the customer opening hours if the Council are satisfied that, either with or without conditions, no material harms would arise to neighbours; or
- (b) permission could be **granted for a further temporary period** if, for example, the trial period is considered to have been inconclusive or if a conclusion of the current trial period is that new and/or amended mitigation measures are required and it is considered necessary to further assess whether or not these are adequate; or
- (c) **permission could be refused** for the extended customer opening hours if the Council considers that the trial period has demonstrated that the proffered neighbour impact mitigation measures as operated by the applicants are ineffective and inadequate and, further, that there are no practical and enforceable improvements to these measures that are considered likely to be effective and adequate to mitigate material harm to the amenities/living environment of neighbours which could be reasonably imposed by way of planning conditions. In this event the authorised customer opening hours would revert to 0700 to 2300 hours daily, 7 days a week.

In this context it is considered that the determining issues in respect of the current application are:-

1. Has the operation of extended customer opening hours during the trial period given rise to any material and harmful impacts on the amenities/living environment of occupiers of adjoining and nearby residential neighbours with or without compliance with the mitigation measures secured by the conditions of the temporary appeal planning permission 21/00048/REVPP?
2. If there have been adverse impacts, are there any possible additions or modifications to the mitigation measures to be considered that can be imposed as reasonable conditions and would or may adequately mitigate the adverse impacts that have been identified?

Commentary

The operation of the extended customer opening hours both (a) before and during the additional 0600 to 0700 hour; and (b) during and after the additional 2300 to 0000 hour have been monitored by Planning Officers on a sample basis at intervals throughout the trial period in order to assess the efficacy of the mitigation measures proffered by the applicants as secured by conditions of the temporary planning permission granted by the appeal Inspector.

In addition, the North Town Ward Councillors and residents who had made representations in respect of the appeal were notified of the appeal decision and that, if implemented, the Council would monitor the operation of the extended customer opening hours. The Ward Councillors and local residents were asked to provide feedback on their experiences and observations with the extended customer opening hours to the Council for further investigation within the monitoring to be undertaken by Officers as considered necessary. The Council's Environmental Health Team were also made aware of the onset of the trial period in case enquiries might be received by them instead of the Planning Officers.

Throughout the trial period the following concerns about the operation of the extended hours have been raised by neighbours:-

- Voices audible from the Customer Order Point tannoy inside, with windows open, and in front gardens
- Disturbance to neighbours from customers chatting in the car park
- Disturbance from noisy vehicles created by anti-social driving e.g. loud car stereos and cars driving to and around the site with derestricted exhausts
- Customer litter bins being moved around waking residents up
- External lighting, including signage, and internal lighting not being switched off at midnight or left on all night
- Menu board lights being left on all night
- Customers using Clyde Court and other neighbouring driveways to dump rubbish

In January 2023, the Council wrote to the applicants to set out some observations as a result of the monitoring of the operation of the extended customer opening hours that had been undertaken up to that date, including those outlined above. The applicants subsequently responded, most significantly denying that there have been any significant issues with anti-social customer behaviour.

A detailed analysis undertaken by Planning Officers of the operation of the extended customer opening hours during the trial period, in the context of the relevant conditions relating to neighbour impact mitigation measures, which is integral to the assessment, appears in

tabulated form at the end of this Report.

Summing it up, it is evident from the monitoring undertaken at the site of the extended customer opening times that the hours have resulted in unacceptable and undue additional noise and activity at the site within anti-social night time hours which is considered to be detrimental to the amenities and living environment of occupiers of adjoining and nearby residential properties. Some of the customer behaviour witnessed by Officers during the trial period has clearly been anti-social and to be evidence of little consideration towards residential neighbours of the site. Some of this noise and activity continues beyond the extended night-time closing. Mitigation measures proposed by the applicants to tackle inconsiderate and anti-social customer behaviour and to encourage better behaviour have appeared ineffective and inadequate, and difficult for staff to implement in any event, with some critical measures not imposed.

Environmental Health legislation defines night-time hours as being between 2300 and 0700 hours, which are the hours when most people would expect to be, and remain, asleep in their homes. The noise, disturbance and activity that has been witnessed taking place before 0700 and after 2300 at the application site is considered to be of a nature that would be likely to wake people up, or make it difficult for them to get to sleep if they remain awake. This has been confirmed by neighbours, who have provided commented on the effects on them during the trial period. With the extended opening times commencing from 0600 hours daily, it is to be expected that staff would be at the site to open up and prepare for the arrival of customers from 0530 daily. In addition, tidying-up after the extended night-time closing time of 0000 hours could extend until perhaps 0030 hours or even further into the early hours of the morning depending upon how quickly the last late customers disperse from the site. Accordingly, as a result of the extended customer opening hours residential neighbours adjoining or near the site may only get any respite from the operation of the application site for perhaps 5 hours out of every 24 daily. This is in contrast to the 7 hours daily that would not impinge so significantly into night-time hours that neighbours could expect to endure with the original approved customer opening hours.

In the circumstances it is considered that there is no justification for the Council to approve the proposed extended customer hours on a permanent basis as sought by the applicants. The applicants have provided no evidence to support their assertion that no undue issues have been encountered during the trial period. Monitoring by the Council indicates otherwise.

It follows that the options that should remain under consideration by the Council in this case are the imposition of another temporary trial period should the Council consider that it is both reasonable and appropriate to give the applicants a further opportunity to demonstrate that they are able to effectively address those issues identified as a result of their first trial period; or the refusal of permission, in the event that it is considered that there are material harmful impacts on neighbours that cannot be reasonably and/or adequately addressed by imposition of conditions.

Further temporary permissions are not precluded by Government Practice Guidance and it might be appropriate, given that several of the conditions suggested by the applicants themselves, have not been implemented as they should have. Further conditions could be that all external illumination on the site, including signage, is not to be left on outside the approved extended customer opening hours; that customer litter bins are only to be moved after 06:30, and not beyond the approved closing time, and that prior to the commencement of the temporary period, details of all signage on the site suggested in the Premises Noise Management is submitted to and approved by the Local Planning Authority.

The applicants' main method of controlling noise from customer behaviour during anti-social hours is the implementation of the Premises Noise Management Plan (NMP) at Appendix C of the approved Noise Impact Assessment report, requiring staff to be proactive and vigilant in challenging anti-social and noisy customer behaviour. The applicant has not submitted an incident log to demonstrate that these incidents have been proactively managed. Objections and complaints received from occupants of Clyde Court and other nearby residential occupants suggesting that customer noise has been disturbing to them also suggest that the NMP has not been effective in curtailing customer noise. The second main mitigation measure that the car park within 25m of Clyde Court is cordoned off during the extended hours has also not been implemented. This indicates to the Council that the applicants are unable (or unwilling) to implement these conditions, in which case, technically, the conditions fail to meet the requirements of conditions in the National Planning Policy Framework, which seeks conditions to be '*reasonable*' and '*enforceable*' (paragraph 55).

The applicants have provided no evidence to back up their assertion that no undue issues have been encountered, merely stating in their submission that the trial period is 'tried and tested'. When the applicants were approached to address concerns raised by Officers in January 2023, they denied that any disturbance was taking place. When they erected the signage to ask customers to be mindful of neighbours, six months into the trial period, this was carried out with temporary signage that was not facing the site. The applicants proffered the noise mitigation measures themselves, and they were implemented in an apparently casual manner. It is therefore not considered that granting another temporary permission would mitigate the impacts of the activity taking place on the site.

It is considered therefore that it has not been demonstrated that harm caused by the proposed opening hours can be reasonably or adequately addressed by the imposition of further conditions and that the application should be refused, for the following reason:

1. The proposed permanent extended customer opening hours would give rise to continued nuisance impacts on neighbouring residential properties due to activity in the early morning and late at night to the detriment of the living environment and amenities of occupiers of those residential properties. The proposals are thereby unacceptable having regard to Policies SS1, DE1 and DE10 of the adopted Rushmoor Local Plan (2014-2032) and the National Planning Policy Framework and Guidance.

McDonalds, 1 North Lane, Aldershot : Assessment of Extended Customer Opening Hours for Trial Period 18 July 2022 to Present

Condition No.1 : The restaurant/takeaway/drive-through uses hereby permitted may operate between the hours of 0600 to 0000 (midnight) for a temporary period of one year.....

[Officer Note: No significant breach of the extended opening hours has been witnessed by Officers or reported by neighbours. Nevertheless, the longer opening hours mean that there is not only noise and activity for the additional hour morning and late at night; but also noise and activity before and after the extended opening hours due to customers arriving before the morning opening time, but also staying on site after closing time – especially if those customers arrived shortly before closing time.]

Condition No.1 : Proposed Mitigation Measures to be operated for extended opening hours:

“.....only on the condition that all noise mitigation measures included in the submitted Noise Impact Assessment report 'McDonalds Ash Road Aldershot 14-0167-79 R02' carried out by Sustainable Acoustics are implemented...

For the avoidance of doubt, the mitigation measures referenced above include:

- **Adjusting plant and kitchen extract to night-time settings;**
- **Cordoning off those parking spaces closest to Clyde Court; and**
- **Compliance with the Premises Noise Management Plan set out within Appendix C of the Noise Impact Assessment.”**

In detail the proposed measures as set out in the Mitigation measures Noise Impact Assessment Report (NIA) 14-0167-79 R02 (dated 16 March 2021) Section 9.0 are:-

“9.1 It is recommended that settings be adjusted to have nighttime set back if possible so it does not exceed those already present. It would also be commended that the kitchen extract is set to automatic speed settings for daytime and nighttime to further reduce any risk of plant noise causing any impact as far as practicably possible.”

[Officer Note: No issues have been observed with audible plant and machinery noise during the extended customer opening hours.]

“9.2 It is recommended that the spaces on the east, close to Clyde Court, are cordoned off to prevent parking. If that can be done for spaces 25m or closer to Clyde Court, then even typical worst-case maximums from car door slams, or similar, would not be expected to exceed 60dB at the receiver.”

[Officer Note: The proposed no parking cordon proposed by the applicants to minimise late night/early morning noise associated with the use of the car park requires that the majority of the car parking at the site be cordoned-off for the duration of the extra opening hours. This would leave available just 4 spaces in the south-west corner of the site. The operation of the drive-thru lane would be unaffected by this measure, since no parking spaces are provided there. However, throughout the trial period the applicants have not implemented this mitigation measure, choosing instead to cordon-off just the in-line parking spaces immediately adjoining the east boundary of the site, thereby providing a no parking cordon of less than 5 metres separation from the Clyde Court boundary. Residents have reported issues with noise and activity associated with the use of the car park by customers during the trial period both within the additional hours trading, but also before the morning opening and especially after the night-time closing. This activity has been witnessed during Officer visits : noisy vehicle movements, engine starting and revving, car stereos, noisy conversations and general larking about in the car park that is readily audible beyond the boundaries of the site. The applicants have not explained why they have deviated from their noise mitigation proposals in this respect.]

“9.3 It is recommended that that system is set up to setting 14 maximum during daytime and that during night-time hours this is reduced to setting 10. However, if this causes customers not to hear McDonalds staff, then the COD settings will need to be revised to find the balance; potentially increasing to setting 12 during night-time as a NOEL level since ambient noise levels are quite high in the area due to traffic noise.”

[Officer Note: Although there is some noise generated by passing traffic, night-time background noise levels are relatively quiet. It is not known what sound level the system is set at during the extended customer opening hours, however, the PA system of the drive-thru ordering system is readily audible beyond the boundaries of the site adjacent to the nearest residential neighbours – as are the often shouted instructions/replies from customers placing orders and/or having a conversation with staff. These Officer observations have been confirmed by comments received from neighbours. Officers have witnessed noisy conversations at the ordering consoles when customers arrive just after closing time and staff have to explain that they can no longer take an order.]

Premises Noise Management Plan, Appendix C of Noise Impact Assessment 14-0167-79 R02 states “the following measures must be implemented between 11pm and 12am, as part of a proactive management effort to minimise the noise impact cause to nearby residents, created by the operation of the premises, and its customers when inside or in the vicinity of the premises.”

Control Measure for Minimising Vehicle and antisocial behaviour noise :

1. “Staff shall be vigilant for vehicles that arrive and have either loud music playing, or where the car is being driven deliberately to create noise by revving of the engine or other stunts after 2300. Observational records should be made of registration plates in the incident log and where possible, and CCTV footage used to provide evidence of culprits whom regularly cause antisocial behaviour. Where there are substantial examples then these should be supplied to the authorities with a copy of the noise log”;

[Officer Note: no evidence of staff intervening to stop customers playing loud music or partaking in other anti-social or inconsiderate behaviour has been witnessed during the extended opening hours.]

2. “Drivers should be encouraged to switch engines off when not in use”;
- [Officer Note: engines left running or being revved noisily by customers in the car park have been consistently witnessed during officer monitoring visits and no evidence has been seen of any intervention by staff or other forms of encouragement to customers to curtail this behaviour.]**

3. “Movement of bin should not occur before 6.30am to minimise noise”;
- [Officer Note: neighbours have reported noise issues associated with the moving and/or emptying of bins from 0600 (waking them up) and after midnight, although this activity has not, so far, been witnessed by Officers. Use of the litter bins in the car park area by customers during the extended opening hours does generate some noise and it would seem likely that the litter bins are emptied as part of the tidy-up routine after closing time so that the bins are not ravaged by vermin overnight. Whilst an understandable precaution and operating practice, this activity would therefore likely be taking place some time after midnight daily during the extended customer opening hours trial.]**

4. “Members of the Management Team, who are properly trained are required to quickly and safely challenge those creating unreasonable noise levels and request them to adjust their behaviour, to minimise noise and respect their neighbours. Information on those causing antisocial behaviour should it continue will be recorded as an incident and reported when required.”

[Officer Note: Ditto with 1. above. No information on anti-social behaviour incidents has been reported to the Council by the applicants at any time during the trial period. Nevertheless, incidents of anti-social behaviour, largely involving the movement and mis-use of cars on-site, loud stereos etc have been witnessed by Officers.]

Control measures for minimising People Noise :

5. “Signs shall be prominently displayed that ask customers that come into the premises to leave quietly in order to respect our neighbours. At the drive through signs should request that customers keep noise to a minimum, or may risk not being served”;

[Officer Note: some temporary signage was displayed on the North Lane frontage fence facing the road following the Council’s letter in January 2023, which provided some provisional feedback on the Council’s monitoring of the trial period identifying this omission. However, this signage is not visible from the drive-thru lane or the car park area and can hardly be considered to be prominently displayed where it might be heeded by customers. There is no evidence that the customer signage measures taken by the applicants has had any beneficial effect.]

6. “We will work in partnership with the police and other statutory authorities to address any nuisance or crime and disorder that generate noise outside the restaurant within the licence, and which could

include CIA staff on a risk assessment basis to achieve, where it is expected to be necessary to control noise. Customers that are seen to be disregarding the notices and or loitering outside after 2300 and making noise should be encouraged to come inside if they are eating, rather than be outside, or move on.

Where this becomes confrontational as ASN trained Manager will attend and have the power bar the person”;

[Officer Note: Ditto the comments in respect of 1. & 4. above. There is no evidence of staff intervening to stop customers playing loud music or partaking in other anti-social or inconsiderate behaviour.]

7. “Gatherings of people in the car park who are not waiting to be served, should be challenged by the Manager, notified that they are on CCTV and recorded in the incident log. Although rare where there is evidence of antisocial behaviour, of which significant levels of noise are part, information will be made available to the authorities”;

[Officer Note: ditto above.]

8. “A phone number will be made available to residents to contact the store, to report evidence of ASB within the boundary of the premises.”

[Officer Note: The Council are not aware that any contact number has been provided to residents by the applicants to date.]

Condition No.6 : “The lighting strategy for this site shall be implemented in accordance with drawing number D-195408 rev 3 and the details of streetlighting columns and LUMA luminaires and thereafter maintained/retained.”

[Officer Notes: The ‘lighting strategy’ to which this conditions refers is, in fact a plan for the Proposed Lighting Layout that was approved for the 2017 planning permission and, thereby relates to approved customer opening hours of 0700-2300 hours only. The approved details only show the provision of the lamp-columns and luminaires that are used to light the car parking area of the site. It is not a strategy for the external lighting of the site at all. It does not identify the downlighters that are mounted around the perimeter of the roof eaves of the restaurant building; and nor does it account for the significant extent of illumination provided within and beyond the boundaries of the site by the internally-illuminated advertising signage at the site. This comprises building fascia signage, the free-standing totem sign and the illuminated displays for the drive-thru customer order area. Nor does the ‘strategy’ set out any controls on the operation of the lighting at the site, such as times when lights and signage must be switched-off.

Officer monitoring of the site during the extended opening hours has revealed the extent to which adjoining and nearby residential properties are illuminated and potentially subject to undue nuisance and harm to their amenities arising from the significant brightness of the illumination - which now continues throughout the extended customer opening hours. It is a matter raised by neighbours in comments to the Council during the trial period.

The extent of the external lighting of the site appears to be a factor encouraging customers to remain on site in the car park. In response to feedback from the Council in January 2023 the applicants now appears to be switching-off most of the external lighting at the site, including the advertising signage, at customer closing time. This is with the exception of the customer order display screens. These are very bright and are specifically mentioned in comments received from neighbours. Imposition of a condition to require all external lighting and illuminated advertising signage to be switched-off outside customer opening times is considered to be a way to deal with this matter.]

Condition No.7 : “The plant and machinery hereby approved shall be installed in accordance with the noise levels and mitigation measures as set out in the Environment Noise Assessment and supplementary Environment Noise Information prepared by Peter Ashford of Acoustic Associates South West Ltd dated 13 October 2015 and 4 April 2016 and thereafter retained in accordance with these approved details.”

[Officer Note: No issues have been observed with audible plant and machinery noise during the extended customer opening hours.]

Condition No.8 : “Means of suppressing and directing fumes and smells from the premises shall be installed in accordance with the details approved under application reference 16/00738/CONDPP dated 14 December 2016 and thereafter maintained/retained.

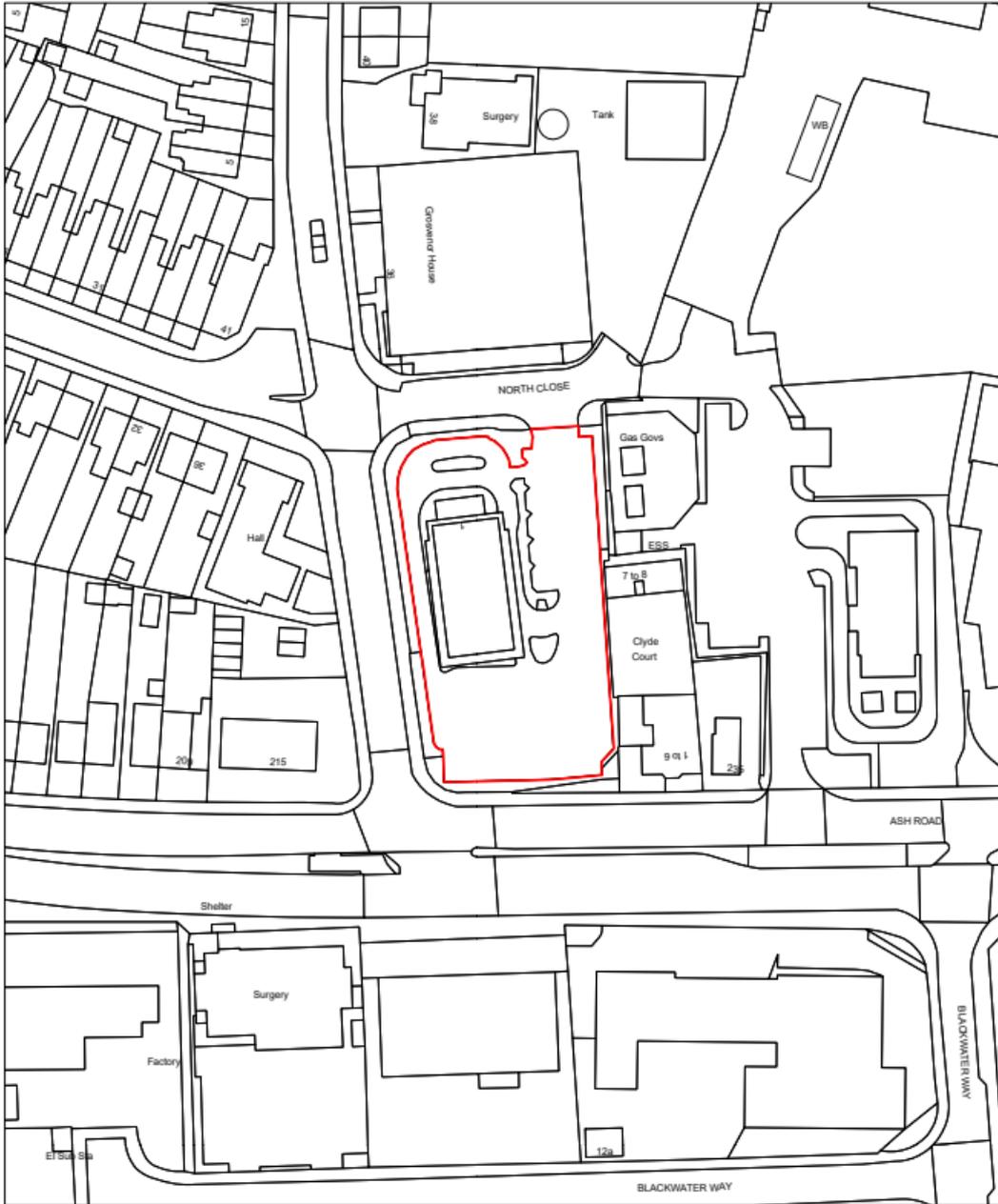
[Officer Note: Although some neighbours have reported concerns about undue cooking odours, none have been witnessed by officers to be emanating from the application premises during the extended customer opening hours. The applicants advise that the kitchen extraction system is regularly serviced to ensure that the extraction system remains effective. This is important since the extended customer opening hours mean that the kitchen is operating for longer and odour nuisance is another potential source of disturbance to neighbours that would be undue if it were ever to happen. Enforcement of this issue would be a matter for the Council’s Environmental Health Team, whom would investigate any complaints about cooking odours and can require operators of food premises to maintain, repair and/or upgrade their extraction systems if required under Environmental Health legislation.]

Condition No.10 : “Unless shown on the approved plans no display or storage of goods, materials, plant, or equipment shall take place other than within the buildings.”

[Officer Note: This condition ensures that there are no accumulations of material at the site outside of the building and its attached refuse corral area that could, otherwise, give rise to undue impacts upon amenity. The extended customer opening hours could, potentially, result in conflicts for staff between undertaking routine site management tasks and avoiding undue noise at anti-social times. No issues of compliance with this condition have been noted during the trial period, albeit in the case of the emptying of litter bins, this may be a task undertaken after night-time customer closing time.]

Condition No.13 : “The acoustic fencing shown on the approved plans shall be retained and maintained in accordance with these details and as approved under application reference 16/00745/CONDPP dated 2 December 2016 for the duration of the operational life of the premises.”

[Officer Note: The acoustic fencing has been constructed and is being retained as approved adjoining Clyde Court on the east boundary of the site. That said, this means of noise mitigation was not designed to be an alternative to the other noise mitigation measures proposed by the applicants and also required to be implemented and retained.]



6/28/2023, 11:15:17 AM

 Planning Application

1:689



Appeal Decision

Site visit made on 24 January 2022

by Robert Parker BSc (Hons) Dip TP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 17 February 2022

Appeal Ref: APP/P1750/W/21/3278383

1 North Close, Aldershot, Hampshire GU12 4HA

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission under section 73 of the Town and Country Planning Act 1990 for the development of land without complying with conditions subject to which a previous planning permission was granted.
 - The appeal is made by Mr Mark Schweizer of McDonald's Restaurants Limited against the decision of Rushmoor Borough Council.
 - The application Ref 21/00048/REVPP, dated 29 December 2020, was refused by notice dated 23 April 2021.
 - The application sought planning permission for the erection of restaurant with drive-through and takeaway facility (Use Class A3/A5) with associated structures, fencing, parking, landscaping and vehicular access from North Close (following demolition of existing buildings and closure of access onto North Lane) without complying with a condition attached to planning permission Ref 17/00344/REVPP, dated 22 June 2017.
 - The condition in dispute is No 15 which states that: The restaurant/takeaway/drive through uses hereby permitted shall not be open to customers outside the hours of 07:00 to 23:00.
 - The reason given for the condition is: To safeguard the amenities of existing and future neighbouring occupiers.
-

Preliminary Matters

1. The site address in the banner heading above is taken from the application form. However, the original decision notice refers to the site as 225 Ash Road, Aldershot, Hampshire GU12 4DD. Given that the proposal relates back to a condition on that permission, I shall use the Ash Road address in my decision.
2. The original permission restricts customer opening hours to between 0700 and 2300. The application seeks to extend these, to enable opening one hour earlier from 0600 and closing one hour later until midnight. These hours would relate to all parts of the business including the restaurant, takeaway and drive-through.

Decision

3. The appeal is allowed and planning permission is granted for the erection of restaurant with drive-through and takeaway facility (Use Class A3/A5) with associated structures, fencing, parking, landscaping and vehicular access from North Close (following demolition of existing buildings and closure of access onto North Lane) at 225 Ash Road, Aldershot, Hampshire GU12 4DD in accordance with the application Ref 21/00048/REVPP dated 29 December 2020, without compliance with condition No 15 previously imposed on planning permission Ref 17/00344/REVPP dated 22 June 2017, subject to the conditions set out in the attached schedule.

Main Issue

4. The decision notice alleges that the proposed variation in opening hours would give rise to unneighbourly nuisance impacts on neighbouring residential properties due to lighting and activity early in the morning and late at night. Having regard to the Council's statement of case, I consider the main issue to be the effect of the proposal on the living conditions of adjoining residents, with reference to noise and light.

Reasons

5. The appeal site is located at a busy road junction, with frontages onto Ash Road and North Lane. It is occupied by a two-storey McDonalds takeaway and restaurant building with drive-through facility. Vehicles enter and exit the car park from North Close which runs parallel to the northern site boundary. The drive-through lane circulates around the western side of the building, adjacent to North Lane, with orders being taken via Customer Order Displays (COD) to the north of the building and collections taking place on the east side.
6. The local area contains a range of commercial uses, including a KFC restaurant, takeaway and drive-through further to the east. There is housing fronting Ash Road beyond North Lane, and along Lower Newport Road. However, the closest residents are those living within Clyde Court directly adjoining the McDonalds car park. Nos 1 to 6 Clyde Court are contained within a building fronting onto Ash Road, whereas Nos 7 and 8 are located in a separate block at the rear.

Lighting impacts

7. The Council is concerned that car headlights on the McDonalds site may disturb sleep for the residents at Clyde Court. However, there is a 3.5 m high solid fence along the eastern boundary and it is difficult to see how headlights would have a material adverse effect on anyone asleep on the first floor, given that vehicles in the car park and drive-through are not generally oriented towards the windows of properties in Clyde Court.
8. The Council's Environmental Health team has received complaints of lights left on in the restaurant all night and the McDonalds sign being left on. However, there is no technical evidence before me to demonstrate that lighting within the building and signage over the 2 hour extended opening period would have an unacceptable effect on the amenities of local residents. I note that the luminance of the totem is controlled under a separate advertisement consent.
9. The Council has not substantiated its allegation that the proposal would cause harm to living conditions through light disturbance. There would be no conflict with Policies DE1 and DE10 of the Rushmoor Local Plan 2014-2032 (RLP) insofar as these seek to avoid harm to adjacent users through light pollution.

Noise impacts

10. The application is accompanied by a Noise Impact Assessment (NIA) which investigates the potential noise impacts arising from the proposal. The NIA examines the four principal noise sources: people, vehicles, COD and roof plant. Surveys were undertaken to determine ambient noise levels over the night-time period and noise levels for the extended opening period were estimated using readings from other McDonalds outlets and measurements taken on the site between the hours of 2200 and 2300 when the drive-through facility was open.

11. The NIA concludes that people noise would be unlikely to have an adverse impact on residential amenity and this has been assessed at No Observable Effect Level¹. Noise from roof plant and COD has been placed into the same noise exposure category, subject to both being placed on night-time settings. Plant noise is controlled by a condition of the original permission in any event.
12. The acoustic consultants have modelled the impact of vehicle movements on ambient noise, and have concluded that the worst-case scenario would be a 2.2dB increase between the hours of 2300 and midnight. It is generally considered that +3dB is the level at which change would be perceptible. The Council points out that since no background noise monitoring was carried out at 7 and 8 Clyde Court, the NIA may underestimate the impact of passing vehicles at these properties. However, this may be offset by the fact that the assessment uses a number of worst-case assumptions in the analysis.
13. Impulsive sounds from car doors being slammed is another potential source of nuisance. The World Health Organisation guideline value for the onset of sleep disturbance could be exceeded in worst-case scenarios, were the residents of Clyde Court to leave their windows open whilst customers park their cars in the spaces closest to the boundary. The NIA has therefore recommended mitigation in the form of cordoning off those parking spaces within 25 m of Clyde Court. This would reduce the impact from Lowest Observed Adverse Effect Level to No Observable Effect Level. The Council contends that the mitigation would be impractical and unenforceable, but it has been offered within the NIA and there is no reason why it should not be secured by means of a planning condition.
14. The methodology within the NIA is robust. However, there are uncertainties within the analysis. It seems unlikely that the proposal would result in significant disturbance for neighbouring residents, given the ambient noise from nearby roads and relatively high maximum noise levels. Nevertheless, I consider that it would be appropriate to grant the extended hours for a temporary period in order that the impacts can be reviewed. The Council could then determine whether the mitigation measures set out within Section 9 and Appendix C of the NIA had been successful. This approach would accord with the objective of RLP Policies DE1 and DE10 to avoid harm to adjacent users through noise.

Other Matters

15. I have taken into account the representations and petitions from residents. These raise a wide range of concerns in relation to matters such as traffic, litter, odours and anti-social behaviour. Whilst I acknowledge that the opening of McDonalds will have affected the local community, I do not consider that the extended opening hours being proposed would lead to such additional impacts as to justify dismissal of the appeal.

Conditions and Conclusion

16. For the reasons set out above and having regard to all other matters raised, including the Inspector's decision for the nearby KFC development, I conclude that the appeal should be allowed on a temporary basis. The effect would be to create a new planning permission and therefore I have reimposed those conditions from the original permission insofar as they are still relevant and

capable of subsisting, with the wording amended to reflect the fact that the development has been brought into use.
17. I have worded the relevant condition to ensure that the extended hours endure for a period of 1 year beginning with the date on which the appellant gives notice of their commencement. This will enable the appellant to prepare for the change in hours and provide an opportunity for the Council to monitor the impact, including the efficacy of the appellant's proffered mitigation measures.

Robert Parker

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) The restaurant/takeaway/drive-through uses hereby permitted may operate between the hours of 0600 to 0000 (midnight) for a temporary period of one year and only on the condition that all noise mitigation measures included in the submitted Noise Impact Assessment report 'McDonalds Ash Road Aldershot 14-0167-79 RO2' carried out by Sustainable Acoustics are implemented. During the temporary period the restaurant/takeaway/drive-through uses shall not be open to customers outside the hours of 0600 to 0000 (midnight).

The Local Planning Authority shall be notified in writing within five days of the extended hours of operation commencing. Upon the expiry of the one year temporary period, the permitted hours of operation for the restaurant, takeaway and drive-through shall revert back to 0700 to 2300. Thereafter, the restaurant/takeaway/drive-through uses shall not be open to customers outside the hours of 0700 to 2300 without a fresh grant of planning permission.

For the avoidance of doubt, the mitigation measures referenced above include:

- Adjusting plant and kitchen extract to night-time settings;
 - Cordoning off those parking spaces closest to Clyde Court; and
 - Compliance with the Premises Noise Management Plan set out within Appendix C of the Noise Impact Assessment.
- 2) With the exception of the proposed acoustic fencing, the boundary treatment as shown in the approved plans shall be implemented in full and thereafter retained/maintained.
 - 3) Provision shall be made for services to be placed underground. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no overhead electricity, telecommunications or service lines shall be erected or placed above the ground of the site without the express written consent of the Local Planning Authority.
 - 4) The landscaping scheme hereby approved shall be implemented in full. Any tree/shrub removed, dying or becoming seriously diseased within five years of planting shall be replaced by trees/shrubs of similar size and species to those originally required to be planted.
 - 5) The drainage strategy for this site shall be implemented in accordance with the details shown on drawing number 161444-DR-0002 rev P04 and thereafter retained in perpetuity.
 - 6) The lighting strategy for this site shall be implemented in accordance with drawing number D-195408 rev 3 and the details of streetlighting columns and LUMA luminaires and thereafter maintained/retained.

- 7) The plant and machinery hereby approved shall be installed in accordance with the noise levels and mitigation measures as set out in the Environment Noise Assessment and supplementary Environment Noise Information prepared by Peter Ashford of Acoustic Associates South West Ltd dated 13 October 2015 and 4 April 2016 and thereafter retained in accordance with these approved details.
- 8) Means of suppressing and directing fumes and smells from the premises shall be installed in accordance with the details approved under application reference 16/00738/CONDPP dated 14 December 2016 and thereafter maintained/retained.
- 9) Deliveries and refuse collections to/from the premises shall only take place between the hours of 8am to 9pm.
- 10) Unless shown on the approved plans no display or storage of goods, materials, plant, or equipment shall take place other than within the buildings.
- 11) The vehicle and cycle parking facilities shown on the approved plans shall be completed and made ready for use and shall be thereafter retained solely for parking purposes (to be used by the occupiers of, and visitors to, the development).
- 12) Notwithstanding the details shown on drawing number 6485-SA-8986-P205 B, the first floor windows in the east elevation shall be obscurely glazed to a minimum height of 1.7 metres above the internal floor level and so retained thereafter.
- 13) The acoustic fencing shown on the approved plans shall be retained and maintained in accordance with these details and as approved under application reference 16/00745/CONDPP dated 2 December 2016 for the duration of the operational life of the premises.
- 14) The permission hereby granted shall be carried out in accordance with the following approved drawings – 6485-SA-8085-P302A, P304 C, 6485-SA8986-P205 B and 206 A, Sign type 8, 161444-DR-0002 rev P04, 0003 rev P06 and 0004 rev P03, MK MCD ALD 01 (Rev D), 161444-HYD-XX-XX-DR-TP-001 Rev P2 and 0200 rev P2 and D195408 rev 3.

*** END ***

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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	Katie Herrington
Application No.	23/00446/FUL
Date Valid	13th June 2023
Expiry date of consultations	6th July 2023
Proposal	Replacement of windows and doors on both porches and replace windows in communal landing and hallway
Address	Grazley Lodge Osborne Road Farnborough Hampshire GU14 6PT
Ward	St Marks
Applicant	Mr Peter Aldred
Agent	N/A
Recommendation	GRANT planning permission

Description

This item is before the Planning Committee for determination as the applicant is the partner of a Council employee.

The application site, Grazley Lodge, is a three storey Victorian era building located within the South Farnborough Conservation Area. The building was converted into flats in the 1960s.

The proposal seeks to replace the windows and doors of both porches and replace the windows in the communal landing and hallway with uPVC windows. The current windows are wooden and are degrading in quality.

A number of the existing windows have already been replaced with uPVC windows¹.

The proposed communal (landing/ hallway) windows would be set in the same reveal and frame size and casements will match that of the existing. The doors on both porches will be replaced with new doors of a black Victorian composite style. The porch windows will be non-opening and will match the form and detailing of the existing windows.

¹ 19/00721/FUL; 15/00347/FUL; 22/0744/FULPP; 22/00563/FUL

Consultee Responses

None

Neighbours notified

In addition to posting a site notice and press advertisement, 35 individual letters of notification were sent to

1, 2, 3, 4 Kashmir Court, Osborne Road; 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 Neelem Court, Osborne Road; 2, 2A, 4, 6, 8, 10, 15, Osborne Road; Grazley Lodge (Flat 11, 13, 5, 7, 9), Osborne Road; 3, 5, 7, 12 Guildford Road; 6 Etrick Court Cross Street.

Neighbour comments

None received.

Policy and determining issues

The relevant development plan policies are; DE1 (Design in the Built Environment); HE3 (Development within or adjoining a Conservation Area).

The determining factors are; Visual impact, and impact upon residential amenity.

Commentary

1. Visual impact

Policy HE3 – Development within or adjoining a Conservation Area states that when considering development proposals within or adjoining a conservation area, the Council will seek to conserve, enhance or better reveal important built features.

The proposal would replace the existing windows that are degrading with uPVC windows that would be similar in appearance. This is not considered to result in harm to the character and appearance of the host building and Conservation Area, and would provide some enhancement through the use of a material less susceptible to degradation.

The proposal would not conflict with Policy HE3 in that regard.

2. Impact upon residential amenity

The proposal seeks to replace windows in existing window openings and none of these windows are required to be obscure glazed to avoid overlooking.

The proposal would not conflict with policy DE1 in that regard.

3. Conclusion

The proposal would not result in harm to the character and appearance of the Conservation Area and street scene and would not result in harm to neighbouring

amenity. As a result, the proposal is considered to accord with Local Plan Policies DE1, and HE3.

Full Recommendation

It is recommended that planning permission be **GRANTED** subject to the following conditions and informatives:

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

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

2. The permission hereby granted shall be carried out in accordance with the following approved drawings. Drawing numbers:- 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 (Pt1), 16 (P2), 17.

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

Informatives

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

PLAN 02

EXISTING PORCH 1



PORCH 1
FRONT 1A

Tel No:
Fax No:

PROPOSED PORCH 1

Customer Details
TRADE QUOTE

Tel:
Fax:

Quote No: Q019441
Ref: PETER

Date Printed: 25 May 2023 13:09

System S706 IG NS System
Group White Internal Casement
Outer Frame 52mm Frame White
Transom/Mullion 69mm White
Reinforcement WHITE WINDOW REIN
Drainage FACE DRAINAGE
Bead 28mm Ogee Bead Black Flipper
Glass Type 4/20/4: Clear / Low E / Argon / Warm Edge



FRONT 1A X 2
SIDE 1B X 1
SIDE 1C X 1

Astragal Bar (GRILL) duplex BLACK
1 - 930w x 550h (Basic Frame Size)
1 - 930w x 550h
Viewed Outside

Location: Window 1

Extras:
1 - 856x476 4/20/4: Clear / Low E / Argon / Warm Edge Astragal Bar (GRILL) duplex BLACK

Total (Exc. VAT): £121.08
Total (Inc. VAT): £145.30

System S706 IG NS System
Group White Internal Casement
Outer Frame 52mm Frame White
Transom/Mullion 69mm White
Reinforcement WHITE WINDOW REIN
Drainage FACE DRAINAGE
Bead 28mm Ogee Bead Black Flipper
Glass Type 4/20/4: Clear / Low E / Argon / Warm Edge



FRONT 1A X 4
SIDE 1B X 2
SIDE 1C X 2

Astragal Bar (GRILL) duplex BLACK
1 - 440w x 1030h (Basic Frame Size)
1 - 440w x 1030h
Viewed Outside

Location: Window 2

Extras:
1 - 366x956 4/20/4: Clear / Low E / Argon / Warm Edge Astragal Bar (GRILL) duplex BLACK

Total (Exc. VAT): £121.08
Total (Inc. VAT): £145.30

PLAN Ø8



Sent from my iPhone

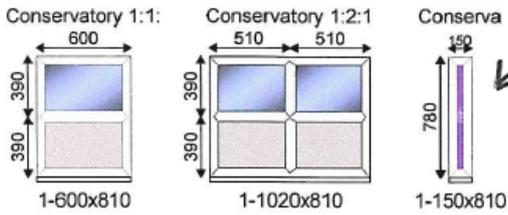
PORCH 2

Customer Details
RECTORY GLASS LTD
93 RECTORY ROAD
FARNBOROUGH

HANTS
GU14 7HY
Tel: 01252 516614
Fax: 01252 515183

Quote No: Q193338

PROPOSED PORCH 2



FRONT - 2A x 1

Please sign here if you accept the above window design/styles, which may be different from existing styles/designs.....

Print Name.....

Dated.....

SIDE 2B x 1

SIDE 2C x 1

PLAN 12



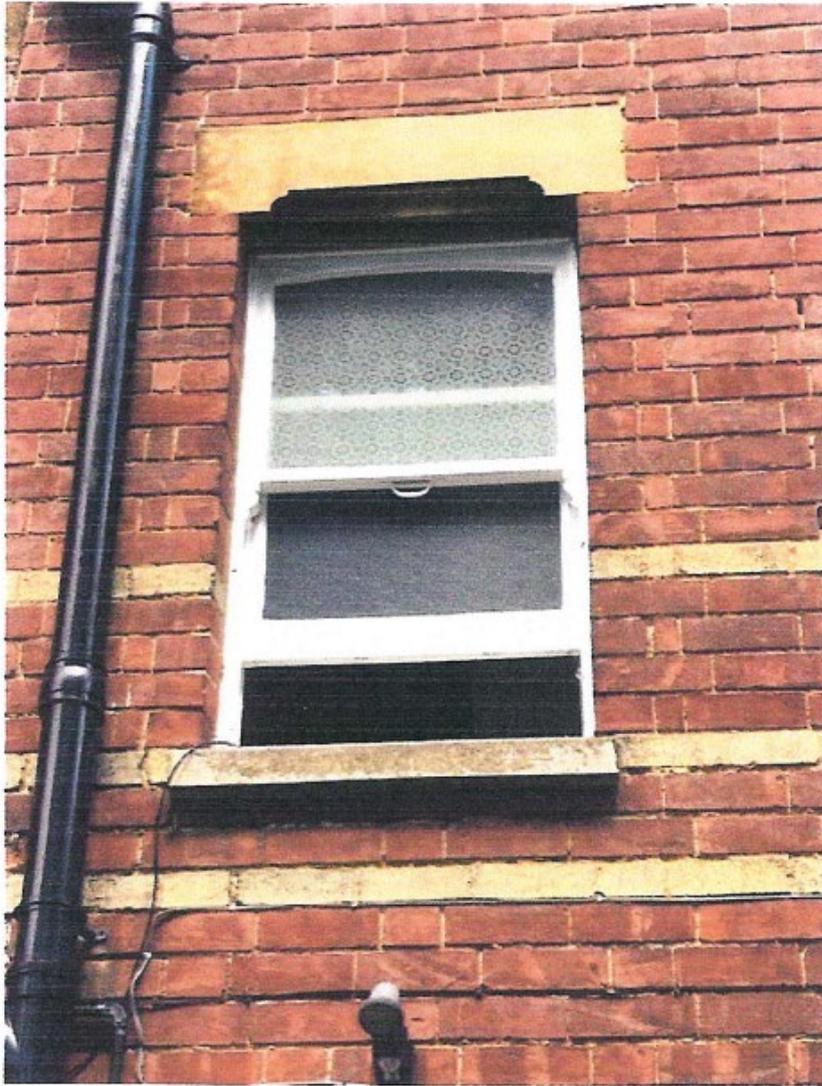
EXISTING COMMUNAL HALL
CH-1

Win

EXISTING COMMUNAL

LANDING WINDOW

CL-1



SUN TRADE WINDOWS
 DUNRAVEN HOUSE
 STORMY DOWN
 PYLE, MID GLAM, CF33 4AH
 Tel No: 01656 746650
 Fax No: 01656 746786

PROPOSED HALLWAY + LANDING

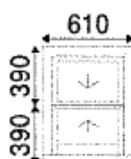
Customer Details
 COUNTER SALES
 SUPPLY ONLY

Tel:
 Fax:

Quote No: Q140339
 Ref:

Date Printed: 09 June 2023 15:37

System EVOLVE VS
Group Slim/Intermediate M/J DBR White
Outer Frame VS O/Frame M/J 149mm Cill W
D/Sliding Sash V/S Down Slim Sash W
Transom/Mullion Dummy Trans 1 White
Reinforcement Reinforcing White
Drainage FACE DRAINAGE
Bead 28mm Scul Bead (All Round) WF
Gasket Fomasil Universal Gasket W
Glass Type 4/20/4 Clear Softcoat



← HALLWAY
 CH-1

1 - 610w x 780h (Basic Frame Size)
 1 - 610w x 780h
 Viewed Outside

Location: Window 1

Extras:

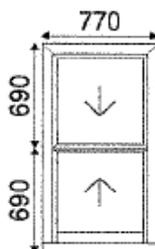
Total (Exc. VAT): £455.00

Total (Inc. VAT): £546.00

Special Instructions:

ECOSLIDE VS / RT HORNS / SATIN / TV

System EVOLVE VS
Group Slim/Intermediate M/J DBR White
Outer Frame VS O/Frame M/J 149mm Cill W
D/Sliding Sash V/S Down Slim Sash W
Transom/Mullion Dummy Trans 1 White
Reinforcement Reinforcing White
Drainage FACE DRAINAGE
Bead 28mm Scul Bead (All Round) WF
Gasket Fomasil Universal Gasket W
Glass Type 4/20/4 Clear Softcoat



LANDING
 CH-1

1 - 770w x 1380h (Basic Frame Size)
 1 - 770w x 1380h
 Viewed Outside

Location: Window 2

Extras:

Total (Exc. VAT): £455.00

Total (Inc. VAT): £546.00

Special Instructions:

ECOSLIDE VS / RT HORNS / SATIN / TV

Job Price

Job Total (Excl. VAT): £910.00

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	Katie Herrington
Application No.	23/00461/FUL
Date Valid	15th June 2023
Expiry date of consultations	6th July 2023
Proposal	Extension of the Porte cochere, alteration to fenestration (including materials), and removal of existing cloister
Address	Aldershot Park Crematorium Guildford Road Aldershot Hampshire GU12 4BP
Ward	Aldershot Park
Applicant	Graham King (Rushmoor Borough Council)
Agent	None
Recommendation	GRANT Planning Permission

Description

The Council is seeking planning permission to undertake a major refurbishment of the Aldershot crematorium.

The crematorium is in need of modernisation. It was opened in the 1960s and was last refurbished 25 years ago. The most recent condition surveys indicate that a new roof and cremator are required.

The works include modernising the appearance of the building through cladding, replacing the roof, providing a new cremator and extending the Porte cochere. It will also improve the accessibility of the site for disabled persons.

Although the crematorium building will be closed to the public during the refurbishment work, the grounds will remain open for residents to visit throughout. There will be therefore be uninterrupted bereavement service provision while the work is carried out. The council intends to restore and bring back to use the chapels in the Redan Road Cemetery. Services will be held in one chapel. The other will be used as a waiting room, also providing toilets and an office area.

Consultee Responses

HCC Highways Development Planning

The proposal is very small and unlikely to impact the highway at all other than the temporary construction period. I therefore confirm the Highway Authority have no objection.

Ecologist Officer

No objection subject to conditions;
Protected Habitats - Measures presented in section 6.2.1 of the above referenced Preliminary Ecological Appraisal are appropriate and should be implemented in full during construction.
Protected Species - I concur that potential adverse impacts on other protected species are unlikely as a result of development, where the precautionary working methods of Section 6.3 are implemented in full during construction.
Biodiversity Net Gain - the application of Biodiversity Net Gain, which would not therefore apply for this application. Advises a condition for ecological enhancements in terms of bird boxes or bat boxes. Where planting is proposed, these should be local species.

Environmental Health

No objection.

Neighbours notified

In addition to posting a site notice and press advertisement, 33 individual letters of notification were sent to Ticehurst, 109, 111, 113, 115, 117, 117A 119, 119A, 121, 121A, 123, 123A, 125, 125A, 126, 127, 127A, 128, 129, 129A, 130, 131, 131A, 133, 133A, 135, 135A, Gloucester Road; 166, 168, 170, 172, 174 Morland Road,

Neighbour comments

None received.

Policy and determining issues

The following adopted Rushmoor Local Plan (2014-2032) policies are material to the determination of this application: SS1 (Presumption in Favour of Sustainable Development); IN1 (Infrastructure and Community Facilities); IN2 (Transport); DE1 (Design in the Built Environment); and DE10 (Pollution).

The main determining issues are considered to be:- visual appearance, impact upon neighbours, and highways.

Commentary

1. Visual Appearance

The proposal would modernise the appearance of the building by incorporating new cladding materials to the external envelope, new windows, and a new forward extension (Porte Cochere). Such materials would comprise a mixture of brick, render, timber, Zinc/ Aluminium roofing. The existing temporary cremator will be utilised and a shorter chimney stack used. The proposal also includes solar panels to its roof.

The proposed changes are considered to result in a positive benefit to the character and appearance of the locality. The proposal would not conflict with Policy DE1 of the Local Plan in this regard.

2. Impact upon neighbours

The proposal includes the removal of the existing three cremators, the repositioning of the temporary containerised cremator into the building and the installation of a second new cremator. The existing chimney is to be removed and replaced with a new stack serving the cremators with a height of 8m.

The proposal site is located approximately 145m from the closest residential occupiers, and given nature of the proposed changes, would not result in harm to residential amenity by way of any overbearing impact, or loss of daylight and sunlight. It is also considered that due to such distance, that the proposal would not result in harm by way of noise pollution.

The proposal is therefore considered to result in no material harm to the amenities of surrounding residents or to result in adverse environmental effects.

3. Environmental Impacts

The proposal includes the removal of the existing three cremators, the repositioning of the temporary containerised cremator into the building and the installation of a second new cremator. The existing chimney is to be removed and replaced with a new stack serving the cremators with a height of 8m.

The stack should be at a height that ensures pollutants ground at concentrations that are deemed harmless, in compliance with the Environmental Permitting Regulations. The Air Quality Assessment has assessed the predicted emissions from the stack with both cremators in operation at the same time. Based on a stack height of 8m, the submitted Air Quality Assessment concludes there will be no significant impact on nearby human and ecological sensitive receptor locations, and all emissions calculated will comfortably achieve all relevant air quality objectives and Environmental Assessment Levels at receptor locations.

The proposal is therefore considered to not result in harm to the amenities of surrounding residents or result in adverse environmental effects.

4. Ecology

Policy NE4 of the Local Plan permits development if significant harm to biodiversity resulting from development can be avoided, or if that is not possible can be adequately mitigated.

The proposal as submitted does not include any protected habitats and does not result in the loss of any trees¹. The Council's Ecologist has advised that the measures secured within section 6.2.1 of the report to be secured to not result in harm to the protected habitats.

The site is adjacent to habitat suitable for foraging and commuting bats and therefore it is expected that bats are present locally. The submitted preliminary bat roost assessment has been undertaken in accordance with good practice and has identified a negligible potential for the building to host potential roost features. Potential adverse impacts on protected species are unlikely as a result of the development.

The Environment Act 2021 introduces a statutory footing for securing measurable net gains for biodiversity, requiring a 10% minimum uplift post-development. It is expected that this will become a statutory requirement from April 2024 for smaller footprint sites. The site comprises mostly built form and hardstanding. Existing habitats impacted by the development appear to be below the government's minimum size exemption for the application of Biodiversity Net Gain.

Policy NE4 of the Local Plan goes on to state that development proposals should seek to secure opportunities to enhance biodiversity and include proportionate measures to contribute, where possible, to a net gain in biodiversity. The Council's Ecologist has advised that ecological enhancements should be sought through bird and bat boxes, and the use of native species when planting. No planting is proposed, but the provision of bird boxes can be accommodated in the scheme. The Enhancements have been secured by condition.

5. Highways

The proposal does not increase the capacity of the crematorium and therefore no additional parking capacity is required. Hampshire Highways have not raised an objection to the proposals.

6. Conclusion

The proposal would not result in harm to the character and appearance of the street scene or area, would not result in harm to neighbouring amenity, would not result in harmful environmental impacts, and would not result in highways issues. As a result, the proposal is considered to accord with Local Plan Policies DE1, IN1, IN2 and DE10.

Full Recommendation

It is recommended that planning permission be **GRANTED** subject to the following conditions and informatives:

¹ For clarity, the submitted Preliminary Ecological Appraisal Report is based upon an earlier proposal that included the loss of trees. The loss of such trees are no longer proposed, and the affected area is no longer within the red line of this application site.

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.

1. The permission hereby granted shall be carried out in accordance with the following approved drawings. Drawing numbers:-
 - XXXX-ARC-00-00-DR-A-000023 S3
 - XXXX-ARC-00-00-DR-A-000024 S3
 - XXX-ARC-00-01-DR-A-000025 S3
 - XXXX-ARC-00-ZZ-DR-A-000026 S3
 - XXXX-ARC-00-01-DR-A-000027 S3
 - Preliminary Ecological Appraisal. Aldershot Park Crematorium. Aldershot. May 2023.
 - DeltaSimons Air Quality Assessment. The Park Crematorium. June 2023.

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

2. The development shall be carried out in accordance with the measures specified within section '6.2.1' and 6.3 of the approved 'Preliminary Ecological Appraisal dated May 2023'.

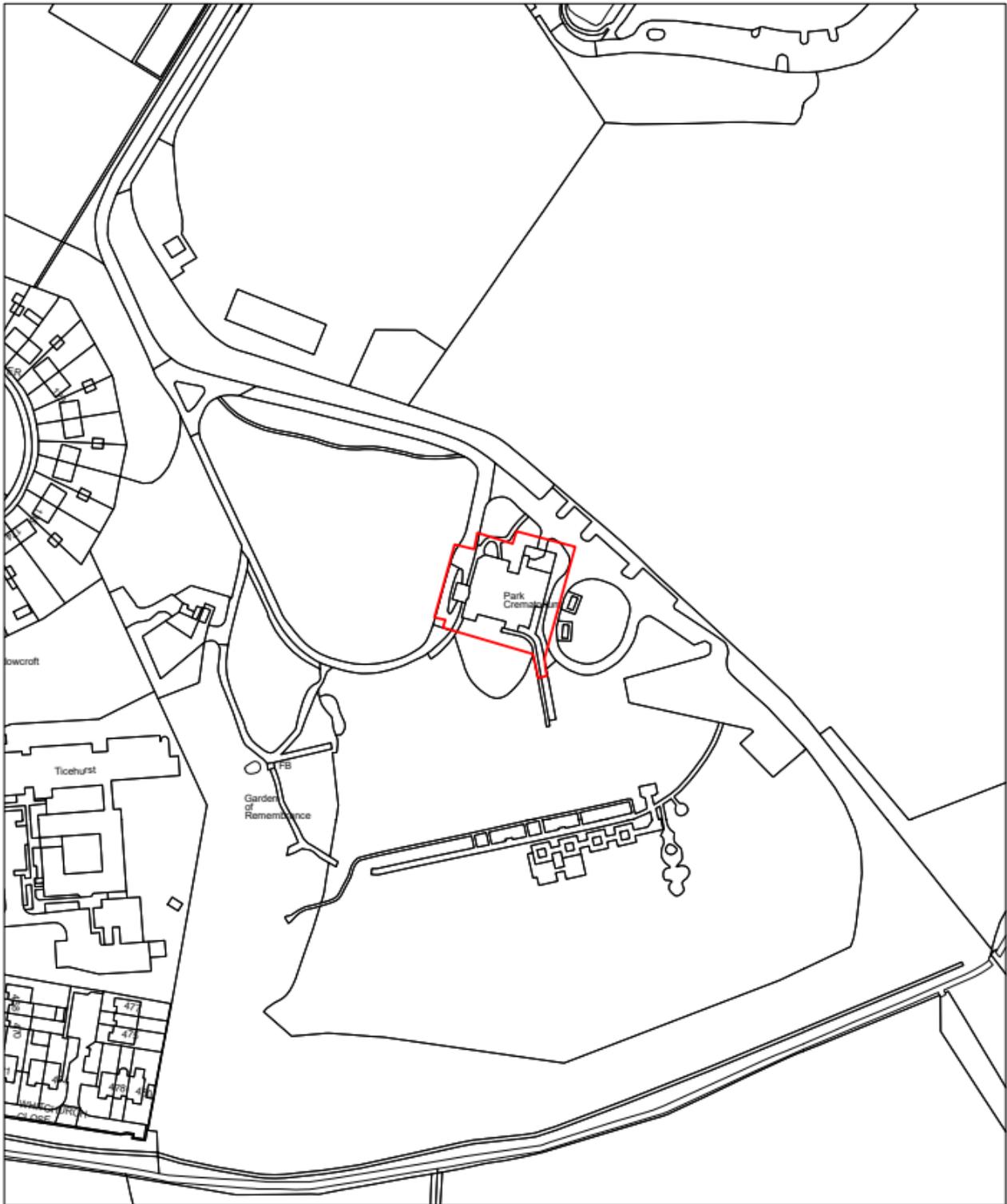
Reason – To ensure that the proposal does not result in harm to protected species

3. Biodiversity enhancements of bird and bat boxes shall be installed prior to the first occupation of the building.

Reason – To ensure that the proposal results in a net gain of biodiversity.

Informatives

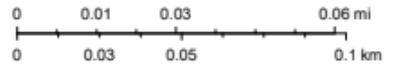
1. INFORMATIVE – The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding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



6/28/2023, 11:23:18 AM

 Planning Application

1:1,378



Notes

- 1. THIS DRAWING IS THE PROPERTY OF ARCUS CONSULTING AND SHOULD NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE EXPRESS WRITTEN PERMISSION OF ARCUS CONSULTING.
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- 3. ALL DIMENSIONS, MATERIALS AND FINISHES ARE SUBJECT TO THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
- 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
- 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
- 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
- 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.

LEGEND

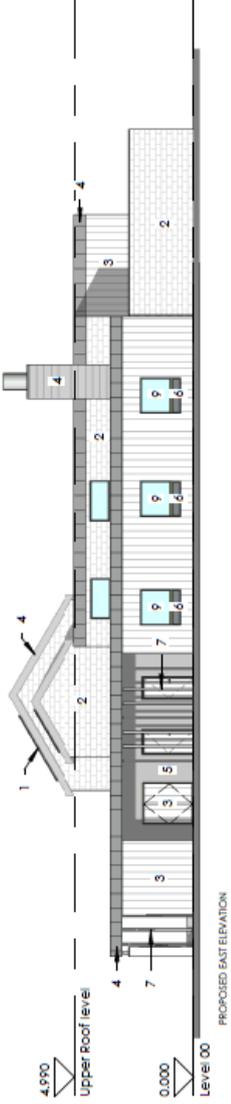
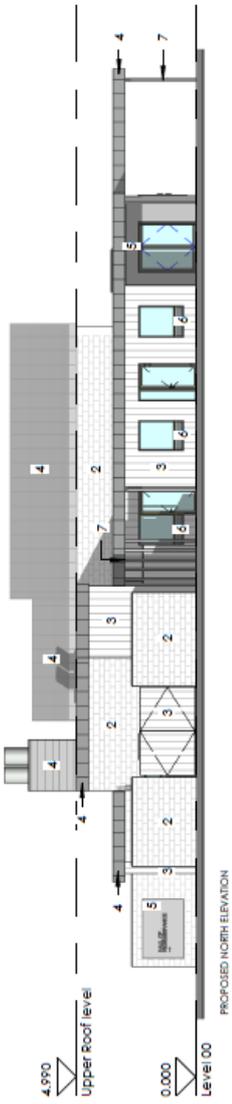
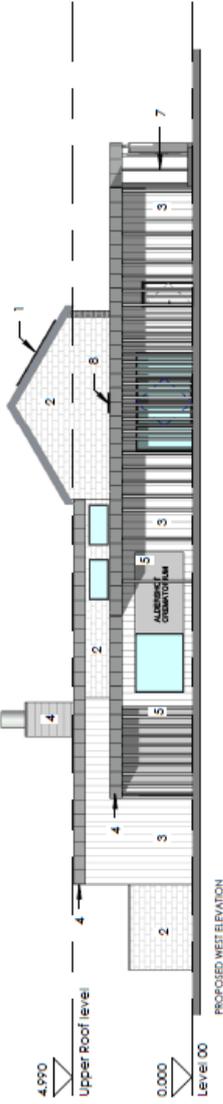
- 1 - PV solar panels
- 2 - Brick
- 3 - Timber
- 4 - Zinc/Aluminium Roof & Capping
- 5 - Render
- 6 - Aluminium Panel
- 7 - Timber Posts
- 8 - Roof Light
- 9 - Obscured Reflective Glazing

Rev	Description	Date
01	Issue for Planning	01/04/23

Drawing Status:	Submittal
Job Title:	Aldershot Crematorium
Job No:	7327
Drawing Title:	PROPOSED ELEVATIONS
Scale:	As Indicated
Drawn By:	LM
Checked By:	JS
Drawing No:	XXXX-ARC-00-ZZ-DR-A-000026
Rev:	S3

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 Wakefield 0192 465 5000



Section D

The following applications are reported for INFORMATION purposes only. They relate to applications, prior approvals, notifications, and consultations that have already been determined by the Head of Economy, Planning and Strategic Housing and where necessary, in consultation with the Chairman, in accordance with the Council's adopted Scheme of Delegation.

If Members wish to have more details about the decision on any of the applications on this list please contact David Stevens (01252 398738) or John W Thorne (01252 398791) in advance of the Committee meeting.

Application No	23/00089/FULPP	Ward: Rowhill
Applicant:	Ms Z Denning	
Decision:	Permission Granted	
Decision Date:	22 June 2023	
Proposal:	Erection of single storey side extension to 27-29 Manor Road (Marwa Nursing Home) and 23-25 Manor Road (Maple House Nursing Home) to accommodate a shared kitchen facility and linking corridor	
Address	Maple House And Marwa Nursing Home 23 - 29 Manor Road Aldershot Hampshire	

Application No	23/00108/FULPP	Ward: North Town
Applicant:	Mrs Jade Sovron	
Decision:	Permission Granted	
Decision Date:	27 June 2023	
Proposal:	Erection of a first floor rear extension and roof extension comprising rear dormer and hip to gable extension	
Address	123 Haig Road Aldershot Hampshire GU12 4PP	

Application No 23/00144/CONDPP Ward: Wellington

Applicant: Grainger (Aldershot) Limited And Secretar

Decision: **Permission Granted**

Decision Date: 28 June 2023

Proposal: Submission of details part pursuant to condition 13 (surface water drainage) condition 19 (existing and proposed levels) condition 6 (construction surface water management plan) condition 9 (external lighting) and condition 18 (hard and soft landscaping) of hybrid outline planning permission 12/00958/OUT dated 10th March 2014 in relation to part reserved matters application permission 21/00108/REMPP dated 27th May 2021.

Address **Zone K - Stanhope Lines East And Zone M Buller Wellesley Aldershot Urban Extension Aldershot Hampshire**

Application No 23/00249/ADV Ward: St Mark's

Applicant: Home Instead - FAO Mahdi Kazemzadeh

Decision: **Permission Granted**

Decision Date: 22 June 2023

Proposal: Display of 6 non-illuminated signs comprising 1 x fascia sign, 1 x freestanding pole mounted sign and 4 x window graphics

Address **45 Alexandra Road Farnborough Hampshire GU14 6BS**

Application No 23/00270/FULPP Ward: Rowhill

Applicant: Mrs R Faulkner

Decision: **Permission Granted**

Decision Date: 16 June 2023

Proposal: Demolition of existing garage and outbuilding and erection of single storey side and rear extensions

Address **91 Cranmore Lane Aldershot Hampshire GU11 3AP**

Application No 23/00289/PDC Ward: Aldershot Park

Applicant: Mr & Mrs N Sharma

Decision: **Development is Lawful**

Decision Date: 22 June 2023

Proposal: LAWFUL DEVELOPMENT CERTIFICATE FOR PROPOSED DEVELOPMENT AND USE: Erection of an outbuilding to be used as a gym for ancillary use

Address **47 Elston Road Aldershot Hampshire GU12 4HZ**

Application No 23/00299/FUL Ward: Empress

Applicant: Mr Phil Gower

Decision: **Permission Granted**

Decision Date: 20 June 2023

Proposal: Over-clad the existing roof tiles with insulation, cladding and solar PV panels

Address **18 Invincible Road Farnborough Hampshire GU14 7QU**

Application No 23/00303/ADVPP Ward: St Mark's

Applicant: Mr Joshua Thomas

Decision: **Permission Granted**

Decision Date: 22 June 2023

Proposal: Display of 5no. illuminated backlit signage to property elevation

Address **Ground Floor Chester House Aerospace Boulevard Farnborough Hampshire GU14 6TQ**

Application No 23/00316/FULPP Ward: Rowhill

Applicant: Ms L Ablett

Decision: **Permission Granted**

Decision Date: 20 June 2023

Proposal: Erection of a two storey side and rear extension following removal of existing conservatory and extension of dropped kerb

Address **44 Cranmore Lane Aldershot Hampshire GU11 3AT**

Application No 23/00321/FULPP Ward: Empress

Applicant: Mr Chris Day

Decision: **Permission Granted**

Decision Date: 16 June 2023

Proposal: Change of use from Use Class F1 (music school) to Use Class E (commercial, business and service)

Address **16A Farnborough Street Farnborough Hampshire GU14 8AG**

Application No 23/00324/FULPP Ward: Cove And Southwood

Applicant: Evo Rail

Decision: **Permission Granted**

Decision Date: 27 June 2023

Proposal: Installation of 6-metre high hinged metal pole with attached radio antenna to provide Superfast Wi-Fi service to train users

Address **Proposed Street Light Pole On Railway Land Adjacent To Prospect Road Farnborough Hampshire**

Application No 23/00325/FULPP Ward: Empress

Applicant: Evo-Rail

Decision: **Permission Granted**

Decision Date: 27 June 2023

Proposal: Installation of 6-metre high hinged metal pole with attached radio antenna to provide Superfast Wi-Fi service to train users

Address **Proposed Street Light Pole On Railway Land Adjacent To Highgate Lane Farnborough Hampshire**

Application No 23/00326/CONDPP Ward: St Mark's

Applicant: Ms Miriam Drew

Decision: **Conditions details approved**

Decision Date: 21 June 2023

Proposal: Submission of details pursuant to Condition 3 (external materials), 4 (surfacing materials) and 7 (bird and bat boxes) of planning permission 20/00928/FUL for Conversion and extension of existing guest house (following partial demolitionworks) to create 7 no. 1 bedroom apartments

Address **68 Alexandra Road Farnborough Hampshire GU14 6DD**

Application No 23/00331/FULPP Ward: St Mark's

Applicant: MR ABDUL WAHAB

Decision: **Permission Granted**

Decision Date: 20 June 2023

Proposal: Erection of first-floor and roof extension and two storey front extension, single storey side and rear extension to form a 2.5 storey dwelling house with an eaves of 5.8m and a ridge height of 8.8m

Address **23 Guildford Road West Farnborough Hampshire GU14 6PS**

Application No 23/00334/ADVPP Ward: Fernhill

Applicant: Mr Andy Horwood

Decision: **Permission Granted**

Decision Date: 16 June 2023

Proposal: Display of one non-illuminated dibond panel to front elevation to surround ATM measuring 6.46m x 3.46m

Address **96 Chapel Lane Farnborough Hampshire GU14 9BL**

Application No 23/00341/FULPP Ward: Fernhill

Applicant: Mr Andy Horwood

Decision: **Permission Granted**

Decision Date: 16 June 2023

Proposal: Installation of ATM to front elevation with CCTV Camera and Light

Address **96 Chapel Lane Farnborough Hampshire GU14 9BL**

Application No 23/00344/PDC Ward: Knellwood
Applicant: Ms Rachel Wilson
Decision: **Development is Lawful**
Decision Date: 16 June 2023
Proposal: Lawful Development Certificate for proposed development: Erection of a single storey rear extension
Address **8 Yetminster Road Farnborough Hampshire GU14 6QY**

Application No 23/00350/FUL Ward: Rowhill
Applicant: Mr I Lamont
Decision: **Permission Granted**
Decision Date: 05 July 2023
Proposal: Erection of two detached single storey outbuildings in rear garden
Address **85 Cranmore Lane Aldershot Hampshire GU11 3AP**

Application No 23/00351/COND Ward: Manor Park
Applicant: Mr P Davey
Decision: **Permission Granted**
Decision Date: 22 June 2023
Proposal: Submission of details pursuant to Condition 14 (landscaping and ecological enhancements) of planning application 19/00873/FULPP (for the erection of 17 dwellings with associated parking and landscaping, following the demolition of the existing industrial buildings)
Address **2 - 4 Mount Pleasant Road Aldershot Hampshire GU12 4NL**

Application No 23/00353/FULPP Ward: Knellwood
Applicant: Mr Mark Wood
Decision: **Permission Granted**
Decision Date: 16 June 2023
Proposal: Erection of a front porch and single storey rear extension with patio. Enlargement of existing garage and new first floor window opening to side elevation
Address **27 Church Road East Farnborough Hampshire GU14 6QJ**

Application No 23/00359/TPOPP Ward: Manor Park

Applicant: Mrs Hillary Mumford

Decision: **Permission Granted**

Decision Date: 16 June 2023

Proposal: One Purple Plum (T1 of TPO 472) 746 on submitted plan, cut back laterals to clear the property by no more than 1.5 metres

Address **Cherry Lodge St Georges Road East Aldershot Hampshire GU12 4LW**

Application No 23/00363/FULPP Ward: Cove And Southwood

Applicant: MR Dawid Czajka

Decision: **Permission Granted**

Decision Date: 16 June 2023

Proposal: New thermal insulation on exterior walls with painted render finish and erection of a single storey rear extension

Address **163 Keith Lucas Road Farnborough Hampshire GU14 0DL**

Application No 23/00369/FULPP Ward: Rowhill

Applicant: Sue Ciechanowicz

Decision: **Permission Granted**

Decision Date: 16 June 2023

Proposal: Erection of a single storey rear extension, widen existing rear bedroom window and formation of new bathroom window on rear elevation

Address **6 Upper Elms Road Aldershot Hampshire GU11 3ES**

Application No 23/00380/TPOPP Ward: Knellwood

Applicant: Mr Simon Walker

Decision: **Permission Granted**

Decision Date: 16 June 2023

Proposal: Remove one declining Silver Birch (T9 of TPO 283). One Oak (T8 of TPO 283) crown lift to no more than 5 metres above road and ensure clearance from telephone wires, and lightly thin by no more than 15% and remove deadwood

Address **221 Sycamore Road Farnborough Hampshire GU14 6RQ**

Application No 23/00384/PDCPP Ward: St Mark's
Applicant: Howard Calvert
Decision: **Development is Lawful**
Decision Date: 27 June 2023
Proposal: Erection of a single storey rear extension
Address **112 Peabody Road Farnborough Hampshire GU14 6DZ**

Application No 23/00386/FUL Ward: Knellwood
Applicant: Mr J Heaton
Decision: **Permission Granted**
Decision Date: 06 July 2023
Proposal: Retention of 1.05 metre to 2.06 metre high closeboard boundary fencing
Address **1 Stourhead Close Farnborough Hampshire GU14 7HF**

Application No 23/00389/FULPP Ward: Cove And Southwood
Applicant: Ms White
Decision: **Permission Granted**
Decision Date: 06 July 2023
Proposal: Erection of a single storey rear extension and formation of a rear dormer to facilitate a loft conversion
Address **19 Holly Road Farnborough Hampshire GU14 0DZ**

Application No 23/00390/FULPP Ward: Fernhill
Applicant: Mr Hassib Mirza
Decision: **Permission Granted**
Decision Date: 29 June 2023
Proposal: Formation of new driveway, dropped kerb and boundary treatment
Address **72 Chapel Lane Farnborough Hampshire GU14 9BJ**

Application No 23/00394/TPOPP Ward: Knellwood

Applicant: Mr Howarth

Decision: **Split decision**

Decision Date: 26 June 2023

Proposal: One Oak (T58 of TPO 435V) T1 on submitted plan, crown reduce overall by no more than 4 metres, crown lift by no more than 5.5 metres from ground level and remove deadwood. Two Beech trees and two Oaks (part of group G18 of TPO 435V) Beech T2 on plan crown reduce by no more than 4 metres and crown lift by no more than 5 metres from ground level. Remove one Oak T3 on plan. One Beech T4 on plan remove crossing limbs and deadwood , lift crown by no more than 6 metres from ground level. One Oak T5 on plan remove lowest limb and deadwood

Address **7 Pirbright Road Farnborough Hampshire GU14 7AB**

Application No 23/00395/FULPP Ward: Wellington

Applicant: Mr Oliver Nyman

Decision: **Permission Granted**

Decision Date: 06 July 2023

Proposal: Retention of garden gate and path, replacement path from front door to pavement, hardstanding for bins and new 1.7 metre high railings to boundary

Address **2 Normandy Drive Wellesley Aldershot Hampshire GU11 4BZ**

Application No 23/00397/TPOPP Ward: St John's

Applicant: Mr Jones

Decision: **Split decision**

Decision Date: 26 June 2023

Proposal: Remove one Oak T1 on submitted plan. One Oak T2 on plan, thin the crown by no more than 20%. Both trees are within group G3 of TPO 365V

Address **6 Silver Birch Way Farnborough Hampshire GU14 9UP**

Application No 23/00402/FULPP Ward: Manor Park

Applicant: Mr and Mrs D Lamont

Decision: **Permission Granted**

Decision Date: 22 June 2023

Proposal: Conversion of garage to habitable room, demolition of existing conservatory and erection of a single storey rear extension (Variation to planning permission 22/00704/FULPP Conversion of garage to habitable room, demolition of existing conservatory and erection of a single storey rear extension dated 12th December 2022)

Address **16 Highfield Avenue Aldershot Hampshire GU11 3BY**

Application No 23/00409/TPOPP Ward: Fernhill

Applicant: Mr Paul Coulton

Decision: **Permission Granted**

Decision Date: 30 June 2023

Proposal: Six Oak trees (part of group G4 of TPO 367V) Oak T1 on submitted plan, reduce lateral branches N and E side of crown by no more than 1.5 metres. T2 Oak tip reduce NE side of crown by no more than 1 metre. Remove epicormic shoots up to 8 metres above ground level. Sever ivy at base of tree and remove from trunk up to 8 metres above ground level. T3 Oak tip reduce lower lateral branches NE side of crown by no more than 1.5 metres , up to 8 metres above ground level. Sever ivy at base of tree and remove from trunk up to 8 metres above ground level. T4 Oak remove epicormic shoots up to 10 metres above ground level. Sever ivy at base of tree and remove from trunk up to 8 metres above ground level. Remove split hanging branch at approximately 16 metres. T5 Oak tip reduce lowest branch to N by no more than 1.5 metres. Sever ivy at base of tree and remove from trunk up to 8 metres above ground level. T6 Oak tip reduce laterals at 9 metres above ground level N side of crown by no more than 1.5 metres. Sever ivy at base of tree and remove from trunk up to 8 metres above ground level

Address **55 Cotswold Close Farnborough Hampshire GU14 9ET**

Application No 23/00412/PDCPP Ward: West Heath
Applicant: Mr Dilbahadur Rana
Decision: **Development is Lawful**
Decision Date: 29 June 2023
Proposal: Lawful Development Certificate for proposed development: Extend existing dropped kerb
Address **79 Blunden Road Farnborough Hampshire GU14 8QP**

Application No 23/00414/FULPP Ward: Cove And Southwood
Applicant: J Hawkins
Decision: **Permission Granted**
Decision Date: 27 June 2023
Proposal: Erection of a single storey side extension
Address **3 Tweedsmuir Close Farnborough Hampshire GU14 0QA**

Application No 23/00433/FULPP Ward: Knellwood
Applicant: Chris and Jane Price
Decision: **Permission Granted**
Decision Date: 30 June 2023
Proposal: Erection of a single storey rear extension
Address **67 Boundary Road Farnborough Hampshire GU14 6SQ**

Application No 23/00435/MISC28 Ward: Cherrywood
Applicant: Nicole Gill
Decision: **No Objection**
Decision Date: 19 June 2023
Proposal: The Electronic Communications Code (Conditions and Restrictions) (Amendment) Regulations 2017-toob intends to install fixed line broadband electronic communications apparatus (pole) at rear of 5 Robin Hood Close Farnborough , at: FB106-PY
Address **5 Robin Hood Close Farnborough Hampshire GU14 8TN**

Application No 23/00437/MISC28 Ward: Wellington

Applicant: Kate Jennings

Decision: **No Objection**

Decision Date: 19 June 2023

Proposal: NOTIFICATION UNDER THE ELECTRONIC COMMUNICATIONS CODE (CONDITIONS AND RESTRICTIONS) REGULATIONS 2003 (AS AMENDED) - The replacement of 3 antennas with 6 new antennas and ancillary development thereto

Address **Telephone Exchange Ordnance Road Aldershot Hampshire GU11 2AH**

Application No 23/00441/PDCPP Ward: Rowhill

Applicant: PHIL SMITH

Decision: **Development is Lawful**

Decision Date: 06 July 2023

Proposal: Certificate of Lawfulness for Proposed Development: Erection of a single storey side extension and conversion of existing garage

Address **38 Manor Road Aldershot Hampshire GU11 3DG**

Application No 23/00460/MISC28 Ward: Rowhill

Applicant: Jennifer Stead

Decision: **No Objection**

Decision Date: 23 June 2023

Proposal: The Electronic Communications Code (Conditions and Restrictions) (Amendment) Regulations 2017-toob intends to install fixed line broadband electronic communications apparatus (pole) outside 29 Cargate Avenue Aldershot, at: AD106-HI

Address **Flat 1 29 Cargate Avenue Aldershot Hampshire GU11 3EZ**

Application No 23/00497/MISC28

Ward: Cherrywood

Applicant: Jennifer Stead

Decision: **No Objection**

Decision Date: 30 June 2023

Proposal: The Electronics Communications Code (Conditions and Restrictions) (Amendment) Regulations 2017-toob intends to install fixed line broadband electronic communications apparatus (pole) on land adjacent outside 17 Grace Bennett Close Farnborough FB106-PY

Address **17 Grace Bennett Close Farnborough Hampshire GU14 8XJ**

Application No 23/00500/MISC28

Ward: North Town

Applicant: Jodie Kane

Decision: **No Objection**

Decision Date: 29 June 2023

Proposal: Removal of 2No. antennas. Installation of 3No. antennas and all ancillary development

Address **Telecommunication Mast Holder Road Aldershot Hampshire**

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