

Public Document Pack



RUSHMOOR BOROUGH COUNCIL

DEVELOPMENT MANAGEMENT COMMITTEE

*at the Council Offices, Farnborough on
Wednesday, 15th January, 2020 at 7.00 pm*

To:

VOTING MEMBERS

Cllr B.A. Thomas (Chairman)
Cllr J.H. Marsh (Vice-Chairman)

Cllr Mrs. D.B. Bedford
Cllr R.M. Cooper
Cllr A.H. Crawford

Cllr P.I.C. Crerar
Cllr P.J. Cullum
Cllr C.P. Grattan

Cllr Mara Makunura
Cllr P.F. Rust
Cllr C.J. Stewart

NON-VOTING MEMBERS

Cllr Marina Munro (Cabinet Member for Planning and Economy) (ex-officio)

STANDING DEPUTIES

Cllr Gaynor Austin
Cllr Sophia Choudhary

Enquiries regarding this agenda should be referred to Marion Young,
Democracy, Strategy and Partnerships, 01252 398827
marion.young@rushmoor.gov.uk

A G E N D A

1. **DECLARATIONS OF INTEREST** – (Pages 1 - 2)

All Members who believe they have a disclosable pecuniary interest in any matter to be considered at the meeting may not participate in any discussion or vote taken on the matter and if the interest is not registered it must be disclosed to the meeting. In addition, Members are required to leave the meeting while the matter is discussed.

2. **MINUTES** – (Pages 3 - 12)

To confirm the Minutes of the meeting held on 4th December, 2019 (copy attached).

3. **PLANNING APPLICATIONS** – (Pages 13 - 106)

To consider the Head of Economy, Planning and Strategic Housing's Report No. PLN2001 on planning applications recently submitted to the Council (copy attached).

Item	Reference Number	Address	Recommendation
1	18/00367/OUTPP	Former Police Station, Pinehurst Avenue, Farnborough	For information
2	19/00673/FULPP	2-4 Mount Pleasant Road, Aldershot	For information

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

Item	Pages	Reference Number	Address	Recommendation
3	19-52	19/00517/FULPP	Units 2A and 3, Blackwater Shopping Park, 12 Farnborough Gate, Farnborough	Refuse
4	53-70	19/00832/FULPP	39 Cargate Avenue, Aldershot	Grant
5	71-76	19/00839/RBCRG3	259 North Lane, Aldershot	Grant
6	77-83	19/00871/COUPP	The Rushmoor Community Stadium, Farnborough Town Football Club, Cherrywood Road,	Grant

Farnborough

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

4. **ESSO PIPELINE PROJECT – (Pages 107 - 108)**

To receive an oral update from the Head of Economy, Planning and Strategic Housing on the current position with regard to the ESSO Pipeline Project.

5. **APPEALS PROGRESS REPORT – (Pages 109 - 110)**

To consider the Head of Economy, Planning and Strategic Housing's Report No. PLN2003 (copy attached) on the progress of recent planning appeals.

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
15th January 2020

Head of Economy, Planning and Strategic Housing

Declarations of interest

Name: Cllr _____

N.B. A declaration is not required for items that appear either in Section D of the Planning Report or the Appeals Progress Report as such items are for noting only.

Agenda Item No.	Planning Application No.	Application Address	Reason

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DEVELOPMENT MANAGEMENT COMMITTEE

Meeting held on Wednesday, 4th December, 2019 at the Concorde Room, Council Offices, Farnborough at 7.00 pm.

Voting Members

Cllr B.A. Thomas (Chairman)

Cllr Mrs. D.B. Bedford

Cllr R.M. Cooper

Cllr A.H. Crawford

Cllr P.J. Cullum

Cllr C.P. Grattan

Cllr Mara Makunura

Cllr C.J. Stewart

Apologies for absence were submitted on behalf of Cllr P.I.C. Crerar, Cllr J.H. Marsh and Cllr P.F. Rust.

Non-Voting Member

Cllr Marina Munro (Planning and Economy Portfolio Holder) (ex officio)

37. DECLARATIONS OF INTEREST

There were no declarations of interest.

38. MINUTES

The Minutes of the meeting held on 6th November, 2019 were approved and signed by the Chairman.

39. 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:

* 19/00599/FULIA (Farnborough International Exhibition and Conference Centre, ETPS Road, Farnborough);

19/00690/TPOPP (No. 105 Campbell Fields, Aldershot);

- (ii) the applications dealt with by the Head of Economy, Planning and

Strategic Housing, where necessary in consultation with the Chairman, in accordance with the Council's Scheme of Delegation, more particularly specified in Section "D" of the Head of Economy, Planning and Strategic Housing's Report No. PLN1958, be noted; and

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

18/00367/OUTPP (Former Police Station, Pinehurst Avenue, Farnborough);

19/00517/FULPP (Units 2A and 3, Blackwater Shopping Park, 12 Farnborough Gate, Farnborough);

- (iv) the receipt of a petition in respect of the following application be noted:

19/00432/PINS (ESSO Fuel Pipeline);

- * The Head of Economy, Planning and Strategic Housing's Report No. PLN1958 in respect of this application was amended at the meeting

40. **ESSO PIPELINE PROJECT**

The Head of Economy, Planning and Strategic Housing gave an oral update on the current position with regard to the application (our ref: 19/00432/PINS) submitted to the Planning Inspectorate for a Development Consent Order in respect of a Major Infrastructure Project to permit the renewal and partial realignment of an existing Southampton to London fuel pipeline which crossed Rushmoor Borough.

The Committee was advised that the issues affecting Rushmoor had been well aired, both by the Council and by residents. The Council had submitted initial comments on the proposals and dialogue with ESSO was continuing, with particular emphasis on the impact on Queen Elizabeth Park.

The Committee noted the update and asked the Head of Economy, Planning and Strategic Housing to liaise with the Communications team to seek to facilitate improved communications with residents on this project.

41. **MEUDON HOUSE - PLANNING REF: 19/00337/FULPP**

The Committee considered the Head of Economy, Planning and Strategic Housing's Report No. PLN1961, which recommended that planning permission be granted on the basis of a Section 106 legal agreement with Heads of Terms which differ from those set out in a resolution relating to the same application dated 18th September, 2019. Members were reminded that in September 2019 they had resolved to grant planning permission 19/00337/FULPP for the demolition of the existing building and the erection of 205 open market dwellings in the form of one substantial 6 storey apartment building (93 one-bedroom flats and 80 two-bedroom flats) and 32 three-bedroom townhouses. This resolution was subject to conditions and a s106 legal agreement which was to include an affordable housing re-test mechanism.

The Committee was advised that the applicants, Bellway Homes, had concerns regarding the late stage review mechanism in respect of affordable housing and had put forward three offers to the Council in lieu of this review. In considering these options, input had been sought from the Council's Housing Strategy and Enabling Manager, with the preferred option providing the certainty to deliver 20 units of affordable housing, of which 14 would be affordable rented and would address an immediate housing need in the Borough.

RESOLVED: That:

- (i) subject to the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 to secure the measures set out in (but not restricted to) the Heads of Terms of the Agreement set out in Report No. PLN1961, the Head of Economy, Planning and Strategic Housing, in consultation with the Chairman, be authorised to grant planning permission.
- (ii) in the event of failure to complete a satisfactory Section 106 planning obligation by 4th February, 2020, the Head of Economy, Planning and Strategic Housing, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal fails to make appropriate provision for affordable housing and open space, nor mitigate its impact on the highway and the Thames Basin Heaths Special Protection Area, contrary to the relevant policies of the Council's Development Plan and associated supplementary planning guidance.

42. **ENFORCEMENT AND POSSIBLE UNAUTHORISED DEVELOPMENT - NO. 59
FIELD WAY, ALDERSHOT**

The Committee considered the Head of Economy, Planning and Strategic Housing's Report No. PLN1959 regarding unauthorised internal works carried out not in accordance with planning permission 14/00585/FUL, dated 3rd September, 2014, for the conversion of an existing garage to form a habitable room, erection of a single storey front extension, first floor side extension and part two and single storey rear extension.

The Committee was advised that the extension had been configured and was in use as a separate dwelling and undertakings to remedy the breach of planning control given by the owner in June 2015 in response to a Planning Contravention Notice had not been honoured. In addition, the Committee noted that the occupiers had recently attempted to deny access to Council Officers to carry out inspections of the property.

RESOLVED: That the Committee note the decision by the Head of Economy, Planning and Strategic Housing to instruct the Corporate Manager – Legal Services to issue an Enforcement Notice in accordance with the Council's Scheme of Delegation, more particularly specified in the Head of Economy, Planning and Strategic Housing's Report No. PLN1959.

43. APPEALS PROGRESS REPORT

(1) New Appeals

Address	Description
No. 91 Cranmore Lane, Aldershot	Against the refusal of planning permission for the erection of a single-storey side extension and alterations to detached garage to form a store. It was noted that this appeal would be dealt with by means of the written procedure.
No. 182 Lower Farnham Road, Aldershot	Against the refusal of planning permission for the erection of a two-storey rear extension. It was noted that this appeal would be dealt with by means of the written procedure.

(2) Appeal Decisions

Application / Enforcement Case No.	Description	Decision
18/00251/FULPP	Against the Council's refusal of planning permission for the demolition of existing building and the erection of part 3, part 4 and part 5-storey building containing 23 flats (2 x studios, 13 x one bedroom and 8 x two bedroom) and two retail units, with associated bin and cycle storage at Willow House, No. 23 Grosvenor Road, Aldershot.	Dismissed
19/00213/FULPP	Against the Council's refusal of planning permission for the demolition of existing buildings and erection of a new building part 3 and part 4 storey with a mix of 11 dwellings with associated parking, access, cycle and bin provision at No. 206 Sycamore Road, Farnborough.	Dismissed
18/00493/TPOPP	Against the Council's refusal of consent to fell a preserved oak tree at the rear of Nos. 26 and 28 Randolph Drive, Farnborough	Dismissed

RESOLVED: That the Head of Economy, Planning and Strategic Housing's Report No. PLN1960 be noted.

The meeting closed at 7.50 pm.

CLLR B.A. THOMAS (CHAIRMAN)

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**Development Management Committee
4th December 2019**

Appendix "A"

Application No. & Date Valid: **19/00599/FULIA** **20th August 2019**

Proposal: Erection of building for office use together with business and hospitality accommodation to be used in connection with the biennial Farnborough International Airshow at **Farnborough International Exhibition And Conference Centre ETPS Road Farnborough Hampshire**

Applicant: ADS Group Limited

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

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

2 The permission hereby granted shall be carried out in accordance with the following approved drawings: Drawing numbers: Site Location Plan ADS Chalet 158901B2-TOR-XX-XX-DR-A-P001 B; Revised Building Sept 19 Site Plan 158901B2-TOR-XX-XX-DR-A-sk004; Revised Building Sept 19 Site Elevation/Section Plan 158901B2-TOR-XX-XX-DR-A-sk006; Proposed Site Plan ADS Chalet 158901B2-TOR-XX-XX-DR-A-P003 B; Proposed Roof Plan ADS Chalet 158901B2-TOR-XX-XX-DR-A-P004 B; Proposed Site Section ADS Chalet 158901B2-TOR-XX-XX-DR-A-P005 C; Ground Floor Plan ADS Chalet 158901B2-TOR-XX-XX-DR-A-P010 B; First Floor Plan ADS Chalet 158901B2-TOR-XX-XX-DR-A-P0011 B; Second Floor Plan ADS Chalet 158901B2-TOR-XX-XX-DR-A-P012 B; Longitudinal Section ADS Chalet 158901B2-TOR-XX-XX-DR-A-P021 C; Elevations 1 ADS Chalet 158901B2-TOR-XX-XX-DR-A-P030 C; Elevations 2 ADS Chalet 158901B2-TOR-XX-XX-DR-A-P031 C; Proposed 3D View ADS Chalet 158901B2-TOR-XX-XX-DR-A-P040 C, Habitat Creation, Management and Monitoring Strategy (Lindsay Carrington Ecological Services, November 2019),

Construction Environmental Management Plan Version 3 (ADS, November 2019).

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

- 3 The development shall be carried out strictly in accordance with the Construction Environmental Management Plan Version 3 (ADS, November 2019) hereby approved.

Reason - In the interests of protecting the Farnborough Airport SINC, the amenity of neighbouring occupiers and local environmental conditions.

- 4 The development shall be managed and maintained in accordance with the Habitat Creation, Management and Monitoring Strategy (Lindsay Carrington Ecological Services, November 2019) hereby approved.

Reason: to ensure the protection, maintenance and enhancement of the Farnborough Airport SINC.

- 5 The first and second floor accommodation within the structure hereby permitted shall be used for the duration of, and in connection with, the biennial Farnborough International Airshow and for no other purpose.

Reason - To ensure a satisfactory approach to the use and development of the site and its impact on the surrounding area.

Development Management Committee

Appendix "A"

**Application No.
& Date Valid:**

19/00690/TPOPP

27th September 2019

Proposal:

One Ash (T5 of TPO 289) crown lift to no more than 6 metres from ground level and remove stem overhanging boundary with 106 Campbell Fields at **105 Campbell Fields Aldershot Hampshire GU11 3TZ**

Applicant:

Mr Peter Crerar

Conditions:

- 1 The works hereby approved shall be carried out and completed within 2 years of the date of this consent unless otherwise first agreed in writing by the Local Planning Authority, shall not exceed those specified in the application and shall be carried out in accordance with good practice as stated in "British Standard: Recommendations for Tree Work", BS3998.

Reason - In the interests of good practice and the health of the tree(s).

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Development Management Committee
15th January 2020

Head of Economy, Planning and
Strategic Housing
Report No.PLN2001

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 Plan Core Strategy (October 2011), the Hampshire Minerals and Waste Plan adopted October 2013, saved policies of the Rushmoor Local Plan Review (1996-2011), and saved Policy NRM6 of the South East Plan. Relevant also as a material consideration in the determination of planning applications is the emerging Draft Submission Rushmoor Local Plan, June 2017.
- 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 Co-ordinator 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
Head of Economy, Planning and Strategic Housing

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	18/00367/OUTPP	<p>Outline application for the erection of up to 174 units across 8 storeys (plus a semi-underground car park) with associated car parking, cycle parking, open space, landscaping, lighting, drainage and associated infrastructure, engineering and service operations (all matters reserved)</p> <p>Police Station Pinehurst Avenue Farnborough</p> <p>The future of this application is under review by the applicant. It may be superseded by a new proposal.</p>
2	19/00673/FULPP	<p>Relocation of existing boundary wall and erection of a two storey extension</p> <p>2-4 Mount Pleasant Road Aldershot</p> <p>This application has only recently been received and consultations and neighbour notifications are in progress.</p>

Section B

Petitions

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.	19/00517/FULPP
Date Valid	6th August 2019
Expiry date of consultations	5th December 2019
Proposal	Refurbishment and amalgamation of existing Units 2A & 3 Blackwater Shopping Park, including removal of existing mezzanine floors, revised car parking and servicing arrangements; relief from Condition No.4 of planning permission 93/00016/FUL dated 10 January 1994 to allow use as a foodstore (Use Class A1) with new mezzanine floor to provide ancillary office and staff welfare facilities, ancillary storage and plant machinery areas; use of part of new foodstore unit as self-contained mixed retail and café/restaurant use (Use Classes A1/A3); loss of existing parking spaces to front of proposed foodstore to provide new paved area with trolley storage bays and cycle parking; installation of new customer entrances to new units; widening of site vehicular access to Farnborough Gate road to provide twin exit lanes; and associated works
Address	Units 2A and 3 Blackwater Shopping Park 12 Farnborough Gate Farnborough
Ward	Empress
Applicant	Lothbury Property Trust Company Ltd
Agent	Quod
Recommendation	REFUSE

Description & Relevant Planning History

The site is located within the Blackwater Shopping Park, formerly known as Farnborough Gate. The Shopping Park comprises a complex of retail outlets in a terraced L-shaped configuration. There are also two detached buildings, a McDonalds restaurant/drive-through takeaway (Unit 1) and a Costa coffee shop (Unit 1A), on either side of the entrance road. The sole vehicular access for customers and servicing is from the dual carriageway Farnborough-Frimley link-road to the north, which also adjoins the interchange for the A331 Blackwater Valley Relief Road. The Shopping Park currently has 652 car parking spaces, most of which are in front of the retail outlets. Approximately 30 of these spaces are at the rear and these are

predominantly used by staff.

The parking spaces are privately owned and managed by the operators of the Shopping Park, a night-time management regime closes the majority of the parking area when the retail outlets close, but maintains access and parking for McDonalds. Servicing takes place to the rear of the main building terrace. There is a pedestrian footpath from Farnborough Road (A325) near the 'Bradfords' petrol filling station, which adjoins the Shopping Park at the south-west corner. A motor vehicle repair workshop at the rear of the petrol station abuts part of the south boundary, together with the Ringwood Road sports pitches. The nearest residential properties are in Ringwood Road, on the opposite side of Farnborough Road at Lancaster Way to the west, and the travellers quarters on the opposite side of the link-road to the north.

With the exception of Boots (Unit 5), which sells a small amount of food (sandwiches, etc) the retail units sell non-food products only. They currently consist of one electrical store (Currys/PC World : Unit 8), a nursery/babywear store (Mamas and Papas : Unit 6A), a homeware store (Homesense : Unit 7), a chemists (Boots : Unit 5) a motor accessory/bicycle store (Halfords : Unit 3) and three clothes retailers (Outfit (Unit 4), TKMaxx (Unit 2) and Next Clearance (Unit 2A). A further homeware store (Bensons Beds) occupied Unit 6, which is currently vacant.

Four Poplar trees adjoining the site to the east are subject to Tree Preservation Order 186. A public footpath (20b) adjoins the Shopping Park to the east. Beyond this boundary is the Guildford to Reading railway line and the River Blackwater traversing a narrow strip of land between the Shopping Park and the A331 road. A slip-road leaves the A331 to join the link-road to the north-east of the Park.

The original planning permission for the Shopping Park (93/00016/FUL) is subject, amongst other things, to use and floorspace restrictions. The retail outlets are restricted by Condition No.4 to the retail sale of non-food goods only. Condition No.5 requires that the total floorspace of the retail units not exceed that which had been permitted originally, including any ancillary office floorspace; and that no additional floorspace be created within the retail outlets without planning permission first being obtained from the Council. These conditions were imposed to ensure compliance with the development proposals as submitted; and also to ensure adequate car parking provision was available to serve the development.

Planning permission was granted in July 2005 for the installation of a mezzanine floor in the Halfords Unit (Unit 3) to provide an additional 430 sqm of floorspace (to create a total of 1541 sqm), 05/00334/FUL. This permission was implemented and the Halfords store has operated with it for approximately 15 years.

A certificate of lawful use was granted in May 2006 for a mezzanine floor in the former Courts unit (now Next Clearance and TK Maxx : Units 2 and 2A), 06/00201/PDC.

Planning permission was granted in October 2006 for the installation of a mezzanine floor in the Outfit unit (Unit 4), to provide an additional 790 sqm of floorspace, 06/00606/FUL. This has been implemented.

In January 2007 an application was withdrawn for the installation of a mezzanine floor in Unit 5 (now Boots) to provide 600 sqm of additional retail floor space resulting in total floor area of 1245 sqm, 06/00743/FUL. This application had been recommended for refusal to the Development Management Committee on the basis that there were sequentially preferable sites to provide additional retail floorspace and that it had not been demonstrated that there

was sufficient car parking to serve the development. A similar application for the adjoining Bensons Bed unit (Unit 6, currently vacant) was also recommended for refusal for the same reasons and subsequently withdrawn, 06/00742/FUL.

In January 2009 planning permission was granted for a variation of the condition on the original planning permission which restricted the use of the premises for the sale of non-food goods only to enable the sale of pet food in respect of Unit 5 (now Boots), 08/00810/REVPP.

In April 2009 permission was refused (09/00034/REV) for the installation of a mezzanine floor in Unit 5 (now Boots) to provide 319 sqm of additional floorspace, of which 246 sqm were to be retail sales area resulting in a total floor area of 963 sqm. No external changes were proposed, nor was any additional car parking provision proposed. The application was refused as it was considered that there were sequentially preferable sites to accommodate the new retail floor space contrary to Government and Development Plan policy.

In May 2010 planning permission was granted (10/00148/REV) for the variation of Condition Nos. 3 & 4 of planning permission 93/00016/FUL to allow the installation of a mezzanine floor and the sale of lunchtime sandwiches and snacks, baby food and dietary products in Unit 5 (now Boots). This included the removal of an existing mezzanine floor and staircase and installation off a mezzanine floor with a floor area of 168 sqm to be used as a stock room, staff accommodation and offices with no retail sales. This permission was subsequently implemented and the Unit occupied by Boots.

In February 2011 planning permission (10/00847/FULPP as amended by 11/00262/NMA approved in May 2011) was granted for the demolition of the original security office and erection of a single storey building for use as a coffee shop (Use Class A3) and as a replacement security office, together with works to the car park to improve the circulation of vehicle movements within it to reduce the potential of vehicles queuing back onto the public highway. This permission was implemented and the coffee shop as built is operated by Costa Coffee.

The alterations to the car park also approved with the 2011 planning permission were aimed at improving vehicular access to and within the Shopping Park; and to reduce the potential for cars to queue back onto the link-road. The approved alterations involved the closure of one of the three existing access points into the car park, thereby requiring traffic to route to either side of the car park (turning left or right at the entrance roundabout), thereby extending the distance cars must travel before they can find a parking space and encouraging better parking use of the whole of the car park area. In addition, a number of alterations to the car park's circulation were approved, including the introduction of a filter lane into McDonalds aimed at reducing the ability for drive-through traffic to block access into the Shopping Park. A more conventional pattern of car park circulation within the Shopping Park was also approved within which all primary circulation aisles were to be signed to operate one-way, together with the provision of a new cross-circulation aisle. Servicing (deliveries and refuse collection) for the coffee shop was approved to take place from a designated area located at the front of the premises and conditioned to take place outside of peak trading hours. These approved works to the car park were partly implemented, particularly in relation to the closure of the access off the roundabout, the introduction of the filter lane and circulation around the car park.

In 2013 planning permission (13/00508/FULPP) was refused for the erection of a new retail unit adjacent to TK Maxx (Unit 2) at the northern end of the building with a gross internal floor area of 1,162 sqm following the removal of 65 existing car parking spaces. The refusal was on retail grounds, the lack of a transport contribution and inadequate car parking. The proposed

unit comprised two floors with 697 sqm being provided at ground floor, with a further 465 sqm at mezzanine level. The identified occupier was Hobbycraft. It was also proposed to reconfigure the central customer car park to improve circulation, in so doing, seeking to reverse some of the changes approved and implemented in 2011.

An appeal was subsequently lodged against the refusal of planning permission, which was dealt with by way of a Hearing. In February 2014 the Development Control Committee resolved not to defend the car parking reason for refusal following the receipt of additional survey and assessment data regarding parking provision. A Unilateral Undertaking was submitted at the Hearing to secure a transport contribution to address the third reason for refusal. However, the Inspector did not agree with the applicant's case that Hobbycraft's specific business model could side-step the sequential test. She found that the appellants analysis was focused specifically on the requirements of Hobbycraft and did not acknowledge that planning permission ran with the land. Accordingly, the Inspector was of the view that the sequential test had little prospect of success under these circumstances. In dismissing the appeal, the Inspector acknowledged that whilst there may be no sequentially preferable site acceptable to Hobbycraft there is no reasonable condition that could guarantee that this company would occupy the proposed new unit in perpetuity. The evidence indicated that there were at least two edge of Farnborough Town Centre sites that could have accommodated a use of this type and the appellants had not properly considered them. The failure to satisfy the sequential test and the harm that would ensue was considered sufficient to outweigh any other advantages that might be attributed to the appeal proposal.

In January 2018 planning permission (17/00866/FULPP) was granted for the erection of a new retail unit having a gross internal floor area of 1305 sqm (743 sqm at ground floor, with 562 sqm at mezzanine level) in the south east corner of the retail park attached to Currys/PC World (Unit 8). This approved scheme has resulted in the loss of 73 parking spaces in this location. This approved new retail unit is currently under construction and is intended to be occupied by Halfords, whom are to vacate the existing Unit 3 within the Shopping Park because this unit is now too large for their operational requirements.

Condition No.18 of the 2018 planning permission restricts the use of the new Halfords unit to the retail sale of non-food bulky goods in order to prevent conflict with Government and Development Plan policies relating the protection of town centre retailing and the operation of the sequential and needs tests. Subject to the bulky non-food goods restriction, planning permission was only granted because there were no sequentially preferable sites that could provide this scale and type of retail floorspace.

The 2018 planning permission creating the new Halfords unit currently under construction also approved proposals to reconfigure the central customer car park, in effect reversing many of the alterations to the car park area approved and implemented in 2011. These approved works have been implemented and have involved undertaking improvements to the circulation within the car park and the widening of the in-bound side of the vehicular access from the link-road to full two-lane width. The implemented approved works have also included the re-opening of central (i.e. straight-ahead) arm from the adjoining entrance roundabout to allow vehicles a further point of ingress and egress into the car park.

Planning permission (19/00693/FULPP) was granted in November 2019 for the removal of all of the existing brise soleil structures from above the customer entrances to the existing retail outlets in the Shopping Park. Similarly, a non-material amendment (19/00675/NMAPP) was approved in October 2019 for the deletion of the brise soleil feature from the new retail outlet currently under construction.

The Current Application : The red-line for the current planning application contains all of the existing parking and servicing areas of the Shopping Park, together with the whole of the vehicular entrance from the public highway at the link-road, and also includes Units 2A (currently Next Clearance) and 3 (Halfords). However all of the other retail outlets, together with McDonalds and Costa Coffee, are excluded from the red line area.

The current proposals are for the refurbishment and amalgamation of existing Units 2A (Next Clearance) & 3 (Halfords) including removal of the existing mezzanine floors : the total floorspace to remain is 1933 sqm following the removal of 1532 sqm of existing mezzanine floorspace. It is understood that the Next Clearance outlet is to close and that Next simply intend to rely on their existing retail outlet at The Meadows in Sandhurst rather than seek new premises for their Clearance outlet. As has already been mentioned in this report, Halfords are relocating to the new retail outlet currently under construction on the other side of the Shopping Park. It is proposed that the vacated refurbished floorspace be converted into an Aldi Foodstore [annotated "New Unit (1)" on the submitted plans] measuring 1866 sqm, of which approximately 355 sqm would be ancillary goods reception and warehouse space, including freezer and chiller facilities; together with an ancillary office/staff welfare facilities of 98 sqm provided with a modest new mezzanine floor. It is also proposed that a separate adjoining self-contained mixed retail and restaurant/café (Use Class A1/A3) outlet [annotated "New Unit (2)" on the submitted plans] measuring 186 sqm be provided using the remainder of the vacant floorspace to become available.

The submitted plans show the existing service area to the rear of the proposed Aldi unit to be modified by digging into the existing ground level to create a single recessed articulated lorry loading dock. It is also indicated that the area between the proposed lorry dock and the rear of the building would be used for the siting of the various ancillary refrigeration and cooling plant that the proposed foodstore and ancillary stock warehouse would require.

The proposals involve the installation of new glazed shopfronts and entrance doors for both New Units 1 and 2. A line of parking spaces to the immediate front of the proposed new units would, in part, be lost to provide a paved area for covered trolley bays and cycle parking, together with some re-configured disabled parking bays. Overall, 17 existing parking spaces would be lost.

The proposal description necessarily refers to the application also seeking relief from Condition No.4 of planning permission 93/00016/FUL dated 10 January 1994 in order to allow use of the vacated retail floorspace as a foodstore, since this condition otherwise restricts the retail outlets within the Shopping Park to being for sale of non-food retail goods only. Furthermore, change of use of part of the vacated retail floorspace to use as self-contained mixed retail and café/restaurant use (Use Classes A1/A3) is also sought with the application to enable the creation of the proposed New Unit (2).

Also proposed with the application is the widening of site vehicular access to the link road to provide twin exit lanes - at present the exit is only partially of two-lane width. The proposed widening is achieved by a minor adjustment to the line of the pavement and kerb-line to the side of the access road.

The application was originally submitted supported by a Planning and Retail Assessment, a Transport Assessment, a Framework Travel Plan, a Flood Risk Assessment, an Environmental Noise Survey, and a Noise Assessment. However, as a result of requests for more information from Hampshire County Council Highways, and Rushmoor's Planning Policy

and Environmental Health Teams, additional information has more recently been submitted to the Council for consideration. This comprises an Air Quality Assessment and Addendum Planning and Transport Statements. The applicants have also submitted plans showing vehicle tracking to seek to demonstrate the lorry manoeuvring needed for articulated lorries to enter and leave the site as a result of the proposed delivery dock.

Consultee Responses

HCC Highways
Development Planning

Response #1 : Holding Objection : More Information Required. An assessment of the impact of the proposed development on the Hawley Link dual carriageway [the link-road] should be carried out specifically in relation to the queue back from the Bradford's (i.e. Hawley) Roundabout to the Shopping Park access.

Response received from the applicants in the form of an Addendum to the Transport Statement received by the Council on 14/11/2019. HCC Highways re-consulted with a reply deadline of 05/12/2019.

Response #2 : **Holding Objection maintained** : The applicant has submitted a technical note dated the 13th November which is in response to the highway authority's initial consultee letter (30th August). The applicant has revised the Saturday food store peak (12:00 - 13:00) trip rate to the requested level of 12.53 per 100sqm. A 75% factor has been applied to the existing mezzanine floor which is agreed and inline with surrounding developments in Farnborough. This has resulted in 13.1% of the existing vehicular trips from the retail park being removed from the surveys compared with 14.8% previously. During the Saturday peak for the food store (12:00 - 13:00) 70 additional vehicles will egress the site as a result of the development which is 4.85% of the total flows on the dual carriageway (1443). During the weekday pm peak (17:00 - 18:00) 41 additional vehicles will egress which is 2.85% of the total flows (1438).

Since the application was initially submitted HCC has carried out works at the Bradford's Roundabout to improve capacity for westbound vehicles. It was previously requested that the impact of the development on Bradford's Roundabout be demonstrated via appropriate junction modelling in order to determine that the operation of the highway network would not be severely impacted by the increased development traffic.

At this current time no modelling work has been provided by the applicant and so there is currently a lack of suitable information available for Highways Development Planning to determine the impact of the development.

Rushmoor Borough Council as the parking authority should comment on the suitability of the parking provision within the site. Accident data should also be obtained from Hampshire Constabulary to determine if there is an existing safety concern at

the access that would be exacerbated by the increased development traffic.

Having regard to the above Highways Development Planning would recommend a holding objection until such time as the developments traffic impact on Bradfords Roundabout and dual carriageway has been assessed via the appropriate junction modelling. There is currently insufficient information to determine the impact of the development on this section of highway.

RBC Planning Policy

Response #1 : More Information Required : The key determining issue is the impact of the proposal on the revitalisation and regeneration of Farnborough Town Centre. As noted, there are some concerns regarding the execution of the sequential test and the retail impact assessment, and that the proposal could have a negative impact upon the vitality and viability of the town centre.

Further evidence may be required to demonstrate that there are no sequentially preferable sites. Whilst it is agreed that the majority of the alternative sites identified in Farnborough and North Camp may not be available or entirely suitable for the proposed development, further information is required to determine whether the site at Block 3 in Queensmead (Kingsmead Square) is unavailable and unsuitable. For example, clarification on the current position regarding the letting of retail units and interest at Block 3 and the provisions around the running of the adjacent car park. Having regard to the commercial requirements of Aldi, as described in Paragraph 4.21 of the applicant's Planning and Retail Assessment, Block 3 in Queensmead benefits from adjacent customer car parking and is located in a prominent position with appropriate commercial frontage. Whilst it is acknowledged that the configuration of the permitted floorspace at Block 3 may not be ideal, it is understood that construction has yet to begin at the site, and given the current challenging retail environment, the developer of Block 3 may be willing to amend its plans to better accommodate the proposal.

Response received from the applicants on 12/11/2019 in the form of an Addendum to the submitted Planning and Retail Assessment report.

Response #2 : No policy objections.

Response #3 : Policy Objection. Following the Council's recent receipt of a pre-application enquiry in respect of a proposed discount foodstore at Units 3-4 Solartron Retail Park, Solartron Road within Farnborough Town Centre it is considered that there is now a potential sequentially preferable site in accordance with Local Plan Policy SS2 (Spatial Strategy) and the National Planning Policy Framework. The emergence of this new sequentially preferable site that could become available in a

reasonable period is a material consideration for the determination of the current application and planning policies require that this be examined and addressed by the applicants. In addition, the retail impact evidence in support of the proposal, should be updated to consider the impact of the planned new discount foodstore located at 3-4 Solartron Retail Park in accordance with the NPPF.

Environmental Health

Response #1 : Objection on the grounds that it has not been demonstrated that emissions arising from road traffic generated by the proposals will not detrimentally impact air quality along the adjoining section of the A331 road top the south of the Frimley Road junction. An Air Quality Impact Report would be needed in this respect to overcome this issue.

No objection subject to conditions with respect to the content and conclusions and recommendations of the submitted Noise Assessment report.

The applicants have responded to this consultee objection on Air Quality grounds by submitting an Air Quality (AQ) Assessment report, which was received by the Council on 07/11/2019.

Response #2 : Qualified No Objection : The reason for requesting the AQ assessment was because Rushmoor and Surrey Heath Borough Councils, and Hampshire and Surrey County Councils have all been served with a Ministerial Direction to deliver compliance of the annual mean EU limit value for NO₂ in the shortest possible time along the A331. The sensitive receptor in this case being the Blackwater Valley path that runs close to the road. This approach is not in accordance with previously accepted guidance, but is the one adopted by Government when issuing legally binding Directions to local authorities. The submitted Air Quality Assessment (Ref: A115516, dated November 2019) does not really appreciate the context under which the Council is operating in this instance and why such an assessment was requested and therefore the approach taken in assessing air quality within the report follows the traditional legislative and policy framework, which is understandable. Whilst it is not necessarily what was requested, there is sufficient detail provided for Environmental Health to consider the implications of the proposed development with respect the possible impact on measures being implemented to improve air quality along the A331 by Hampshire Highways.

The assessment has considered air quality in 2020 at a number of receptor locations, with and without the development in place. 4 of these receptor locations are along the A331, which is of particular interest, as the Bradfords [Hawley] Roundabout improvement works were specifically funded with the aim of improving air quality along the A331. The report has used trip traffic data from the Transport Assessment (dated July 2019)

produced by Mott Macdonald Transport Consultants, which states that the development is expected to generate an additional 247 AADT movements when compared with the existing use of the site. Based in part on this data, the report concludes that there would be neglectable impact, as a result of the proposed development, on air quality along the A331.

Provided HCC are satisfied with the traffic data provided in support of the application, the conclusions of the report give rise to no further objection on health grounds.

Environment Agency	EA Flood Risk Standing Advice applies.
RBC Regeneration Team	The Rushmoor Development Partnership have emerging proposals for the Civic Quarter that give consideration to the possible provision of a foodstore within Farnborough Town Centre. The current thinking is approximately 20,000sqft [1858 sqm] with dedicated car parking provided in a location adjacent to the existing designated shopping parade on Queensmead. The timescales for the delivery of this offer would be approximately 4-5 years.
Hampshire Fire & Rescue Service	No objections and provides generic fire safety advice.
Neighbourhood Policing Team	No response received.
Thames Water	No response received.
Guildford Borough Council	No response received.
Hart District Council	No objection.
Surrey Heath Borough Council	Raises no objection <i>subject</i> to Rushmoor BC being satisfied that the proposal is in accordance with local and national policy and there are no sequentially preferable sites within Farnborough Town Centre.
Waverley Borough	No objection.

Neighbours notified

In addition to posting a site notice and press advertisement, 50 individual letters of notification were sent to properties at Blackwater Shopping Park, Farnborough Road, Lancaster Way and Ringwood Road in early August 2019. Letters were also sent to St Modwen, Legal and General Investment, KPI and Knight Frank Investors as major stakeholders within Farnborough town centre.

Representation received

Legal & General
(Owners of Solartron
Retail Park,
Farnborough)

Objection: “As you are aware, L&G has sought formal pre-application advice from the LPA in respect of the delivery of a discount foodstore at Solartron Retail Park. In the interest of transparency, we have agreed that the request for pre-application advice can be made public as it is a material consideration in respect of this planning application.

L&G has not undertaken a full assessment of the application at the Blackwater Shopping Park and does not provide a comment on the overall acceptability or otherwise of the development. We do, however, wish to raise the potential for floorspace at the Solartron Retail Park to be considered as a sequentially preferable alternative. It would also be appropriate for the applicant to consider the potential impact of this proposed development on planned investment at Solartron Retail Park, which is within the defined town centre boundary.

Assessment of the Proposed Development

As part of the current application, the applicant has prepared a Planning and Retail Statement which sought to demonstrate compliance with policies relating to 'main town centre' uses.

The Council's Planning Policy Team has provided an initial consultation response and the applicant has provided additional information relating to the sequential approach and impact in its correspondence dated 5 November 2019. That correspondence concludes that there are no alternative sites in or on the edge of the town centre that could accommodate a development of the type and scale proposed. The applicant's correspondence states that: “No other sequential site has been suggested by RBC or any other party.” L&G wishes to raise the potential for land at Solartron Retail Park to be considered as an alternative site.

L&G is proposing to amalgamate Units 3 and 4 to create a new premises measuring approximately 1,770 sq. m (GIA). The proposed development will include two distinct elements:

1. Minor physical works to the elevations to facilitate the amalgamate of the two individual units to create a new, single unit and small extension to the rear; and
2. Variation of condition to allow the sale of convenience goods to accommodate a discount foodstore.

The Retail Park is within the town centre boundary and is sequentially preferable to the application site (which is accepted to be in an 'out of centre' location).

The National Planning Policy Framework (NPPF) is clear that a site does not have to be available at the time of a planning application to be deemed sequentially preferable. It states that for

a site to be considered 'available' it can be that the site is: "...expected to become available within a reasonable period".

L&G has an agreement in principle with the existing tenant of Unit 3 [Officer Note: Unit 3 (previously Bathstore) is currently vacant, but Unit 4 is currently occupied by Carpetright] to relocate it to another vacant unit at the Retail Park to facilitate the proposed development and accommodate a discount foodstore at the Site.

L&G is targeting submitting a planning application for the proposed development in January 2020. It follows that the proposed new unit at Solartron Retail Park could be made available in a similar time frame to the proposal at this application site. It follows the site would be available in a 'reasonable period' as required by national policy.

We consider the Solartron Retail Park represents a sequential site and is one that should be formally considered by the applicant and the LPA as part of the assessment of this live application.

It is also necessary for the applicant to consider the impact of the proposed development on planned investment within Farnborough's defined Town Centre. The grant of planning permission for a foodstore at Blackwater Shopping Park may have an adverse impact on the delivery of an identical form of development at Solartron Retail Park. The effect of a approving this application could be:

1. To reduce the operator demand for discount food within Farnborough's defined town centre; and
2. Generate a level of cumulative impact on a defined centre that could be determined to be 'significantly adverse'. It would be entirely contrary to the objective of policy should development in a sequentially preferable location be refused due to the grant of permission in an out of centre location.

The proposed development at Solartron Retail Park would improve the retail offer within the wider Town Centre and create genuine opportunities for linked trips with existing business and in particular those in the Primary Shopping Area.

The sequential approach to site selection is a process intended to protect and enhance the vitality and viability of town centres which a strategic objective of the development plan and the NPPF.

Summary

We trust that this correspondence will be formally considered by the LPA in its decision making process of the current application at Blackwater Shopping Park.

This new evidence is an important material consideration and should be assessed formally by both the applicant and the LPA before a recommendation can be made to the Council's Planning Committee.

L&G concludes that the land at the Solartron Retail Park represents a sequentially preferable site. Furthermore, given the site falls within the defined, town centre boundary, the potential impact on the delivery of the proposed development at that site is also a matter that needs to be formally assessed.

In allowing the LPA to make the pre-application request by L&G public it is aiming to be as transparent as possible to assist the consideration of matters by all parties.”

[Officer Note: L&G have also specifically requested that consideration of the current planning application be deferred in order to allow their planning application to be submitted and considered alongside. The applicants have been made aware of the L&G objections although, at the time of writing this report, no response has been received : any response will be reported to the Committee at the meeting,]

Policy and determining issues

The site is located within the defined built-up area of Farnborough. Farnborough Road (A325), the adjoining section of the Guildford-Reading railway line and the Blackwater Valley Road (A331) are all ‘green corridors’. The eastern-most parts of the Shopping Park car park are identified as being at moderate risk of flooding.

Since the Council last considered an application in respect of retail development at this site, the Council has adopted (as of 21 February 2019) the New Rushmoor Local Plan (2014-2032), which has replaced the Rushmoor Core Strategy and saved old Rushmoor Local Plan policies previously comprising constituent parts of the Development Plan for the area. New Local Plan Policies SS1 (Presumption in favour of Sustainable Development), SS2 (Spatial Strategy), LN7 (Retail Impact Assessments), SP1 (Aldershot Town Centre), SP2 (Farnborough Town Centre), SP2.3 (Farnborough Civic Quarter), SP3 (North Camp District Centre), IN2 (Transport), DE1 (Design in the Built Environment), DE10 (Pollution), NE2 (Green infrastructure, including ‘Green Corridors’), NE4 (Biodiversity) and NE6-8 (Flooding & Drainage) are relevant.

The ‘Farnborough Town Centre’ SPD (adopted in July 2007) and the ‘Farnborough Prospectus’ (published in May 2012) are also relevant to the consideration of the current proposals. These set out more detailed guidance, including site-specific development opportunities. The SPD identifies eight strategic objectives, including encouraging and facilitating the revitalisation of Farnborough Town Centre “*by developing a robust retail core with a broad range of shops and services*” and promoting “*the Town Centre as a shopping and leisure destination*”.

The National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) are also relevant. The NPPF aims to ensure the vitality of town centres as follows:-

“86. *Local planning authorities should apply a sequential test to planning applications for*

main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge-of-centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

87. *When considering edge-of-centre and out-of-centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge-of-centre sites are fully explored.”*

And:

“89. *When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m² of gross floorspace). This should include assessment of:*

- a) *The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and*
- b) *The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).*

90. *Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in Paragraph 89, it should be refused.”*

The main determining issues relate to the principle of development specifically including the impact on the revitalisation and regeneration of Farnborough Town Centre; the visual impact of the development upon the character of the area and on adjoining occupiers; air quality; car parking, traffic generation and other highway considerations; flood risk and the water environment; and access for people with disabilities.

Commentary

1. Principle -

Blackwater Shopping Park is an established retail park in an out of town location. The application involves proposals for the modification and re-use of 1933 sqm of existing retail floorspace, but with the removal of the existing planning restriction prohibiting sale of foodstuffs to enable the space to be occupied by an Aldi foodstore of 1866 sqm gross floorspace; and also the change of use of part (186 sqm) of the re-used floorspace to a mixed retail and café/restaurant (A1/A3) use.

The key determining issue of principle is considered to be the impact of the proposals on the revitalisation and regeneration of Farnborough Town Centre. New Local Plan Policy SS2 (Spatial Strategy) outlines a broad spatial framework for the scale and location of development. It states that town centre uses “*will be located within Aldershot and Farnborough town centres to support their vitality, viability and regeneration*”; that new retail development “*must protect or enhance the vitality and viability of the town centres, [North*

Camp] *district centre and local neighbourhood facilities*”; and that retail development “*will be focused in Aldershot and Farnborough town centres, within the primary shopping area*”. Policy SS2 also sets out that the sequential approach to site selection will be applied, in accordance with National policy, where there are no suitable, available and viable sites within the primary shopping area, which comprises the primary and secondary shopping frontages.

The New Local Plan also includes individual policies for Farnborough and Aldershot town centres and North Camp District Centre. Policy SP2 (Farnborough Town Centre) aims to “*maintain or enhance the vitality and viability of Farnborough Town Centre*” and to contribute to its revitalisation, whilst Policy SP1 (Aldershot Town Centre) sets out a similar strategy to create “*a thriving, accessible and regenerated Aldershot Town Centre*”. Policy SP3 (North Camp District Centre) states that development proposals “*will be permitted which maintain or enhance the vitality and viability of North Camp District Centre by preserving its local and specialist retail functions and vibrant evening economy*”.

New Local Plan Policy LN7 sets out the Council’s floorspace and proximity thresholds for the undertaking of Retail Impact Assessments:-

“LN7 – Retail Impact Assessments

An impact assessment will be required for retail development not in the primary shopping area and not in accordance with the up-to-date development plan, which is above the following thresholds:

- 1. An assessment of impact on Aldershot and Farnborough town centres and North Camp District Centre for any retail proposal with over 1,000 sqm gross floorspace.*
- 2. An assessment of impact on North Camp District Centre for any retail proposal for over 250 sqm gross floorspace and within one kilometre of the centre.*
- 3. Assessment of impact on a local neighbourhood parade for any retail proposal deemed to have the potential to have a significant adverse impact and within 500 metres of the parade.”*

The applicant has submitted a Planning and Retail Assessment, together with supplementary information in support of the application. Both the proposed Aldi foodstore and the smaller proposed mixed A1/A3 use are potentially town centre uses. Whilst the applicant argues that the proposal “*seeks the reuse of existing retail floorspace rather than the introduction of significant new retail floorspace out of centre*”, it is considered that the proposal is for a significantly different type of retail use than that which exists at the Shopping Park at present; and, indeed, that it is a form of retailing which is specifically excluded from operating at the Shopping Park. In this context, it is considered that the proposed food retail uses cannot reasonably be said to be existing; and cannot be considered as such. Accordingly, having regard to Local Plan Policy LN7, it is necessary for the proposals to be subject to Retail Impact Assessment.

Additionally, it is noted that the applicants suggest that, because the Council concluded that there were no sequentially preferable sites when the new Halfords retail outlet proposals at the Shopping Park were considered in January 2018, it follows that there are still no sequentially preferable sites available for the current proposed Aldi foodstore. This argument is not accepted since the circumstances are not comparable. The retail impact assessment in respect of the new Halfords store considered whether or not there was floorspace available or potentially available for a bulky non-food goods retailer in a sequentially preferable location. Having notified all Farnborough Town Centre development stakeholders in respect of the new

Halfords store proposals in late 2017 it was clear that none then possessed or anticipated providing retail floorspace for a bulky non-food retailer. It does not follow that the same would apply to consideration of a discount food retailer.

The applicants' assessment adopts a sequential approach to site selection taken from a primary catchment for the proposal covering a zone including Farnborough Town Centre and North Camp District Centre in Rushmoor; and also the Frimley District Centre located within the adjoining authority of Surrey Heath. As advised by the Council during pre-application contact, the applicant has also considered sites within Camberley Town Centre, also within Surrey Heath. There are no local neighbourhood parades within Rushmoor within 500 metres of the Shopping Park. The applicants' sequential test identified and assessed eight alternative sites for the proposal from within this catchment area, six of which are within Rushmoor. However the applicant's report claims that *"there is no sequentially preferable site which is available, suitable and viable that can accommodate the application proposal or a flexible interpretation of it"*.

The original Planning Policy position in respect of the originally submitted Planning & Retail Assessment report is as follows:-

"The applicants' sequential assessment has assessed 'Kingsmead Square' in Farnborough Town Centre, also known as Block 3 in Queensmead. Planning permission was granted in June 2018 for the partial demolition of part of the Kingsmead Shopping Centre and the erection of an extension (Block 3 in Queensmead) to provide 3,710 square metres of retail use on the ground floor, with 2,414 square metres of leisure use on the first floor and 68 apartments over eight floors (18/00025/FULPP). Permission was subsequently granted in April 2019 for a slightly amended scheme comprising 3,108 square metres of ground-floor retail floorspace and 99 apartments over nine floors (19/00103/FUL). For various reasons, not all of which are accepted, the assessment dismisses this site as not available, suitable and viable for the proposed development. The applicants' Planning and Retail Assessment accepts that there is 'scope to amalgamate' the floorspace but that two of the units at Block 3 are under offer and that there is insufficient residual floorspace for the proposed use. However, the Assessment states that the combined floorspace comprises 2,787 square metres instead of the permitted 3,108 square metres and does not provide details of the units which are currently under offer and the floorspace that has been taken up. In addition, the Assessment argues that the site's suitability is undermined by prescriptive provisions around the operation of the adjacent car park but does not provide any detail as to the provisions and their possible impact. Furthermore, it should be noted that customers for the nearby Sainsbury's make use of the car park adjacent to the Beefeater restaurant and Premier Inn Hotel via the Pelican crossing on Kingsmead, despite the Assessment's claim that this would not be suitable for a foodstore.

Whilst the applicants' reference to case law regarding suitability of sites is noted, the key question is whether they have demonstrated sufficient flexibility with regard to format and scale, as outlined within NPPF (Para. 87). Whilst the applicants' Planning and Retail Assessment notes that there is no requirement to consider disaggregation in the application of the sequential approach to site selection (paras 4.11 -4.14), an appeal decision made in December 2017 is relevant (ref: APP/V2004/W/17/3171115; Land North of Ashcombe Road and Barnes Way, Kingswood, Hull, HU7 3JX). For example, the Inspector noted that flexibility by way of form or format could include "whether the proposal can be provided in one or more buildings, whether space is on one or more levels, how individuals units are laid out, and how and where parking and servicing

provision is made". In this respect, Planning Policy does not agree with the applicant's statement that 'it is only necessary to assess alternative sites capable of accommodating the overall development proposed and not sites that can accommodate constituent elements of the scheme'. The NPPG is clear that 'it is not necessary to demonstrate that a potential town centre or edge-of-centre site can accommodate precisely the scale and form of development being proposed, but rather to consider what contribution more central sites are able to make individually to accommodate the proposal' (para. 011, ref. ID: 2b-011-20190722).

Policy LN7 (Retail Impact Assessments) of the Local Plan requires that a retail impact assessment be undertaken for retail development which is not in the primary shopping area. National Planning Practice Guidance (NPPG) sets out a checklist for applying the impact test (para. 018, ref. ID: 2b-018-20190722). The National Planning Policy Framework sets a national threshold of 2,500 square metres of gross floorspace above which all retail, leisure and office proposals are required to carry out an impact assessment on designated centres, but also allows local thresholds to be set. Policy LN7 requires an assessment of impact to be made 'on Aldershot and Farnborough town centres and North Camp District Centre for any retail proposal with over 1,000 square metres of gross floorspace'. The applicants' Planning and Retail Assessment includes an impact assessment which concludes that the proposal is unlikely to have a significant adverse impact on Farnborough and Aldershot town centres or North Camp District Centre in terms of future investment and their vitality and viability. In carrying out the assessment, it has excluded the impact of the complementary food and drink unit, arguing that the floorspace of this unit (186 square metres) falls below the locally set threshold of 1,000 square metres gross. However, the NPPG defines gross retail floorspace as 'the total built floor area measured externally which is occupied exclusively by a retailer or retailers' (footnote to para. 015, ref. ID: 2b-015-20190722). the impact of this unit should therefore have been included as part of the assessment, as the foodstore (Aldi) and the self-contained unit for a mixed retail and café/restaurant use (operator currently unknown) constitute the overall gross floorspace being proposed.

The retail impact assessment estimates that the foodstore will generate a turnover of up to £13.22 million for convenience goods and a comparison retail turnover of £1.78 million (a reduction of £8.24 million based on a notional turnover for the current occupiers). The assessment estimates that 62.5% of the proposal's turnover will be derived from within Zone 1 of the study area, which includes Farnborough Town Centre. It also estimates that the trading effect of the proposal on Farnborough Town Centre would be -2.1%, on North Camp District Centre would be -1.4% and Aldershot Town Centre would be -0.6%. Whilst a comparison of the centres' turnover in the base year of 2019 with the development in place in 2024 indicates that turnover will increase, it is necessary to consider the impact on the vitality and viability of the centres. As established by the Scotch Corner Secretary of State appeal decision referred to in the applicant's Planning and Retail Assessment (ref: APP/V2723/V/15/313873), there is no percentage impact that would form a threshold beyond which an impact may become significant. A key element in assessing the impact of a proposal on the vitality and viability of a centre is therefore a judgement on the health of the centre, indicators of which include the proportion of vacant properties and the diversity of uses.

With regard to vacancy rates, the Council undertook a survey of Farnborough Town Centre shopping frontages in July 2019 and found an overall vacancy rate within the primary shopping area of 18%, which is above the national town centre vacancy rate of 10.3% in July 2019 as measured by the British Retail Consortium. In addition, individual

vacancy rates in several of the town centre's primary and secondary shopping frontages fall above the national figure. Whilst the applicants' Planning and Retail Assessment suggests that 6.3% of units in Farnborough Town Centre fall within the convenience retail sector and that 61% of retail turnover is generated within the comparison retail sector, it is a little simplistic to suggest that the impact of the proposal on the vitality and viability of Farnborough Town Centre will be low on this basis. For example, the Assessment does not take into account the proportion of floorspace taken up by the convenience retail sector within the town centre and does not consider the significance of linked trips. Given that Farnborough Town Centre is underpinned by two anchor retailers in Asda and Sainsbury's, there are still concerns that the proposal could have a negative impact upon the vitality and viability of this relatively fragile town centre.

Conclusion : The key determining issue is the impact of the proposal on the revitalisation and regeneration of Farnborough Town Centre. As noted, there are some concerns regarding the execution of the sequential test and the retail impact assessment, and that the proposal could have a negative impact upon the vitality and viability of the town centre.

Further evidence may be required to demonstrate that there are no sequentially preferable sites. Whilst it is agreed that the majority of the alternative sites identified in Farnborough and North Camp may not be available or entirely suitable for the proposed development, further information is required to determine whether the site at Block 3 in Queensmead (Kingsmead Square) is unavailable and unsuitable. For example, further information as to the current position regarding the letting of retail units and interest at Block 3 and the provisions around the running of the adjacent car park would be welcome. Having regard to the commercial requirements of Aldi, as described in Paragraph 4.21 of the applicant's Planning and Retail Assessment, Block 3 in Queensmead benefits from adjacent customer car parking and is located in a prominent position with appropriate commercial frontage. Whilst it is acknowledged that the configuration of the permitted floorspace at Block 3 may not be ideal, it is understood that construction has yet to begin at the site, and given the current challenging retail environment, the developer of Block 3 may be willing to amend its plans to better accommodate the proposal."

The submitted Quod Planning and Retail Assessment Report has been subject to independent assessment and review on behalf of the Council by an external consultant, Lichfields, whom are experienced in undertaking Retail Impact Assessments. The conclusions of the Lichfields critique are as follows:-

"Retail impact

A retail impact assessment is required because the floorspace affected by the application (1,771 sq.m plus 186 sq.m), whilst below the NPPF threshold (2,500 sq.m), is above the locally set impact threshold of 1,000 sq.m.

Lichfields review of Quod's assessment suggests trade diversion and impact on town centre has been over-estimated rather than under-estimated, for the following reasons:

- Quod may have under-estimated the based year turnover of existing facilities in Farnborough, which is likely to lead to an over-estimation of the proportional impact;*

- *Quod has over-estimated the expected convenience goods turnover of the Aldi store, because it is unlikely 100% of the sales floorspace will be devoted to convenience goods. Impact levels could be reduced by 20%; and*
- *Quod's assessment does not assess potential benefits if the Next store closes. The net change in comparison goods turnover at BSP would be -£3.88 million, which should be beneficial to nearby town centres including Farnborough.*

In terms of retail impact, the key concern is the impact of the convenience goods (food and grocery) sales within the proposed Aldi store. Farnborough town centre is expected to be the most affected centre.

Quod estimates the proposed Aldi store will reduce Farnborough town centre's 2024 convenience goods turnover by -4.8%. Most of this trade diversion (£3.36 million) will come from the Asda and Sainsbury's stores, but these stores will continue to trade within the range stores can trade viably, and we would not expect the Asda or Sainsbury's stores to close. The reduction in turnover of the remainder of convenience goods outlets in the town centre is unlikely to cause small convenience shops to close and would not result in a significant adverse impact in terms of the loss of customer choice or the increase in the shop vacancy rate.

Quod estimates the proposed Aldi store will reduce Farnborough town centre's 2024 comparison goods turnover by only -0.6%. This impact should be offset by the release of the Next's turnover. Furthermore, a 0.6% reduction in comparison good turnover is not significant when viewed in the context of projected expenditure growth between 2019 and 2024.

The fall-back position i.e. the reoccupation of the vacated Next and Halfords units, is likely to have a more harmful impact on the comparison goods sector in Farnborough town centre than the current planning application, because the Aldi store results in a net reduction in comparison goods turnover at BSP. The fall-back position is also more likely to result in a competition for new tenants. In our view these are realistic scenarios and are relevant material considerations when assessing the Aldi application.

Sequential approach

Potential sequentially preferable sites within or on the edge of Farnborough, Camberley, Frimley and North Camp town centres should be considered. Other centres would not serve the same catchment area as the application proposals.

The small food and beverage unit proposed could in theory be accommodated in within a town centre. However, a unit of this size would primarily serve existing customers to BSP as an ancillary use and could be considered to have a locational specific need at BSP, and therefore only the discount food store should considered when applying the sequential test.

There are a number of potential development sites within Farnborough town centre that are large enough to accommodate a discount food store. Alternative development proposals on some of these sites suggest these opportunities are unavailable.

Two sites require further consideration i.e. Kingsmead Square (Block 3) and Queensmead Car Park. The applicant has not fully explained or demonstrated why these opportunities can be discounted.

Based on Lichfield's review of the ground floor plans, reconfiguration of the Block 3 development could in theory provide an amalgamated large unit. However, the ground floor layout would need to be changed significantly and the feasibility of this is unclear. The internal columns on an eight metre grid would be problematic and are likely to result in an inefficient use of space. Furthermore, a discount store may only be viable if the existing adjacent surface car park can be shared and equally controlled by the operator with Sainsburys. Based on the information available, we are not convinced an operationally suitable or viable discount food store can be accommodate in this scheme.

We are not convinced based on the evidence provided by Quod that the Queensmead Car Park is unsuitable. However, the availability of the site for development in the short term is unclear. If the Council is satisfied this site is not currently available for development, then this site can be discounted."

The Lichfields critique confirms that the applicants' Retail Impact assessment is robust in that they have not sought to down-play the potential trade diversion from the town centre. Furthermore, Lichfields consider that the 'fall-back position' for the applicants in the event that the current proposals were not approved and go ahead [which would be the re-occupation of the vacated old Halfords and Next Clearance units incorporating the existing mezzanine floorspace with new non-food retailers] would be likely to have a more harmful impact upon Farnborough Town Centre retailing than allowing the proposed Aldi foodstore to proceed. This is considered to be a significant material consideration for the Council to take into account that is also down-played by the applicants. In terms of the Sequential Test, Lichfields confirm that the catchment area identified by the applicants is reasonable. However, [at the time that this work was undertaken] there were only two potentially sequentially preferable sites to consider, namely the Block 3 Kingsmead Square site and also a site to the south of Queensmead. Lichfields recommended that the applicants provide more explanation for why these sites have been rejected, mirroring the queries raised by the Planning Policy Team.

The applicant has responded to the original comments of the Council's Planning Policy Team with the submission of an Addendum Statement to their original Planning and Retail Assessment (PRA) report (received by the Council on 12 November 2019) to address the various queries raised. In particular, this addresses the question raised about the possibility of the Block 3 Kingsmead Square being available to accommodate the proposed discount foodstore:-

"This development, which was granted planning permission in June 2018 as part of the next phase of the North Queensmead redevelopment scheme, was considered as a sequential alternative within the PRA report. This concluded that the site it is not available, suitable and viable for the proposed development having regard for the need for flexibility of format and scale.

However, the Policy response from RBC does suggest that this site could be potential suitability for the nature of retail development being proposed due to it benefiting from adjacent customer car parking and being in a prominent commercial frontage. Furthermore, it is suggested that as the scheme is not yet under construction the floorspace could be amended to better accommodate the proposal. Despite these

specific points being raised, we maintain that this site is not available, suitable and viable for the following reasons.

First, Sainsbury's has a long leasehold interest in the two adjacent customer car parks. This means that they effectively own the car parks although their management must be in line with the Car Park Management Plan (CPMP) set out within the agreed lease. Whilst the CPMP allows for Sainsbury's customers to benefit from two hours parking (which is refunded subject to a minimum purchase within the store), this free parking would not be available to an additional food retailer trading from this location. Given the nature of the proposed retailer (i.e. deep discounter) such charges are not acceptable.

The CPMP also sets out a minimum number of car parking spaces and that trolley bays must be provided at a ratio of 1 per 50 car parking spaces. This means that the provision of dedicated trolley bays for Aldi (or any other compatible retailer) would not be possible as this would result in the loss of car parking. The inability to provide dedicated trolley bay is a fundamental requirement for the proposed operator [Aldi], and other similar retailers. Without such provision, a food retailer would not trade from this location.

A further requirement of the CPMP is for all signage to be in Sainsbury's corporate livery. This means that any additional foodstore operator would not be able to have their own corporate signage. Again, such a position would be commercially unacceptable for the proposed operator [Aldi].

Secondly, it is understood that there is a restrictive covenant within the current lease in favour of Sainsbury's, that prevents Kingsmead premises being occupied by retailers that are used predominantly for the sale of food.

Thirdly, discussions with the commercial agent dealing with this development has indicated that much of the permitted floorspace is now under offer. This includes MSU1, which is to be reduced in size to make the residential core larger - as formalised by a non-material amendment achieving this change secured earlier this year - is under offer from a coffee operator, and the adjacent unit (MSU2) is understood to be under offer from a restaurant occupier. Consequently, the residual floorspace is too small and could not be configured or amalgamated to accommodate the proposed development, or a flexible interpretation of it.

These discussions have also indicated that now planning permission has been secured and some of the floorspace is under offer, the developer is looking to start on site in January 2020 with an 18 month build out period. This timeframe does not suggest that the developer is looking to delay delivery of this scheme by reconfiguring the permitted floorspace to better suit the operational requirements of a food retailer, nor does the fact that the 'base consented' scheme which dates back to June 2018 has failed to secure a discounted food operator despite being openly marketed for nearly 18 months – underlining the unsuitability of this floorspace for such a use. Nevertheless, even if the reconfiguration of the permitted floorspace was a possibility, for all the reasons outlined above, this site fails to provide a suitable and viable alternative location for food retailing.

Such a conclusion has been acknowledged during discussions with the commercial agents dealing with the Kingsmead Square scheme. Specifically, it has been recognised that the need for car parking to remain chargeable will mean that discount food operators, despite having a requirement for representation in Farnborough, would simply not consider Kingsmead Square as a suitable and viable location.

For all the above reasons we maintain that the Kingsmead Square development does not provide a sequential alternative to the Application Site that is available, suitable and viable for the nature of development proposed. No other sequential site has been suggested by RBC or any other party.

Against this background, full compliance with the sequential approach has been demonstrated.“

A further potential sequentially preferable site for the location of a foodstore within Farnborough Town Centre identified at the time that the application was submitted relates to the emerging proposals for the Civic Quarter. Here the Council's Regeneration Team have commented in respect of the current application that the Rushmoor Development Partnership are considering the possibility of incorporating a foodstore of approximately 20,000sqft [1858 sqm] with dedicated car parking in a location adjacent to the south end of Queensmead. However this is not a provision mentioned in Local Plan Policy SP2.3 (Farnborough Civic Quarter) and it has not been subject to any formal or even informal approaches to the Council's Planning Dept. to date. Furthermore, the timescales for the delivery of this offer are optimistically indicated to be 4-5 years at the earliest, which is too distant to be a reasonable prospect to consider as a sequentially preferable site at the present time and with the current application proposals. In the circumstances this tentative future proposal is not currently sufficiently advanced to be considered a viable sequentially preferable site for the purposes of considering the current application.

Recent Developments : The recent emergence of an objection from Legal & General (the owners of Solartron Retail Park) following their submission of a pre-application enquiry for the creation of a discount foodstore at Units 3 & 4 Solartron Retail Park offers the possibility of a further sequentially preferable site for the current proposed foodstore being available within a reasonable timescale. This potential site has not been considered by both the applicants and Lichfields on behalf of the Council because the Legal & General proposals did not exist as a prospect until very recently. Indeed, the possibility of a site being available at Solartron Retail Park was, in making the current application, rejected by the applicants on the basis that the two vacant units there (Unit 3 : the former Bathstore; and Unit 7 : the former Maplins store) both have insufficient floorspace for the proposed foodstore and, indeed, do not adjoin each other to make an amalgamation of floorspace possible. The recent change in circumstances arises because Legal & General are now proposing the amalgamation of Units 3 and 4 with an extension to the rear, which is only made possible because the current occupiers of Unit 4 (Carpentry) have agreed to being re-located into the vacant Unit 7.

The circumstances and a timescale for the potential implementation of Legal & General's proposals may not be materially different from that of the proposals the subject of the current application. Being within the defined boundary of Farnborough Town Centre, it is clearly in a sequentially preferable location compared to the current proposals. Furthermore, as suggested by Legal & General, it is also possible that the cumulative impact of two discount foodstores in Farnborough could have a significant adverse retail impact upon their planned investment at Solartron Retail Park in a sequentially preferable location.

Notwithstanding the late emergence of this potential town centre site and that there is no guarantee that the Legal & General proposals will be found acceptable in Planning terms once a planning application is submitted and considered, it must currently be considered to be a clear change in circumstances and a material consideration in the determination of the current application. The applicants must consider and demonstrate conclusively that the Legal &

General site is unsuitable since, otherwise, there is a sequentially preferable site for the proposed foodstore. The applicants must also update their retail impact analysis to take account of the emerging Legal & General proposals. This work must be done in order for their proposals to comply with current Government guidance and adopted Development Plan policies. The applicants have been made fully aware of the Legal & General objection and have indicated that they will respond shortly. However, at the time of writing this report, no response has been received.

However, on the basis set out above in this report it is considered that the proposals must be considered unacceptable at the present time having regard to both the retail impact and sequential tests. The proposals are therefore considered to be contrary to the appropriate requirements set out in the NPPF and New Local Plan Policies SS2 and LN7.

Members will be provided with an update on the retail policy considerations at the meeting.

2. Visual Impact -

It is considered that the proposals would have limited and localised visual impact. The proposals seek to re-use floorspace to provide a new retail foodstore and a mixed A1/A3 outlet within an existing substantial building and retail park containing existing retail outlets. The physical changes to the existing building are the provision of some new shopfronts and provision of trolley storage/dispensing bays to the front; and provision of a recessed lorry unloading dock to the rear of the building. None of these features are considered to be unusual or inappropriate in the visual context of the Shopping Park. The proposed alterations to the vehicular access to the Shopping Park would result in minimal loss of some adjoining landscape planting. It is considered that the proposals would have no material and harmful visual impact.

3. Impact on Neighbours -

The immediate neighbours to the proposals are the commercial occupiers of the retail outlets, the Costa coffee shop and the drive through McDonalds within the Shopping Park. There will be an impact in relation to the proposed widening of the Shopping Park's vehicular access, but this is not considered likely to be negative, since it is intended to ease traffic movements leaving the Shopping Park.

The introduction of the proposed Aldi foodstore is expected to attract additional customers to the Shopping Park and, as such, potentially also visiting the existing retail outlets, which could be viewed as a benefit of the proposals. Nevertheless, in addition to the potential for vehicle congestion within the car park, there would also be other management issues for the Shopping Park management relating to the servicing requirements of a foodstore, the nature and volume of refuse and recyclables requiring disposal and the management of shopping trolleys. Would, for example, Aldi intend to operate some form of coin/token trolley redemption scheme to encourage trolleys to be returned to the trolley storage/dispensing bays rather than be left scattered around the car park.

Noise emanating from the service bay and the adjoining air-conditioning and cooling plant for the proposed foodstore has the potential to cause nuisance to neighbours. Whilst there is already servicing activity and the operation of various externally located plant associated with the existing retail outlets, the proposed foodstore would be expected to have more frequent lorry deliveries and refuse collections. Furthermore, air-conditioning and chiller plant would be more numerous and would need to be operated around the clock. The applicant's submitted

Noise Assessment report focusses on the noise impacts of lorry deliveries and unloading of full freight cages and the loading of empty cages. In this respect it is noted that the proposed foodstore would need to receive deliveries on Sundays, in the evening and early in the morning to ensure that fresh food is on the shelves whilst the foodstore is open. The current permitted delivery hours for the Shopping Park are 0700-1900 hours Mondays to Saturdays with no deliveries allowed on Sundays and Bank Holidays. It is, therefore proposed that permitted delivery hours for the foodstore be extended to 0600 to 2300 hours Monday to Saturday (including Bank Holidays) and 0700 to 2000 hours on Sundays. The submitted Noise Assessment considers the impact of these proposed additional delivery times and recommends that, notwithstanding the nearest residential properties (in Ringwood Road) being approximately 95 metres distant on the far side of the adjoining motor vehicle repair works, it would be appropriate to replace the existing mesh boundary fence on the Shopping Park boundary with a 2 metre high acoustic fence.

The Council's Environmental Heath Team consider that, without suitable mitigation, there would be likely to be some adverse noise impact to some Ringwood Road residents on Sunday mornings : those properties that are not shielded by the large motor vehicle repair workshop building. However, the recommended acoustic fence would, provided it is of suitable construction and long enough, adequately mitigate noise at these residential properties to a level that should not cause undue disturbance. This is also provided that delivery vehicle refrigeration plant is switched-off during deliveries and general best practice in terms of noise control is employed. It is considered that the proposed acoustic fence would also have the added benefit of minimising noise from other activities on site not related to the application site i.e. commercial waste collection noise that is not considered by the submitted Noise Assessment report. It is additionally considered that it would be possible to install acoustic screening for any external plant.

Although there are other nearby residential properties at Lancaster Way and on Farnborough Road north of the Shopping Park and the link-road, these are located further away from the likely noise sources arising from the current proposals. As such, it is not considered that any material and adverse noise nuisance impacts would arise in respect of these properties.

In the circumstances, it is considered that noise emissions from the site could be adequately controlled to prevent any undue noise nuisance affecting nearby residential properties; and that it would be appropriate to address this matter through the imposition of suitably-worded planning conditions should the Council be minded to grant planning permission.

4. Air Quality –

The Government has identified the A331 as being non-compliant with the statutory annual mean EU limit value for Nitrogen Dioxide [The UK Plan for tackling roadside nitrogen dioxide concentrations (2017)]. Rushmoor, along with Surrey Heath Borough Council, and Hampshire and Surrey County Councils, have been served with a Ministerial Direction to develop and implement measures to bring about compliance in the shortest possible time. The Blackwater Valley's Local Air Quality Plan was approved by the Secretary of State earlier this year, and in June the speed limit between a point just south of the Coleford Bridge Junction and the Frimley Road junction was reduced from 70 mph to 50 mph. In addition, improvements to the Bradfords (Hawley) roundabout are planned that aim to reduce congestion and queuing for northbound vehicles exiting the A331, thereby improving flows from the A331 onto the local highway network. With these measures in place, it has been shown that compliance with the annual mean NO₂ EU limit value along the A331 will be achieved by 2021.

With respect to the current planning application, the question that arises is whether or not the proposals would undermine or prevent achievement of the air quality improvement objective as a result of the anticipated additional traffic generation on roads in the vicinity, including the A331 and A325 Farnborough Road in the vicinity of the Bradford's (Hawley) Roundabout. The margins are very small. The concern is that any significant increases in traffic in these locations could negate any reduction in emissions that measures within the Air Quality Local Plan are designed to bring about. Environmental Health are currently monitoring and evaluating the effectiveness of the measures introduced and are required to regularly report on progress in achieving compliance to Defra and DfT's Joint Air Quality Unit. Given the importance the Government has placed in meeting its air quality responsibilities, it is vital to demonstrate that emissions that may arise as a result of any new development would not impede achieving compliance.

In their first consultation response, Hampshire County Council Highways raised concerns about the potential impact of the proposed development on the local road network, and in particular the impact that increased trips arising from the proposal would have on works planned to improve local air quality. The first consultation response of the Environmental Health Team repeated the concern that a foodstore such as the one proposed can generate significant levels of traffic, should it prove to be as popular, as is known to be the case with a similar store located in Blackwater. Accordingly, the Environmental Health Team have requested further detail from the applicants to demonstrate that the proposed development would not risk non-compliance with EU air quality limit values along the A331. In response the applicants submitted an Air Quality Assessment (AQA) report to the Council for consideration on 7 November 2019.

In response, Environmental Health considers that sufficient detail has been provided in the submitted AQA to assess the impact of the proposed development on measures being implemented to improve air quality along the A331. The submitted AQA has considered air quality in 2020 at a number of receptor locations, with and without the development in place. Four of these receptor locations are along the A331 and, as such, are relevant to considering impact upon the Bradford's (Hawley) Roundabout improvement works that were specifically funded with the aim of improving air quality along the A331. The AQA report has used trip traffic data from the applicant's Transport Assessment, which states that the development is expected to generate an additional 247 AADT (Additional Average Daily Traffic) movements when compared with the existing use of the site. Environmental Health advise that traffic movements would need to be at least 4-5 times higher than this figure to begin to have any adverse impact on air quality by the measure adopted by the Government. Accordingly, based on the provided data, the submitted AQA report concludes that there would be negligible impact on air quality along the A331 the subject of the ministerial direction as a result of the proposed development.

Environmental Health accept the conclusions of the report and raise no further objections **provided** that HCC Highways are satisfied with the traffic generation data provided in support of the application. This matter is considered in the next section of this report.

5. Highway Considerations -

Blackwater Shopping Park is located adjoining busy road junctions that are prone to traffic congestion : the Bradford's (Hawley) Roundabout on Farnborough Road (A325) and the A331 Blackwater Valley Relief Road approximately 800 metres south of Junction 4 of the M3 motorway. All of these routes are major strategic road links used by both through-traffic, but also by significant local traffic daily, both on workdays and at weekends. The Shopping Park has a single vehicular access onto the link-road connecting Farnborough Road and the A331

servicing all customer, staff and delivery vehicle traffic in and out of the Park. This includes significant traffic frequenting the McDonalds restaurant and drive-through and Costa Coffee. The Shopping Park has in excess of 14,000 sqm of floorspace and a car park containing in excess of 600 spaces : it is a busy well-frequented place. The interaction between traffic approaching and departing the Shopping Park with traffic using the surrounding roads clearly has the potential to impact significantly upon traffic congestion on the important strategic road intersections in the vicinity.

The Shopping Park vehicular junction with the link-road has limited functionality : vehicles seeking to enter the Park must do so by filtering and/or turning left from the west-bound side of the link-road from the A331 junction, in doing so receiving traffic from both the north- and south-bound sides of the A331, but also from Frimley to the east and Farnborough and beyond via the Bradford's (Hawley) roundabout to the west. Vehicles leaving the Park must turn left onto the west-bound side of the link-road to approach the Bradford's (Hawley) Roundabout with the option of then turning left, going straight ahead into Hawley Lane (B3272), turning right or turning completely around to travel back along the link-road towards the A331. This limited functionality of the Shopping Park access junction results in many vehicles approaching or leaving the Park undertaking turning manoeuvres around the roundabouts at each end of the link-road, often resulting in vehicles travelling both ways along the link-road on approach and/or departure. Vehicles entering or leaving the Shopping Park will often have to change traffic lanes in potential conflict with other traffic. Traffic movements associated with the vicinity of the Shopping Park are, therefore, busy and complex; with multiple compound series of opportunities for impacts upon traffic flow through conflicting vehicle movements, queuing and congestion.

The proposed Aldi foodstore is expected to attract a significant additional quantum of customers to the Shopping Park, either simply to use the foodstore, but also by attracting and encouraging an amount of linked shopping trips to benefit other retailers within the Park. Although the applicants note that the Shopping Park is accessible by a range of different modes of transport, the predominate mode of traffic used to travel to and from the site is by private car. Servicing of the Shopping Park is also entirely by road transport. The proposals therefore have the capacity to have severe highway safety and convenience impacts. Accordingly a key consideration for the Council in determining this planning application is to determine the likely extent of additional traffic that might be attracted to the Shopping Park (both customers and delivery vehicles); and whether or not this would be likely to exacerbate any existing highway safety and convenience impacts upon adjoining and nearby public highways to the extent that this amounts to severe harmful impact.

The various elements of the proposals impacting upon highways issues are considered in the following paragraphs and are a combination of matters raised in HCC Highways consultation response and also matters raised by the Planning case-officer.

Proposed Vehicular Access Improvement : It is proposed that the outbound portion of the Shopping Park vehicular access be modified to become of two-lane width along its entire length. This involves only a minor re-alignment of the adjoining pedestrian pavement and loss of landscaping adjacent. At present the outbound access is partially two-lane, but narrows slightly for a short section. It is considered, and Hampshire County Council Highways agree, that this element of the proposals would enable more efficient flow of traffic leaving the Shopping Park. This element of the proposals is considered acceptable in highway terms and to be welcomed. It is not, however, known to what extent, this improvement would resolve one of the observed issues with the operation of the Shopping Park, which is that there can be congestion and significant queuing within the Shopping Park car park at busy times. It is also

unknown whether there would be any negative consequences for the safety and convenience of traffic on the adjoining public highways if traffic were able to reach the junction stop-line with the link-road in two full lanes.

Parking : As existing, the Shopping Park has 622 customer parking spaces to serve a total floorspace of 16,015 sqm including the new Halfords unit currently under construction; an existing overall parking ratio of 1 space/26 sqm of floorspace. This ratio of parking falls below the Council's current adopted maximum Parking Standard for general and non-food retail, (which is the predominate use of the existing floorspace) and is 1 space/20 sqm. This reflects the addition of significant additional floorspace into the Shopping Park since it was originally permitted in 1994 : it was originally permitted with 10,330 sqm. Nevertheless, the limited recent snapshot parking surveys undertaken on behalf of the Shopping Park are claimed to indicate that usage of the car parking has generally, at most times, fallen well below the total number of parking spaces that are available for use. However this is not necessarily reflected by observations of more complete parking usage within the Shopping Park made by Council Officers since the planning application was submitted.

Changes to the access, circulation and management arrangements for the car park approved with the new Halfords unit planning permission and subsequently implemented may have encouraged use of parking spaces to be spread more fully across the whole extent of the car park, rather than being concentrated in those sections nearest the retail outlets. However, a possible negative consequence of this change is that available parking spaces are also often spread across the whole car park and, at the busiest times when car park usage is at a maximum, these empty spaces can be more difficult for people to find and utilise. Poor or inconsiderate parking can also result in a proportion of empty parking spaces being unusable by all but the smallest cars or more skilful/determined drivers. Vehicles manoeuvring into or out of tight parking spaces can be seen to hold up traffic seeking to move around the car park.

The current proposed development would result in the loss of 17 existing parking spaces to provide space for the Aldi foodstore trolley bays, reducing the overall complement of customer parking spaces to 608. However the proposals would also result in the loss of 1532 sqm of existing mezzanine retail floorspace, such that the resultant overall parking ratio would marginally improve to 1 space/24 sqm of floorspace.

Hampshire County Council Highways has requested that the applicants demonstrate that, in the light of the anticipated increase in customer traffic to the site arising from the proposed Aldi foodstore, the available capacity of the car park would not be exceeded at peak times. Parking Standards are derived from a calculation of average parking usage based on historic observations of parking activity with specific types of development nationwide and, as such, there will be sites where higher and lower parking usage can be found. Notwithstanding the parking demand implied by the Council's adopted Parking Standard of 1 space/14 sqm required for a foodstore, it is not a facsimile for parking usage, rather an estimate used to assess whether planning permission should be granted for a development with a certain proposed floorspace and quantum of parking spaces provided. This does not necessarily reflect the actual parking usage that would take place; and, in particular, the likely enhanced customer draw of a discount foodstore such as Aldi.

In this respect it is considered that the applicant should also assess the impact on parking provision/usage of empty shopping trolleys being discarded within the car park area rather than being returned to the store-front trolley bays. Shopping trolleys do not exist in any significant numbers within the Shopping Park as existing, yet they are a specific and essential requirement for a foodstore. Empty trolleys can often block entire parking spaces if discarded

carelessly away from designated trolley storage bays. It is possible that fitting trolleys with coin/token redemption devices could ensure most trolleys would be returned to the trolley bays by customers and that a suitably-worded planning condition could be used to require the provision and retention of these devices if the Council were minded to grant planning permission. However, this issue is not acknowledged or examined.

The applicants Transport Consultants have responded to HCC Highways' queries (received by the Council on 14 November 2019) with a short 'Technical Note'. This sets out the results of some ANPR parking usage surveys and sensitivity analyses, which they say indicate that the change in car park usage arising from the proposed foodstore would be negligible. A re-consultation response is awaited from HCC Highways on this point.

Traffic Generation and Impact upon Road Congestion : The applicant's TA seeks to assess the traffic impact of the proposed foodstore, but also taking into account the potential additional parking demand of the new Halfords retail outlet [currently under construction and, as such, not existing when the TA was being produced] and the number of vehicle trips theoretically 'lost' as a result of the proposed removal of the mezzanine floorspace from Units 2A and 3. The estimates of traffic generation are derived from a calculation of the parking requirements for the floorspace involved, notwithstanding the reservations about this approach that have been mentioned in preceding paragraphs. The traffic generation figures are considered then in the context of a survey of existing traffic associated with the Shopping Park.

The applicants' TA has provided manual traffic counts for just two days : Thursday 31st January 2019 and Saturday 6th April 2019. These surveys separated and excluded the vehicular traffic generation for the retail units from that for McDonalds. The applicants' TA seeks to justify this approach on the basis that the traffic generation associated with McDonalds is considered to be largely separate from that of the remainder of the Shopping Park. However McDonalds traffic is, nonetheless, a component of the traffic entering and leaving the Shopping Park and, necessarily, using the adjoining public highways. However, to the contrary it is not considered to operate entirely in isolation of the rest of the Shopping Park as suggested and, as such, the estimates of traffic generation may be depressed. Furthermore, it is not clear from the submitted TA whether, and to what extent, parking is discounted and excluded from consideration as being primarily used by McDonalds customers. It is also queried whether the limited traffic count surveys can be considered to be representative of the operation of the Shopping Park throughout the year.

The applicants' traffic count surveys indicate that the current maximum parking demand observed was 472 cars on a Saturday, although for the reasons stated previously it is not clear how many of the Shopping Park parking spaces are the total amount considered to be available for use by customers of the retail outlets as context. Weekday traffic flows on the link-road were observed to be 1299 and 1438 vehicles in the AM and PM peaks respectively. Traffic generation of the existing retail outlets was 128 and 324 vehicles in the weekday AM and PM peaks respectively. The weekday peak for the Shopping Park was between 1300 and 1400 hours, with 503 vehicle movements. The Saturday peak was between 1400 and 1500 hours with 648 vehicles. This suggests that the Shopping Park can contribute approximately a third to a half of the traffic on the link-road. However, as has been mentioned previously, the limited functionality of the Shopping Park access necessitates a proportion of the traffic entering or leaving the Shopping Park to undertake multiple passes along the link-road. It is therefore considered that the impact of Shopping Park traffic on the link-road and associated road junctions is more complex than the applicant's TA assumes and, indeed, may well be under-stated.

However, as has been specifically noted by HCC Highways, no traffic modelling of the adjacent road network has been carried out to assess the impact of the proposed foodstore on the adjoining roads in terms of overall traffic movements and traffic queuing. Although the TA indicates that the impact of the additional traffic flows on the operation of the local road network had been 'examined', it is not considered that this assessment is convincing or, indeed, that the methodology used is entirely appropriate.

The applicants' Transport Consultant's Technical Note (received by the Council on 14 November 2019) re-confirms that no modelling of existing traffic conditions has been undertaken. It is stated that this is because the Bradford's (Hawley) Roundabout is currently undergoing an enhancement scheme [to incorporate measures to improve air quality] and modelling information has not been forthcoming from HCC. It is concluded that "no further assessment can reasonably be undertaken". Additionally, the Technical Note explains that HCC's requested review of traffic accident data (safety review) is not possible until the enhancement scheme works have been completed. The Transport Consultant considers that a further road safety review is unwarranted. A response is awaited from HCC Highways as a result of the Council's re-consultation following receipt of the 'Technical Note'.

Transport Contribution : It would be usual for an increase in traffic generation arising from a proposed development to trigger a requirement for a Transport Contribution provided that there is an appropriate highway improvement scheme to which the contribution could be used. A s106 Planning Obligation would need to be entered into in order to secure any financial contribution that is identified. In the absence of agreed traffic generation figures HCC Highways has yet to comment on this matter and, indeed, no action has yet been undertaken to seek a s106 from the applicants to date.

Servicing Arrangements : The proposed foodstore and separate A1/A3 unit would be serviced from the existing service yard area to the rear of the building. In the case of the proposed foodstore, this is shown to have an unloading dock recessed into the ground in order to facilitate movement of goods trolley cages and pallets with direct level access into the foodstore storage warehouse. This facility is provided for a single lorry to be unloaded at any one time and necessitates lorries to manoeuvre precisely when approaching and leaving the dock in order to get in and out of it. Indeed, when leaving the dock, it will be necessary for lorries to drive further down the service yard to a turning area adjacent to the rear of Unit 5 in order to be able to leave the site in a forward gear. Tracking diagrams have been submitted that demonstrate that these manoeuvres are possible without impacting upon the operation of the remainder of the servicing facilities for the Shopping Park.

However, no assessment appears to have been made of the impact on traffic generation and adjoining roads of the type, number and timing of delivery vehicle movements that would be required to serve the proposed foodstore. This is despite the applicants' Noise Assessment report indicating that there would have to be an increased number/frequency of lorry movements to meet the on-going delivery demands of a foodstore.

Travel Plan : The application was submitted with a Framework (i.e. draft) Travel Plan (FTP) in order to introduce measures to . HCC Highways has indicated that this is being assessed by the HCC Travel Planning Team and a separate consultation response is to be made. The most recent re-consultation response from HCC Highways still remains silent about this matter. If HCC were to consider that the FTP is acceptable, it would be normal for the production of a final version of the TP and on-going monitoring and review to be written into a s106 Planning Obligation, together with securing the necessary monitoring and review fees.

HCC Re-Consultation : As previously mentioned, HCC Highways have been re-consulted as a result of the receipt of the applicant's TA addendum Technical Note. At the time of writing this report HCC's response had just been received. Nevertheless, it is considered that, for the reasons set out in the preceding Highways Consideration paragraphs, the case being made by the applicants lacks detail and does not satisfactorily demonstrate that the proposed foodstore would have the claimed benign impact upon the safety and convenience of highway users for the reasons that have been identified. In the circumstances it is considered that it is appropriate to recommend that planning permission be refused on the basis that it has not been satisfactorily demonstrated that the proposed development will not have a material and adverse severe impact upon the safety and convenience of highway users contrary to New Local Plan Policy IN2.

6. Flood risk and the water environment -

The application is supported by a brief flood risk assessment on account of the east side of the Shopping Park being at moderate risk of flooding. However, the portion of the Shopping Park the subject of the current application is on land at low risk of flooding and the proposals do not make any changes to the extent of the site that is hard surfaced. In the circumstances it is considered that the proposals are acceptable having regard to Policies NE6-8.

7. Access for People with Disabilities –

The proposed development should provide access for people with disabilities at least in accordance with Building Regulation requirements. It is considered that adequate means and measures would be incorporated into the development to achieve a good standard of access for people with disabilities, including provision of mobility accessible parking bays.

Conclusions -

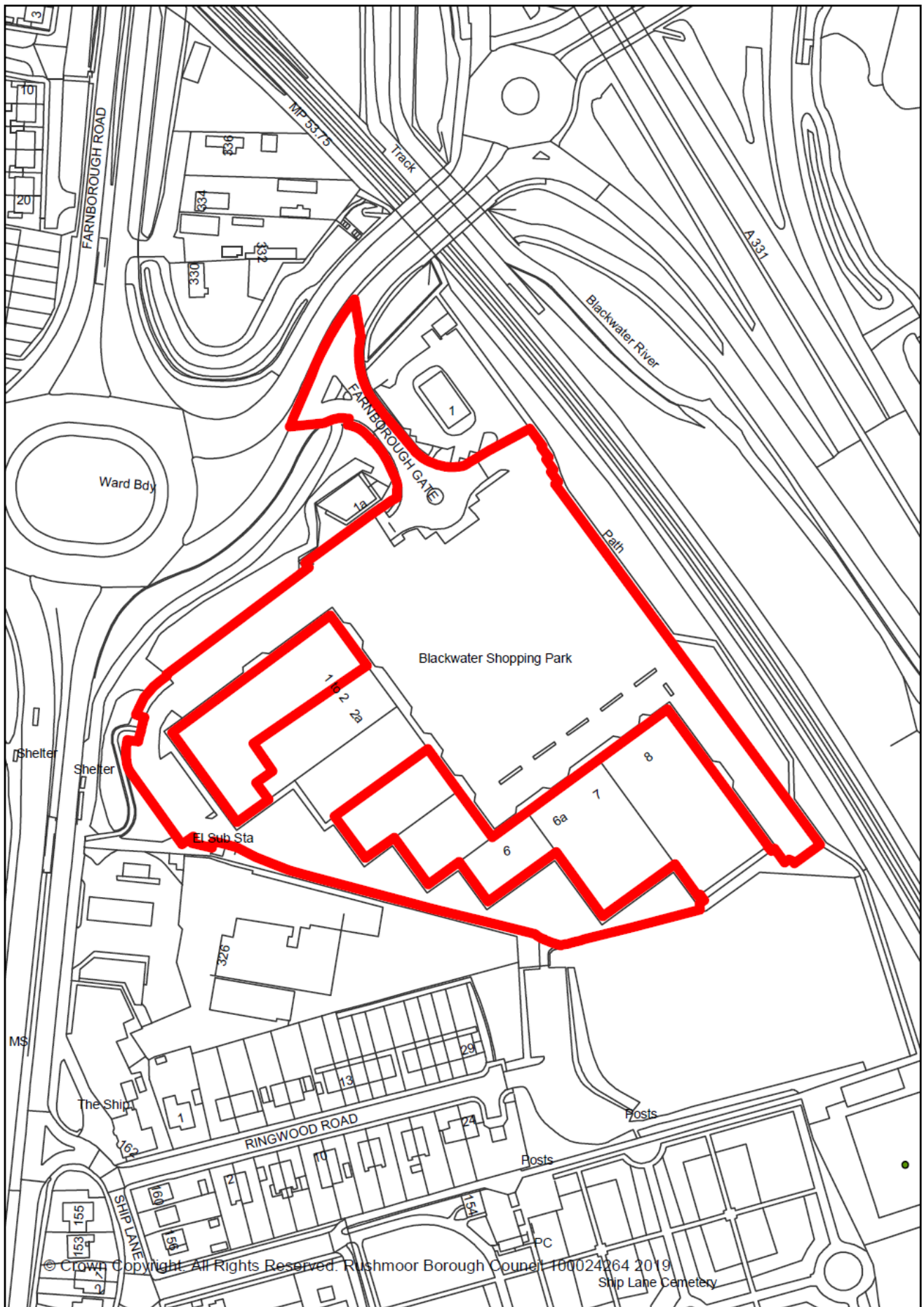
Although only very recently received, the implications of the Legal & General proposals for a discount foodstore at Solartron Retail Park now requires consideration by the applicants given that it is a potential scheme in a clearly sequentially preferable location. Furthermore, entirely separately, despite being prompted for additional information, it is considered that the applicants have failed to provide adequate unequivocal evidence to demonstrate that the proposed development will not have a material and adverse severe impact upon the safety and convenience of highway users.

Full Recommendation

It is recommended that planning permission be **REFUSED** for the following reasons:-

1. It is considered that there is a potential sequentially preferable town centre location which could accommodate the proposed development. Development in this out of town location would therefore be contrary to the objective of regenerating Farnborough town centre and would consequently adversely affect the vitality and viability of Farnborough Town Centre. As such the proposals conflict with Policies SS2, LN7, SP1, SP2 and SP3 of the Rushmoor Local Plan (2014-2032) adopted 21 February 2019, the advice contained in the National Planning Policy Framework and the objectives of the Supplementary Planning Documents on Farnborough Town Centre (July 2007) and accompanying Prospectus and Aldershot Town Centre SPD 2009.

2. The submitted proposals involve development that fails to address the objectives of the National Planning Policy Framework in that it has not been satisfactorily demonstrated that the proposed development would not have a severe impact on the operation and safety of local and strategic road network in the vicinity. The proposals are thereby contrary to the NPPF and adopted New Rushmoor Local Plan Policy IN2.





Notes

- The Ordnance Survey data used in this planning application is shown on the surrounding sheets 18 & 19 Crown Copyright 2018. All rights reserved. Licence number 100029432.
- Topographical survey, including services information, shown from Sumo Services Ltd drawing no. 01195 01, 02, 03 & 04, dated 25-06-17.
- Car park lining shown from Mott MacDonald drawing no. 307897-MMD-BCP-XX-DR-C-0006_2, revision P2, dated 08-09-17.
- Tree spreads to south-eastern corner of site shown from CBA Trees drawing ref. CBA0021 DT 150, dated 26-07-17.
- 8no. parking spaces to western corner shown from Bradbrook drawing no. 17-093/41.
- Entrance road shown from Bradbrook drawing no. 17-093/41, revision 12, dated 19-02-18.
- Existing unit floor plans shown from 3DReid drawings 16100-L-001 to 018, revision B, dated Aug 2016.

Car Parking Schedule

Spaces to retail park (including service yards)	635
Spaces to McDonald's (excluded from above)	26
Net change in spaces	-17
Total spaces to car park, following construction of new units and UNIT H (17/00866/FULPP)	571

Existing access road altered to 2m wide footpath - to specialist's details

Existing paved entrance area

Existing lowered canopy to be retained and signage to be raised

New paved area to store entrance / exit

New locker bay, special trolley and cycle parking areas with standalone canopy over

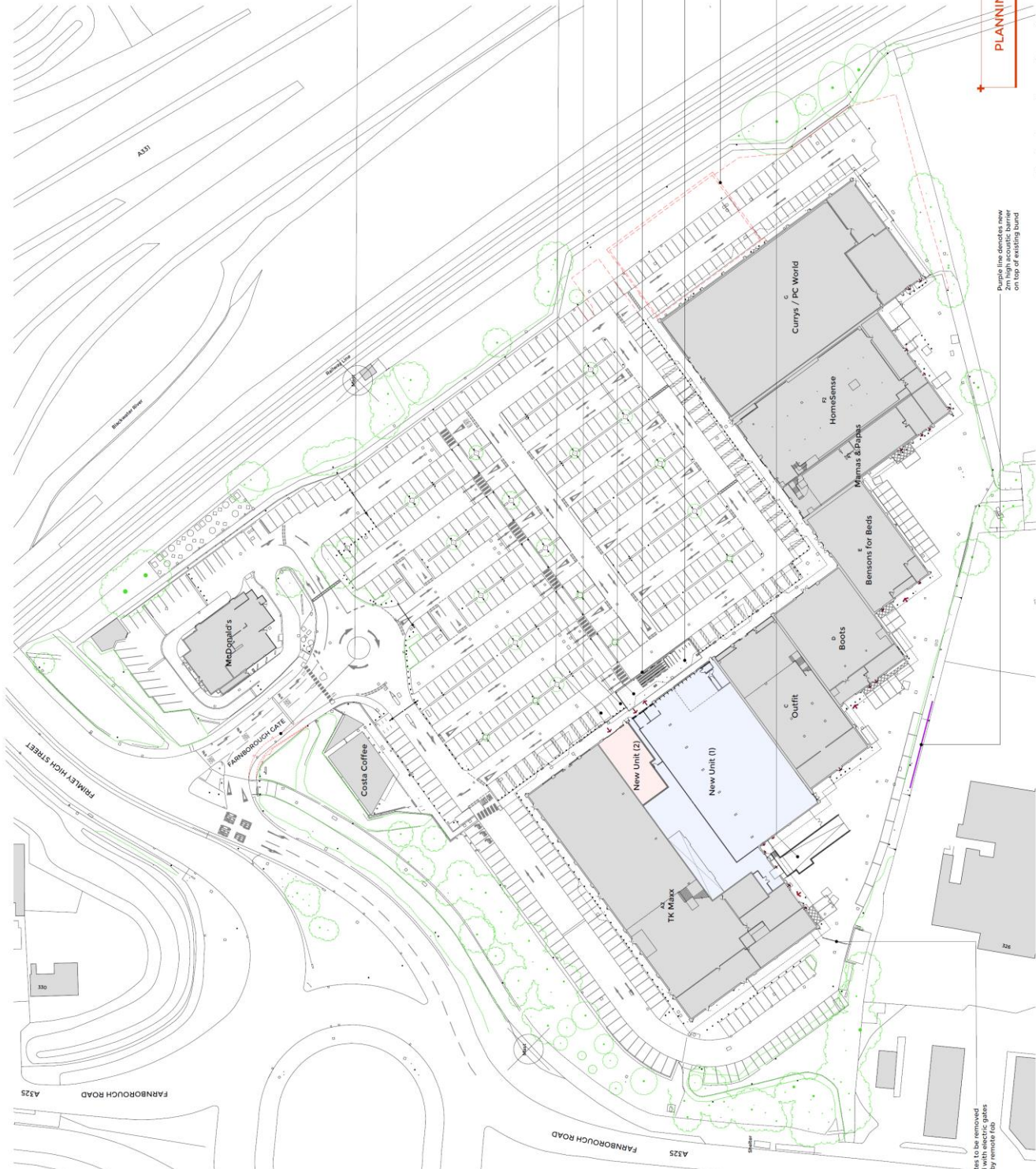
Existing lowered canopy to be retained and signage to be raised

Dashed red lines denote new 17/00866/FULPP - future implementation of proposal to raise front foot of fence spaces

New stock, loader with retaining walls, access steps, personnel recess for refuse storage

Existing gates to be removed or replaced with electric gates controlled by remote fob

Purple line denotes new 2m high acoustic barrier on top of retaining bund



PLANNING

BOYLE SUMMERS
ARCHITECTS LLP
100, 101 & 102, THE BRICKS BUILDING, 100 WATERLOO PLACE, LONDON W1A 1LW

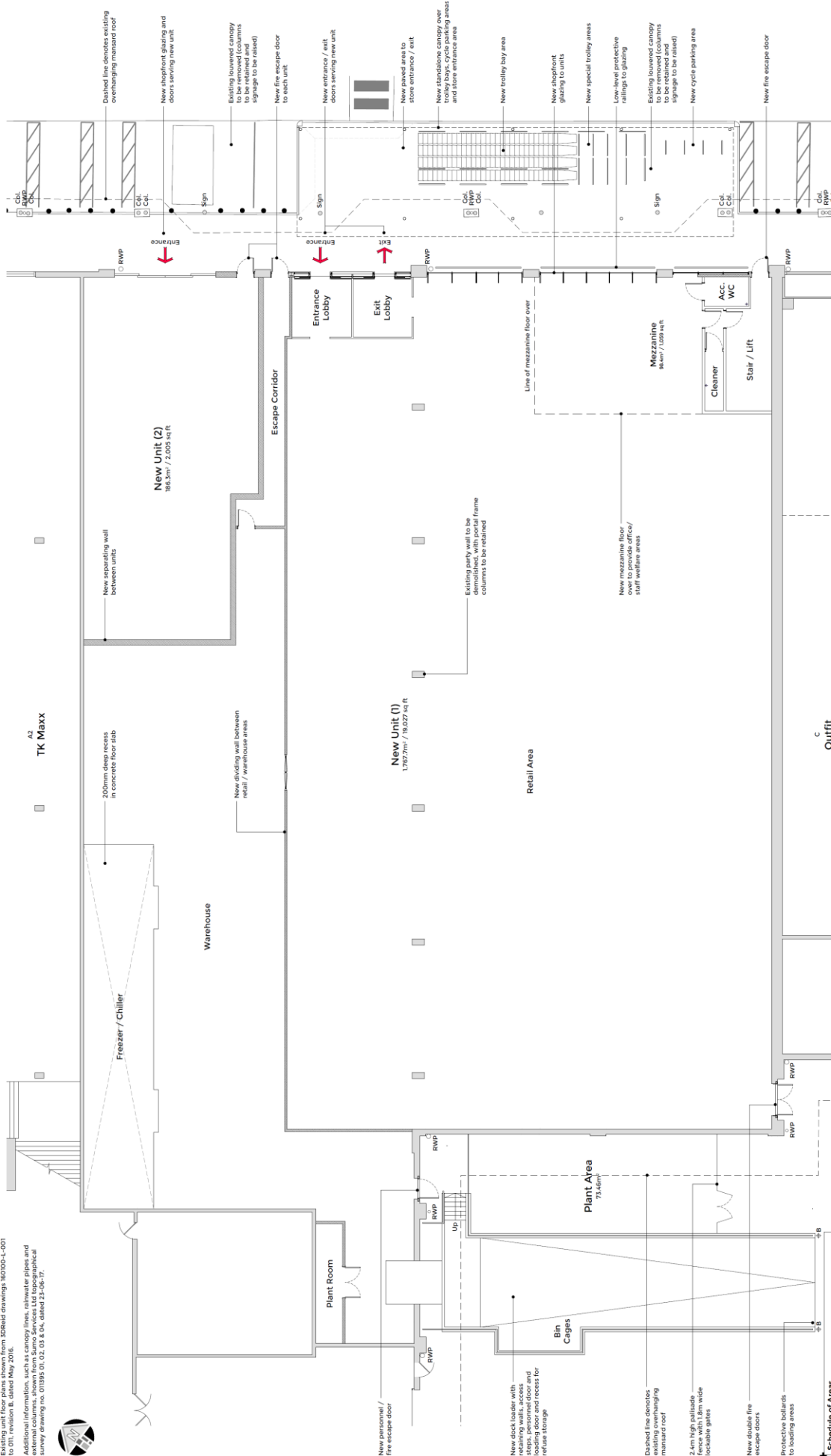
Client: Lothbury Property Trust Company
Project: Units A1 & B, Blackwater Shopping Park, Farnborough
Title: Proposed Site Plan

LPT - BSL - ZZ - 00 - DR - A - 2001 - PL
B/S Ref: 18070 Date: Jul 2019 Scale @ A1: 1:500 Drawn: SD Checked: TB
Tel: 023 8063 1432 www.boylesummers.co.uk

Other plans for this process of planning, listed on these drawings, use different dimensions and scales. This drawing is a Boile Summers Ltd site plan and is not to be reproduced, copied or altered in any way without written authority.

Notes

Existing unit floor plans shown from 3DReid drawings: 160100-L-001
 As per revision 14 dated Aug 24th.
 All new units shown in grey. Existing units shown in black and
 external columns shown in blue. Survey data from Somo Services Ltd topographical
 survey drawing no. 013195 01, 02, 03 & 04, dated 23-06-17.



PLANNING



BOYLE-SUMMERS
 ARCHITECTS AND PLANNERS
 500 JAG

Client: Leithbury Property Trust Company
 Project: Units A1 & B, Blackwater Shopping Park, Farnborough
 Title: Proposed Floor Plan

LPT - BSL - ZZ - 00 - DR - A	3001 - PL				
Issue	Author	Date	Scale @ A1	Drawn	Checked
180770	Jul 2019	1:100	SD	TB	TB

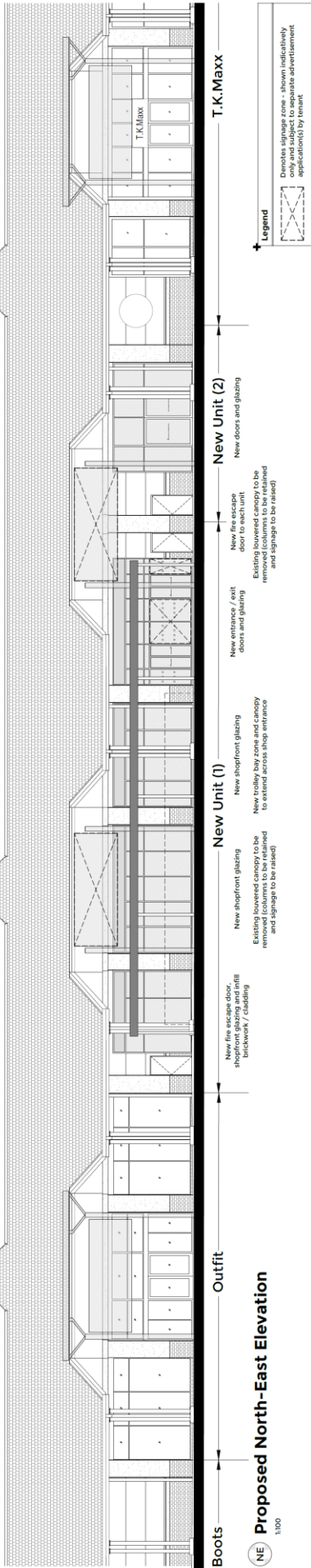
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Schedule of Areas

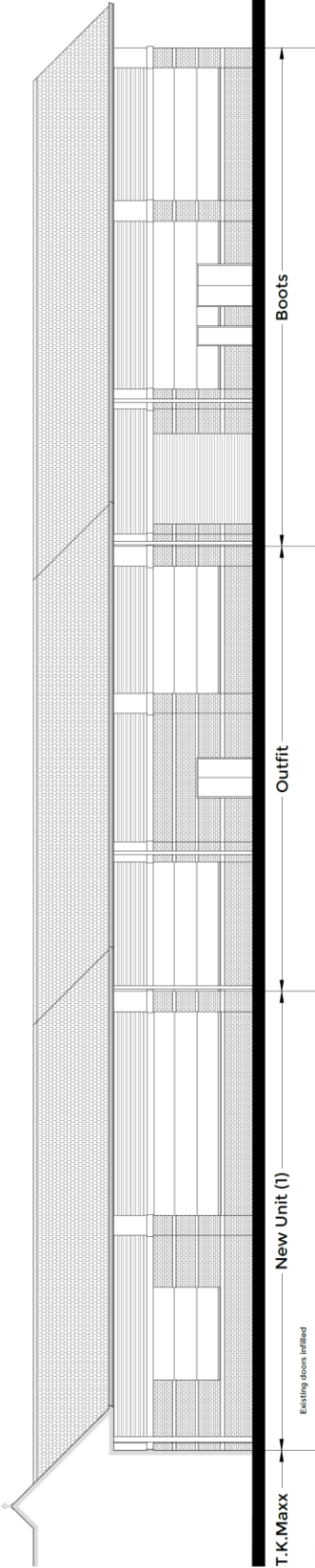
New Unit (1)	1,767.7m ² / 19,027 sq ft
Ground Floor GIA	98.4m ² / 1,059 sq ft
Mezzanine GIA	1,669.3m ² / 18,000 sq ft
Total	1,866.7m² / 20,086 sq ft
New Unit (2)	186.3m ² / 2,005 sq ft
Ground Floor GIA	186.3m ² / 2,005 sq ft
Total Ground Floor GIA	2,009.5m² / 21,610 sq ft
Total Ground Floor GIA	1,954m² / 21,052 sq ft

NB: All areas given are approximate only and based on available floor plan survey data.

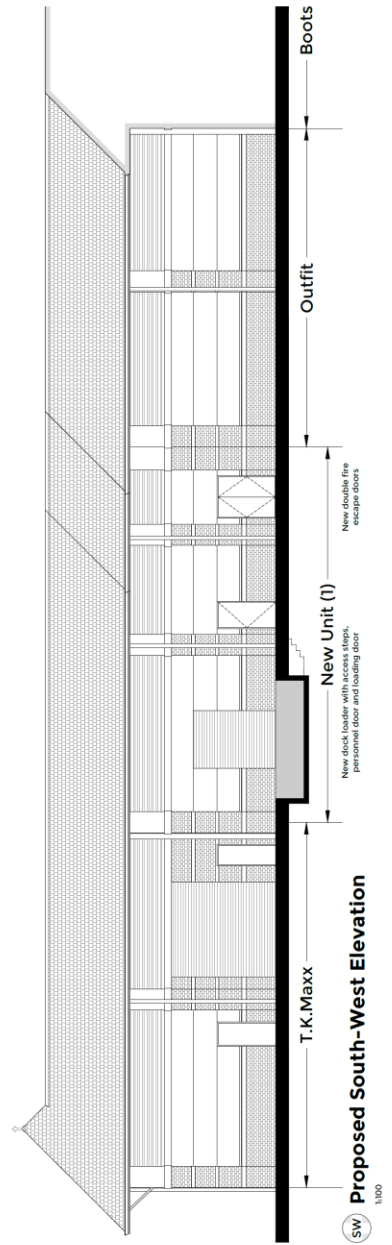
Notes
 Topographical survey, including services information, shown from
 Sumo Services Ltd drawing no. 011959.01.02.03 & 04, dated 23-06-17.



Proposed North-East Elevation
 1:100



Proposed South-East Elevation
 1:100



Proposed South-West Elevation
 1:100

BOYLE-SUMMERS
 CONSULTING ARCHITECTS AND PLANNERS
 100, High Street, Southampton, SO9 4AB

Client: Lethbury Property Trust Company
 Project: Units A1 & B, Blackwater Shopping Park, Farnborough

Title: Proposed Elevations

B-S Ref.	Date	Scale @ A1	Drawn	Checked
18070	Jul 2019	1:100	SD	TB

Tel: 023 8063 1422 www.boylesummers.co.uk

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PLANNING



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	Tara Cowell
Application No.	19/00832/FULPP
Date Valid	20th November 2019
Expiry date of consultations	17th December 2019
Proposal	Raise ridge height to form a first floor and two storey front and side extensions and new boundary fencing
Address	39 Cargate Avenue Aldershot Hampshire GU11 3EW
Ward	Rowhill
Applicant	Mr Assadullah Mir
Agent	Mr Chanto Foo
Recommendation	GRANT

Description & Relevant Planning History

The application relates to a 4-bedroomed detached modern-style bungalow with integral garage built in the mid-1950s. It is located occupying a corner plot at the junction of Cargate Avenue with Church Lane West measuring approximately 0.08 hectares; and with a road frontage of 30 metres onto Cargate Avenue and 25 metres onto Church Lane West. The application site is within the Cargate Avenue Conservation area, which was designated by the Council in the 1980s.

The bungalow is constructed with red/brown bricks and plain clay roof tiles, and has modern-style uPVC casement windows. The integral garage has a white roller shutter garage door. The bungalow has been extended to the side and rear as a result of a planning permission granted in 1969. The property has an existing vehicular entrance from Cargate Avenue with space to accommodate approximately 3 cars on site. The main garden area of the property is located to the side (south) towards Church Lane West. The site contains a number of trees, which are generally located around the margins of the property. In particular this includes a significant specimen Beech tree within the garden area close to the Church Lane West frontage. None of the trees are subject to a Tree Preservation Order, but are nevertheless subject to some protection by virtue of the site being with a Conservation Area. The property is largely enclosed on the Cargate Avenue frontage by a low brick wall and mixed hedging; and on the Church Road West frontage largely just by a brick wall.

The application property is surrounded by existing residential properties. To the east (rear) the site shares a 2-metre high fenced boundary with Abercarne House. To the north is No.37 Cargate Avenue, a two-storey semi-detached Edwardian villa with a loft room, which has a high brick side boundary wall which runs to the rear of, and is attached to, Abercarne House. To the west on the other side of the road directly opposite are Nos.32A, 34 and 36 Cargate Avenue : Nos.34 and 36 are a semi-detached pair of three-storey Edwardian villas and No.32A a 1960's modern-style detached two-storey house with a tile-hung front wall. Diagonally opposite to the north-east are Nos.32 Cargate Avenue and 'The Hollies, Cargate Grove : these are a pair of semi-detached three-storey Edwardian villas converted into flats. To the south of the application site on the opposite side of Church Lane West is 'Stoneleigh Cottage' (No.41) Church Lane West, a two-storey house. Located immediately behind 'Stoneleigh Cottage' are Nos.33 and 37 Church Lane West, a further pair of Edwardian residential properties. The south-east corner of the application property is located opposite the junction of Church Lane West with Mountview, a modern-style residential cul-de-sac.

The current application seeks planning permission for the substantial extension and alteration of the existing bungalow, including the conversion of the existing integral garage into living accommodation. The proposals would involve the removal of the entire existing bungalow roof and the erection of a first-floor extension and new pitched roof over the ground floor building footprint modified with the addition of a bay window, a corner turret window and an enlarged entrance hallway. The overall result is the creation of a detached two-storey house comprising three reception rooms, hallway, cloakroom, kitchen and a laundry/utility room on the ground floor; and 4 bedrooms (one with an en-suite shower-room) and two bathrooms on the first-floor.

Externally, the proposed extended building is designed, proportioned and detailed to emulate the character and appearance of existing Edwardian villas in the vicinity. In this respect, the current proposals are a re-submission responding to concerns raised in respect of two previous unsuccessful planning applications submitted to the Council:-

- (a) 19/00242/FULPP for "Erection of a first floor and two storey extensions to front and rear elevations" submitted in April 2019, but withdrawn in June 2019; and
- (b) 19/00461/FULPP for "Raise ridge height to form a first floor, erection of front extensions, replacement windows and new railings to existing wall" submitted in July 2019, but withdrawn in October 2019.

Unlike the proposals the subject of the previous withdrawn applications, significant efforts have now been made to design proposals that would be in keeping and sympathetic to the character and appearance of the Conservation Area. The design also incorporates obscure glazing to some first-floor windows to avoid undue loss of privacy to occupiers of adjoining residential properties.

The area to the front of the extended building is shown to be provided with an expanded permeable hard surface capable of accommodating at least three on-site parking spaces. The existing access onto Cargate Avenue would be retained.

The application is accompanied by a Design & Access Statement, Heritage Statement, and a Development Tree Report.

Consultee Responses

- Aboricultural Officer No objections subject to conditions. This proposal has the potential to threaten a number of amenity trees due to the unavoidable proximity of construction works to surrounding trees. However, the Development Tree Report submitted with the current application adequately addresses all areas of potential conflict in this respect.
- Conservation Team No objections subject to conditions. Although the proposals the subject of previous planning applications have given rise to concerns, the current proposals satisfactorily address the various matters raised previously. The proposed elevations are now more balanced and the design incorporates a more traditional and conventional pitched roof. The design now addresses its location as a corner plot. The proposed design incorporates satisfactory architectural detailing, including bay windows, a stone pediment between ground and first-floor elevations, a chimney stack, vertical sliding-sash windows with rubbed-brick window headers and keystones, decorative roof eaves, and traditional rainwater goods. It is proposed that a low brick boundary wall with close-boarded fence inserts be provided on the Cargate Avenue frontage – which is acceptable. Overall, the design of the current proposal takes an architectural lead from the larger detached villas within the Cargate Avenue Conservation Area and, as such, helps link the building back to the traditional buildings in the road.

Neighbours notified

In addition to posting a site notice, 28 individual letters of notification were sent to occupiers of properties in Cargate Avenue, Cargate Grove and Church Lane West, plus Councillors Crawford and Roberts. This notification has incorporated all properties adjacent and opposite the application site and all contributors whom have made representations in respect of the previous withdrawn planning applications.

Neighbour comments

Representations have been made by the occupiers of Abercarne House (twice), No.33 and Stoneleigh Cottage (No.41) Church Lane West; Flat 2 No.32 (twice : two separate people), 34, 35A and 37 Cargate Avenue; and Flat 1 The Hollies, Cargate Grove. The following summary grounds of objection have been raised:-

- 1) The proposals are contrary to adopted local planning policies and objectives;
- 2) The proposals do not address the concerns raised about the previous proposals, namely the scale of the proposals, adverse impacts on neighbours and adverse impact upon the character and appearance of the Conservation Area. Indeed, the Council is ignoring previous concerns and/or favours changes to the visual appearance of the proposals over other impacts that remain unresolved;
- 3) The current proposals fail to address to concerns raised in respect of previous proposals for the site by the North East Hampshire Design Review Panel;
- 4) The Cargate Conservation Area would not be conserved by this proposal : the purpose of a Conservation Area is that they should remain undisturbed. There has already been much inappropriate development within the Conservation Area. [*Officer Note: Conservation Areas are not designated to prevent development within them, simply that*]

proposed development is required to preserve or enhance the character and appearance of the area. They are not zones where development is prohibited. Each proposal must be considered on its own relevant planning merits : a developer can only be required to address consequences arising from their own proposal, not to address existing problems.];

- 5) Very little of the original bungalow would remain as a result of the proposals – the proposals are, in effect, for a new-build house [*Officer Note: planning proposals are considered solely on their own relevant planning merits on the basis of the submitted plans and details of the proposals. Whether the proposals are for an extension or are tantamount to being a complete re- or new-build are not relevant in this context : the proposals are simply considered as what they are.];*
- 6) The development is being proposed purely for profit and is unnecessary because new 4-bedroom houses are being built elsewhere in the Borough [*Officer Note: the motives of a developer are not a matter that can be taken into consideration with a planning application. Furthermore, the need for the proposed development in any particular location is equally not a matter relevant to the consideration of a planning application];*
- 7) Overdevelopment : the proposals would be likely to exacerbate existing over-population in the area;
- 8) Visual harm – the application property is a prominent corner plot. The proposed house would be too high/tall, with a roof that could accommodate additional rooms. The existing bungalow is discreet and does not impinge visually above the adjoining tree-line;
- 9) Inadequate on-site parking provision, likely to lead to dangerous and/or inconvenient overspill parking outside the proposed development, dangerous reversing manoeuvres out of the site access, and compromised emergency vehicle access along Cargate Avenue;
- 10) Increased traffic congestion and danger at the Cargate Avenue – Church Lane West road junction. Increased danger to pedestrians;
- 11) Concern that the extended property could, in the future, be converted into a number of self-contained flats or into an House in Multiple Occupation (HMO) containing bedsits. It is considered that this is the applicant's true plan and that this would, if implemented, cause/exacerbate on-street parking congestion and noise problems. It is not considered likely to become a family home as suggested by the applicants. One contributor requests that a planning condition be imposed to prevent uncontrolled conversion to bedsits of flats. The surrounding area is already a bedsit ghetto. [*Officer Note: separate planning permission would be required from the Council to convert the extended property into self-contained dwelling units or an HMO. However a planning condition could be imposed to remove any 'permitted development' rights to convert the property into a Use Class C4 small HMO.];*
- 12) Loss of privacy due to overlooking : specifically raised by, and on behalf of, the occupiers of Abercarne House and No.37 Cargate Avenue. The indicated partial obscure-glazing up to 1.7 metres above finished floor level is inadequate to prevent undue overlooking.
- 13) Possible loss of the historic garden wall separating No.37 Cargate Avenue from the application site due to the proposed development [*Officer Note: the wall in question is not subject to any statutory protection, the removal of the wall is not subject to planning control; nevertheless the proposals do not include any works to, or the removal of, this boundary wall.];*
- 14) Loss of light to neighbours due to the tall roof and over-dominant mass of the proposed development.
- 15) The proposed development is located even closer to Abercarne House than was the case with the previous withdrawn proposals [*Officer Note: this is incorrect, the proposed*

extended building would be sited no closer to Abercarne House than has previously been proposed with withdrawn application 19/00461/FULPP : in fact, the nearest first-floor element has now been set-back 1.6 metres further from the shared boundary than before].

- 16) Infringement of legal rights to light (raised specifically by the occupiers of Abercarne House) [*Officer Note: this is a separate private property matter between owners of Abercarne House and the owners of the application site in which the Council cannot be involved; and is not a matter for consideration in the determination of a planning application.*]
- 17) Noise, disturbance and inconvenience during the construction period [*Officer Note: it is long-standing Government guidance and policy that the effect of construction works to implement a planning permission cannot be taken into account in determining planning applications.*];
- 18) Possible disruption of a sewer pipe that runs under the application site [*Officer Note: this is not a matter for the consideration of the current planning application.*];
- 19) Loss of trees : the existing foundations of the bungalow are considered to be inadequate for the addition of a first-floor and the works to strengthen the foundations would be likely to cause damage to the surrounding trees at the site;
- 20) Loss of property values [*Officer Note: this is not a matter that can be taken into account in determining planning applications.*]; and
- 21) The Council should not even be considering this application [*Officer Note: the Council are obliged to consider and determine all planning applications that are submitted and, as such, cannot refuse to consider planning applications even if there are concerns about the proposals as submitted.*].

Policy and determining issues

The site is located within the defined built-up area of Aldershot and within the Cargate Avenue Conservation Area. The site is not adjoined by any Statutory Listed Buildings or non-statutory heritage assets such as 'Buildings of Local Importance' (BOLI). The trees at the site are not subject to a Tree Preservation Order, albeit that trees located in a Conservation Area cannot be removed or subject to significant works without first formally seeking the Council's consent.

Policies SS1 (Presumption in favour of sustainable development), DE1 (Design in the Built Environment), NE3 (Trees and landscaping), HE1 (Heritage), HE3 (Development within/adjoining Conservation Areas) and IN2 (Transport) of the New Rushmoor Local Plan (2014-2032) (adopted February 2019) are relevant. The Council's Supplementary Planning Document (SPD) 'Car and Cycle Parking Standards' (adopted 2017).

The main determining issues are considered to be: the principle of the proposals, the visual impact upon the character and appearance of the Cargate Avenue Conservation Area, impact on trees, impact on neighbours, and highways considerations.

Commentary

1. Principle -

The site is located within the defined built-up area and is an already developed residential plot. Although the site is located within a Conservation Area, this designation does not preclude development from being undertaken. Nor does Conservation Area status exclude proposed development from the overall Government requirement to make better use of

under-used land - such as the application property. Indeed, within reason, the proposals are supported in principle by both Government guidance and Development Plan policies. The proposal is therefore considered to be acceptable in principle subject to normal development control criteria being satisfied.

The Council's Cabinet has recently considered the conclusions of a review of the Cargate Avenue Conservation Area. Whilst a number of changes to the Conservation Area boundaries are proposed, these do not affect the current application site.

2. Impact upon the Visual Character and Appearance of the Conservation Area –

Policy HE1 requires that developments within Conservation Areas should conserve and enhance the significance, special interest and character and appearance of the area, reflecting legislative requirements. In terms of impact upon the visual character or appearance of the Conservation Area, the statutory requirement is for development to either preserve or enhance that character and appearance. Policy HE3 states that the Council will “seek to conserve, enhance or better reveal..” aspects of the Conservation Area. The appropriate test for the consideration of impact upon the character and appearance of the area is whether or not the proposed development would cause material harm to the character and appearance of the area *as a whole*.

In this case, the application site is located in a readily visible corner position that is currently occupied by an un-remarkable 1950s bungalow of ‘modern’ design, appearance and external materials. This must set the ‘base-position’ for the consideration of impact upon the Conservation Area. The vicinity, and the Conservation Area in general, has an entirely residential character, albeit comprising a range of residential use and occupation ranging from large to small detached, semi-detached and terraced dwellinghouses; blocks of flats created from the conversion of existing large buildings; and also Houses in Multiple occupation (HMOs). Some HMOs in the Cargate Avenue area have existed for so long that they pre-date Conservation Area designation and are, as such, also part of the established character of the Conservation Area. There are also some more contemporary buildings and these also contribute, in part, to the character and appearance of the Conservation Area and, indeed, in the main, also existed when the Conservation Area was originally designated. Indeed, the Conservation Area contains a variety of buildings of different types, ages, designs, external materials and extensions and alterations that altogether form part of the established character and appearance of the area.

The proposal has an additional floor resulting in the maximum height of the development being 4 metres higher than the existing bungalow at the roof ridge. In this respect the proposed roof height is slightly taller than that proposed with the previous withdrawn proposals, however by just 200mm (20cm); which is considered to be insignificant. The adjacent existing semi-detached properties in Cargate Avenue (Nos.35 & 37) are approximately 10 metres high at the ridge and the ridge height of the current proposed extended dwelling would be 9.8 metres; and roof eaves height 5.7 metres. As such, the overall height of the proposed building is clearly similar to that already existing in the area.

Whilst concerns have been expressed by objectors about the height of the proposed building, the possible future use/occupation of the roof space and existence of second-floor accommodation, these are characteristics of some existing development in the vicinity. Indeed, the majority of buildings in the Conservation Area are of at least two-storeys. Furthermore, the existence of loft rooms and/or second-floor accommodation is not unusual in the various villa properties present in this vicinity that the current proposals evidently seek

to emulate.

In this overall context, it is considered that the proposed development would fit in well with, and be sympathetic to, the established visual character and appearance of the Conservation Area. In this respect the applicants have responded positively to the concerns expressed about the previous proposals as submitted with planning applications earlier this year. The Council's Conservation Team consider that the current design has made a creditable and successful effort to design and detail an enlarged residential dwelling that satisfactorily emulates the visual character and appearance of some existing similarly-scaled and proportioned buildings in the area. A new boundary wall with fence panel inserts would enclose the Cargate Avenue road frontage of the property. Although there is no statutory protection for the retention of the existing boundary enclosures of the site, the proposals do not indicate the removal or replacement of any of these other existing structures.

It is not considered that the proposals would materially and harmfully alter the visual character and appearance of the area overall. Indeed, having regard to the un-remarkable existing bungalow, it is considered that the current proposals would enhance the character and appearance of the Conservation Area. As such, the proposals are acceptable having regard to statutory requirements and the requirements of New Local Plan Policies HE1, HE3 and DE1.

3. Impact on Trees –

The Council's Arboricultural Officer is satisfied that the existing trees within the site would be adequately protected from harm during the construction period and, as such, raises no objections subject to the imposition of conditions requiring the proposed tree protection measures be implemented in full and retained for the duration of the construction period of the proposed development. The fact that the proposed development is principally contained within the footprint of the existing bungalow assists in this respect.

4. Impact on Neighbours –

It is considered that it is the directly adjoining residential properties at No.37 Cargate Avenue and 'Abercarne House' Church Lane West that are impacted by the proposed development and, as such, require specific consideration of whether or not those impacts are sufficient to justify the refusal of planning permission. Although there are other nearby residential properties, none are considered to be impacted to such an extent that material and undue planning harm would arise. The impacts upon the immediately adjoining neighbouring properties are considered in the following paragraphs:-

Abercarne House : is a detached 2-storey house facing Church Lane West. The main impact of the proposed development would be on the west side of this neighbouring property. Here, there is a small private patio area (comprising part of the garden area of this neighbour) and a conservatory. There are also windows directly facing the application site that principally include those to a bedroom and the kitchen. The shared boundary fencing between the proposed extended building is 5.3 metres from the rear of No. 39 and 4.2 metres away from the main wall of Abercarne House : thereby the overall building-to-building separation at ground level would be 9.5 metres, although the proposed first-floor extension in respect of Bedroom 2 (the closest element of the proposed extensions) would be set back a further 1.6 metres : a total separation of 11.1 metres. It is noted that there are some trees within the application site located close to the shared boundary with Abercarne House.

In this context, the relationship with the west side of Abercarne House is not considered to give rise to a harmful impact in planning terms. Although there would be some loss of light, this would be to the west and, as such, be an impact arising principally during summer evenings when the sun is already low towards the horizon and, as such, already likely to be obscured by clouds, and existing trees and buildings. The additional height of the proposed extensions over the height of the roof of the existing bungalow is not considered to be significant in this respect. In terms of outlook, this is already relatively limited due to the existing bungalow at the application property and trees located near the shared boundary, there is no right to an outlook where this arises from over property that is separate ownership. Accordingly it is considered that the resulting separation between the proposed extended building and Abercarne House would be sufficient to provide an acceptable outlook in planning terms.

In terms of privacy issues, there are three proposed rear windows at first-floor level facing Abercarne House. The largest window would be for Bedroom 2, with two smaller windows serving a landing and a bathroom. As there is also a smaller side-facing window serving Bedroom 2, it is considered that all of these proposed first-floor rear windows can be conditioned to be fixed and obscure glazed in their entirety at all times to prevent any potential undue overlooking into the living and social area of Abercarne House, notwithstanding the presence of some existing trees already partially interrupting direct views out of the application site. Similarly, a planning condition can be imposed to preclude the installation of any additional first-floor windows. Such conditions would be enforceable by the Council.

No.37 Cargate Avenue : is a semi-detached two-storey villa with a driveway located between the house and the boundary shared with the application property. It is sited to the north of the application site. The building-to-building distance between the two properties is approximately 10 metres. No.37 has a landing window at first floor, and also has the main entrance door located to the side facing towards the application property. It is considered that the separation is sufficient to provide an acceptable side-to-side relationship. Windows serving the habitable rooms of this neighbouring property do not face towards the application property and, as such, sunlighting/daylighting and outlook would not be materially and harmfully impacted.

The side elevation of No.37 would be presented with the proposed north side elevation of the proposed extended building. This would contain a single first-floor window serving a bathroom. As with the proposed rear elevation first-floor windows, it is considered that suitably-worded planning conditions would ensure no material and harmful overlooking to No.37 would arise.

It is considered that the relationships of the proposed development with all neighbours would be acceptable in planning terms.

5. Highways Considerations -

The proposal makes provision for three on-site road parking spaces, thereby meeting the Council's adopted Parking Standard for a 4-bedroom house in full. The arrangement of the proposed parking spaces on-site is considered acceptable and the existing vehicular access onto Cargate Avenue would be retained. The proposals are considered acceptable in highways terms.

Conclusions -

The proposals are considered to be acceptable in principle and to have acceptable impacts upon the visual character and appearance of the Cargate Avenue Conservation Area, the amenities of neighbours and in highways terms. The proposals are thereby considered acceptable having regard to Policies DE1, NE3, HE1, HE3 and IN2 of the adopted New Rushmoor Local Plan (2014-2032) (February 2019) and the Council's adopted Supplementary Planning Document 'Car and Cycle Parking Standards' (2017).

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

- External walls, including all architectural detailing;
- Roofing materials;
- Full window details, including design, finishing materials/colour, method of opening, frames and reveals;
- Rainwater goods

Reason - To ensure satisfactory external appearance.*

- 3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England), Order 2015 (or any Order revoking and re-enacting that Order), no development falling within Classes A, B, C and D of Part 1 of Schedule 2 shall be carried out without the prior permission of the Local Planning Authority.

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

- 4 Notwithstanding the details shown on the submitted plans, the first-floor windows of the development hereby approved annotated 'X' on the plan attached to this decision notice shall be fitted with fixed obscure glass in their entirety and retained in this condition at all times.

Reason - To prevent overlooking and loss of privacy to neighbouring residential properties.

- 5 The on-site parking spaces shown by the plans hereby approved shall be used only for the parking of private motor vehicles ancillary and incidental to the residential use of the application property (No.39 Cargate Avenue) only. These parking spaces shall be kept available at all times for parking and, for the avoidance of doubt, shall not be used for the storage of caravans, boats or trailers.

Reason - To safeguard residential amenity and ensure the provision and availability of adequate off-street parking.

- 6 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order, 1987, (or any other Order revoking or re-enacting that Order) the land and/or building(s) shall be used only for the purpose of a single dwelling house and for no other purpose, including any other purpose within Class C without the prior permission of the Local Planning Authority.

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

- 7 The permission hereby granted shall be carried out in accordance with the following approved drawings C T Foo Associates Drawing numbers: 1/12, 2/12, 3/12, 4/12, 5/12, 6/12, 7/12, 8/12 & 9/12.

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

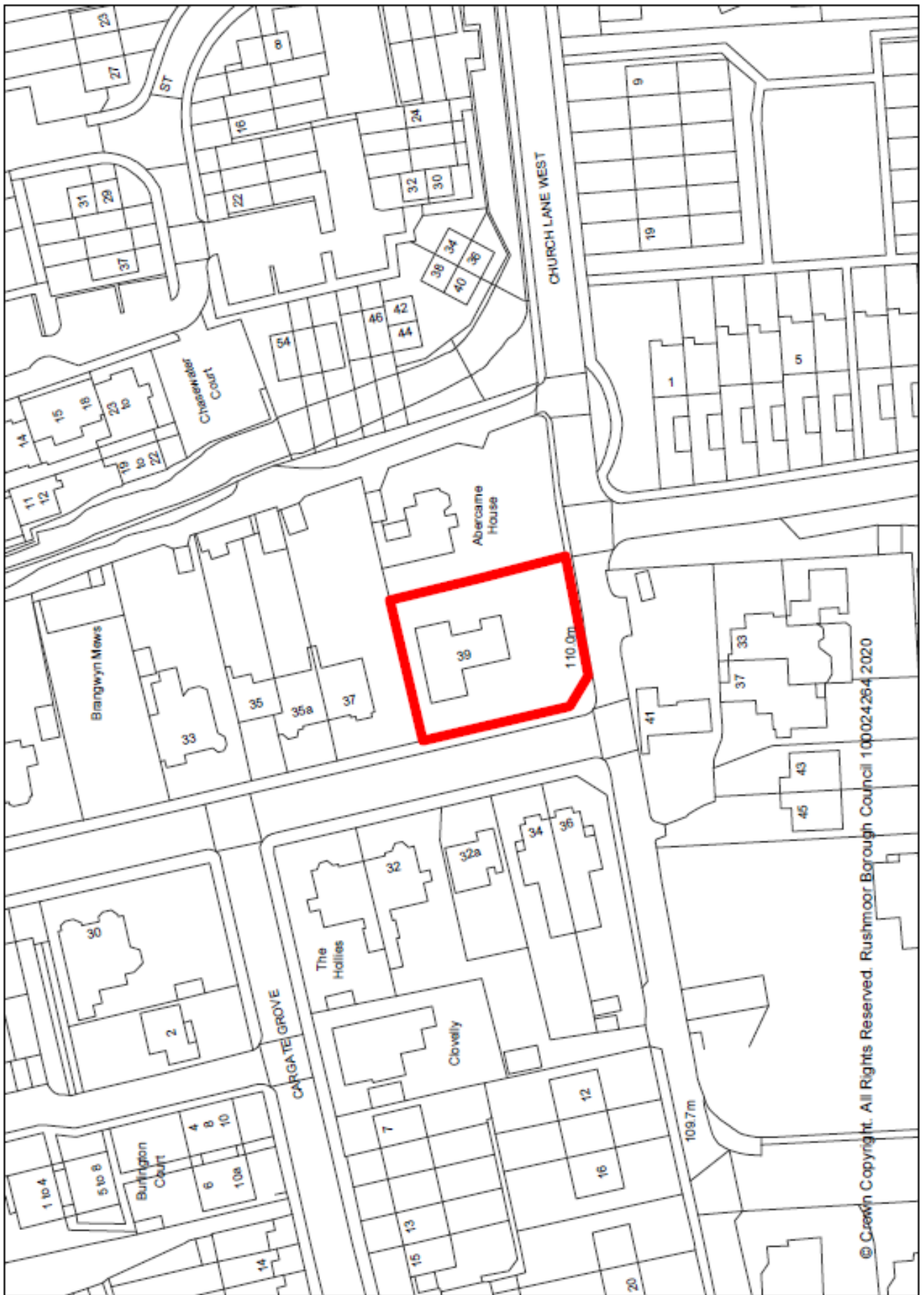
Informatives

- 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.
- 2 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because:-

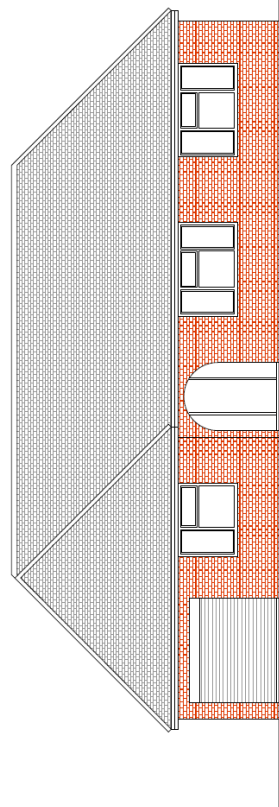
The proposals are considered to be acceptable in principle and to have acceptable impacts upon the visual character and appearance of the Cargate Avenue Conservation Area, the amenities of neighbours and in highways terms. The proposal are thereby considered acceptable having regard to Policies DE1, NE3, HE1, HE3 and IN2 of the adopted New Rushmoor Local Plan (2014-2032) (February 2019) and the Council's adopted Supplementary Planning Document 'Car and Cycle Parking Standards' (2017).

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.

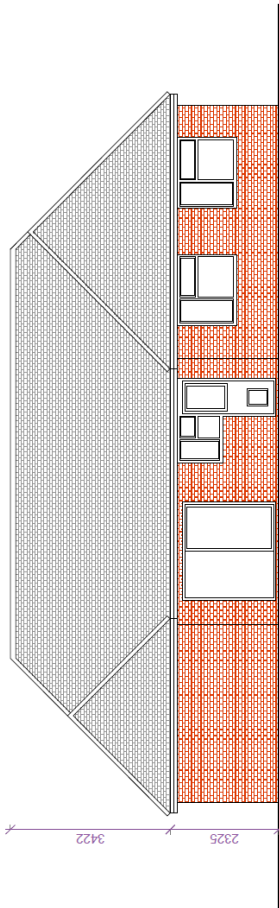
- 3 INFORMATIVE - Your attention is specifically drawn to the conditions marked *. These condition(s) require either the submission and approval of details, information, drawings etc.by the Local Planning Authority BEFORE WORKS START ON SITE, BEFORE SPECIFIC ELEMENTS OF THE PROPOSAL ARE CARRIED OUT or,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



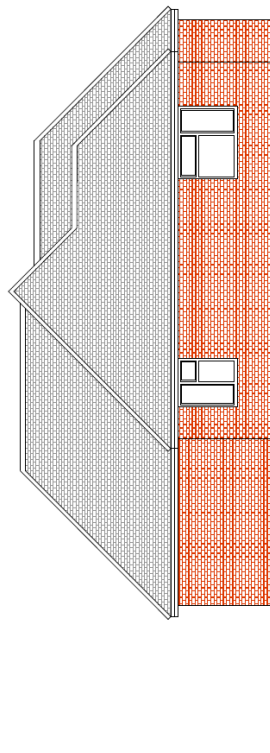
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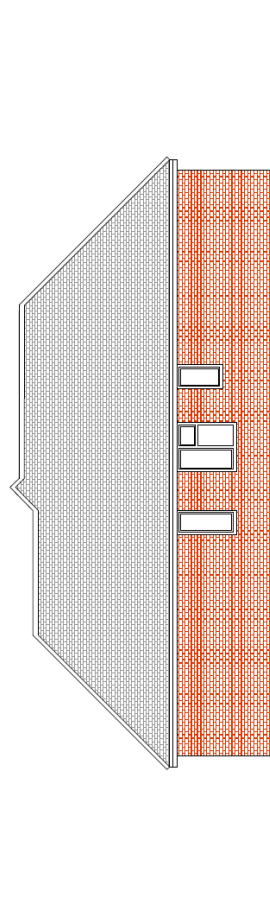
EXISTING FRONT



EXISTING REAR

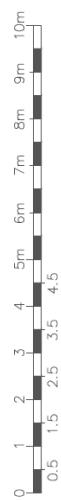


RIGHT SIDE



EXISTING LEFT SIDE

SCALE 1:100 @ A3



EXISTING ELEVATIONS

CTFoo Associates
Chartered Architects
Design Consultants
RIBA Registered
No. 01352315 170
Mailing: Chatterbox, Fax: 01262 315 175
Address: 163, High Street, Aldershot, Hampshire GU11 3EJ
Web: www.ctfoo.co.uk
VAT No. 917113986

ALL DIMENSIONS TO BE CHECKED ON SITE
ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS

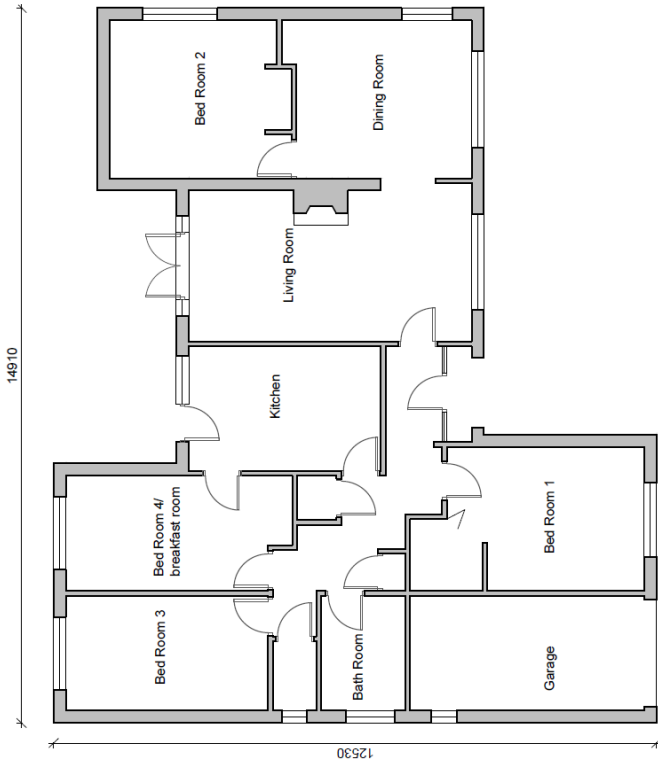
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Project: 39 Cargate Avenue, Aldershot, GU11 3EW - Erection of a first floor and two storey extensions to front and rear elevations

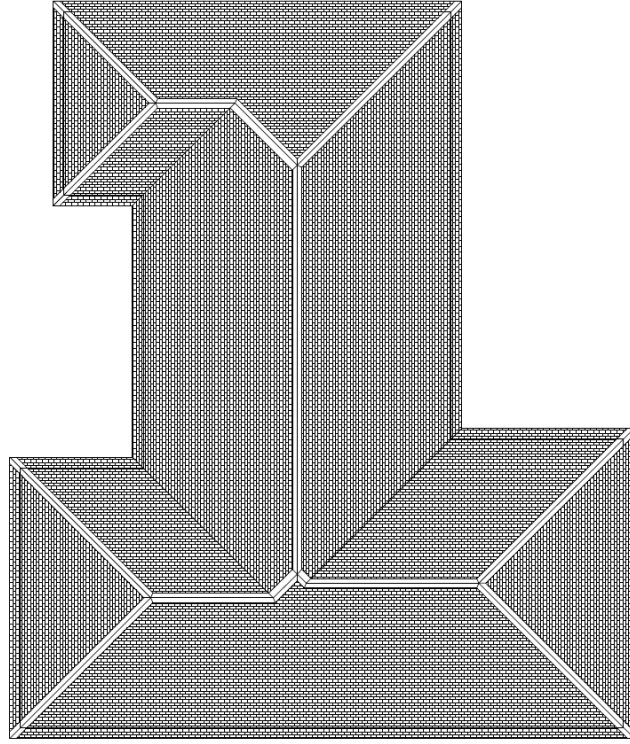
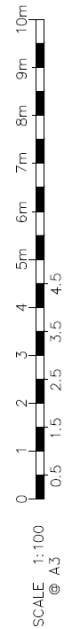
Scale: A3 @ 1:100 Date: 25/10/2019 Drawn by: SK

Job number: 1652 Drawing number: 3/12 Revision:

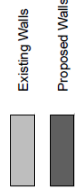
Client: MR ASSADULLAH MIR



EXISTING GROUND FLOOR PLAN

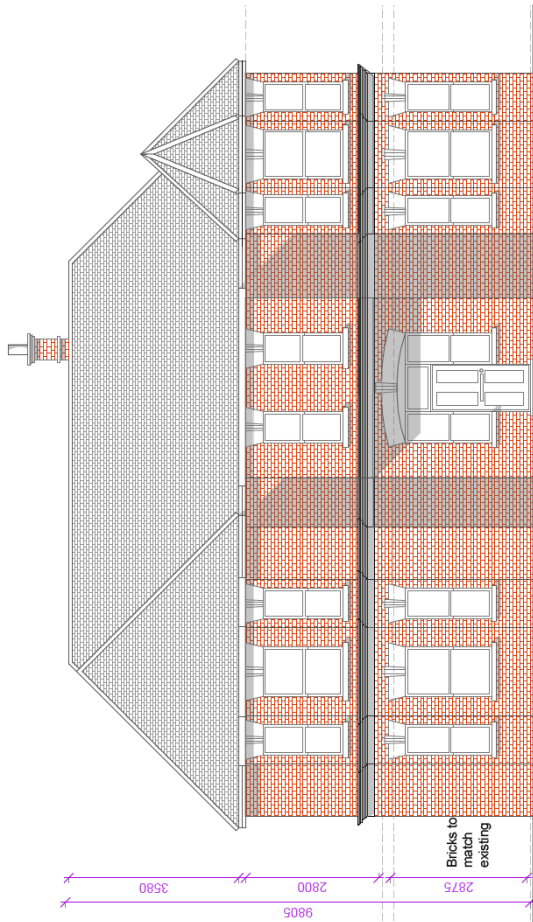


EXISTING ROOF PLAN

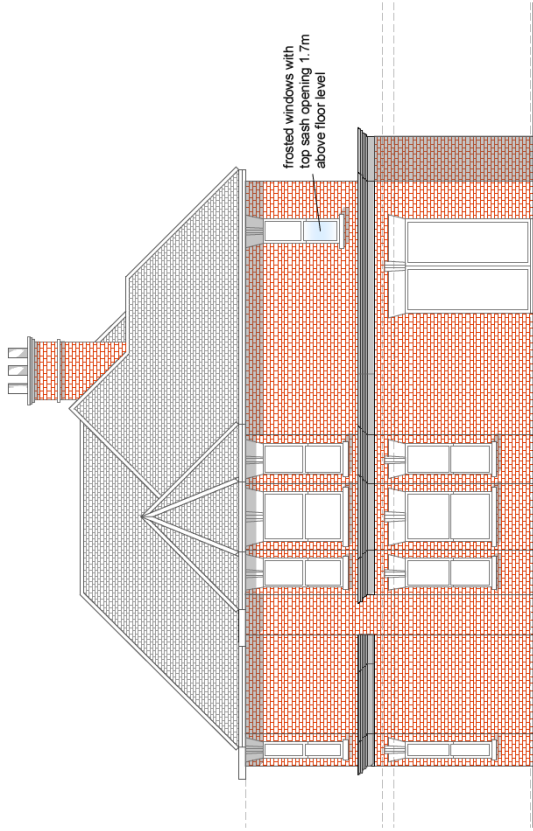


EXISTING PLANS

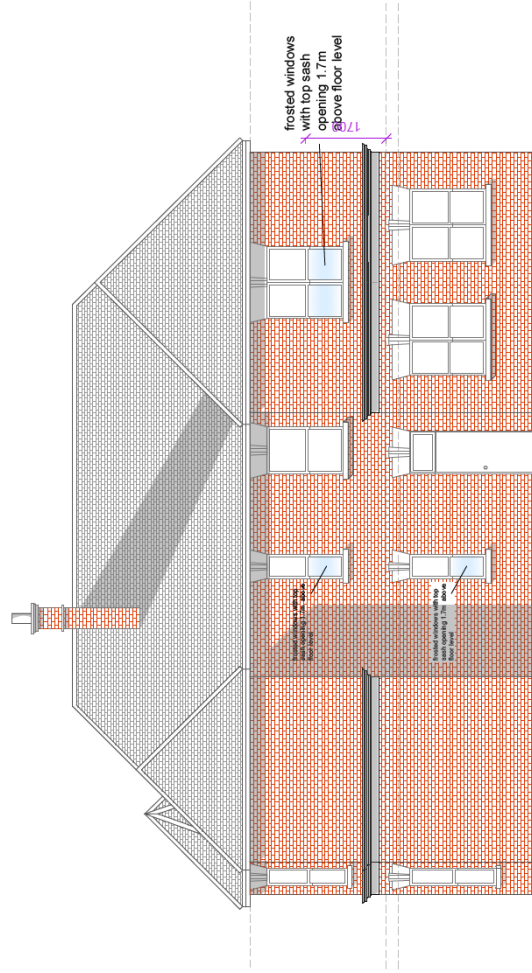
Ref.	Revision	Date	By	No. 01262333 170 Chartered Architects Design Consultants 0203 100 1000 info@ctfooo.com		Project: 39 Cargate Avenue, Aldershot, GU11 3EW - Erection of a first floor and two storey extensions to front and rear elevations Date: 25/10/2019
ALL DIMENSIONS TO BE CHECKED ON SITE ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS				Client: MR ASSADULLAH MIR		
				Drawing number: 2/12 Revision:		



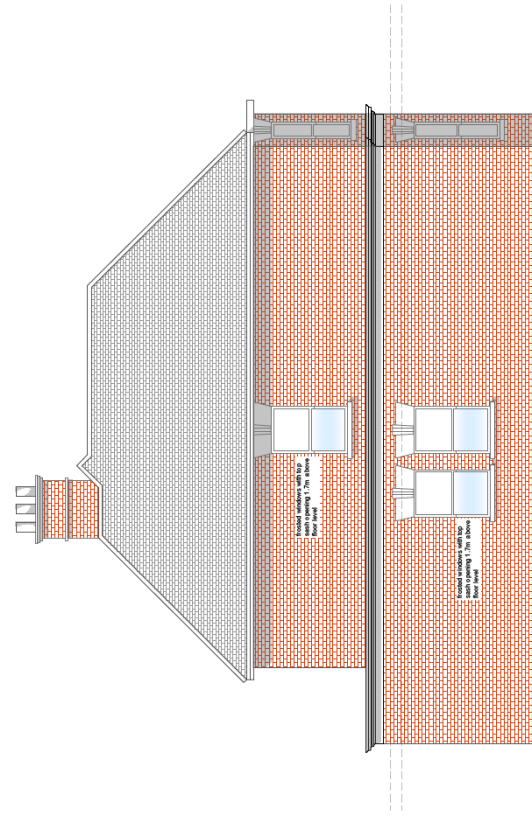
PROPOSED FRONT



PROPOSED RIGHT SIDE



PROPOSED REAR



PROPOSED LEFT SIDE

PROPOSED ELEVATIONS

SCALE 1:100 @ A3

Ref.	Revision	Date	By

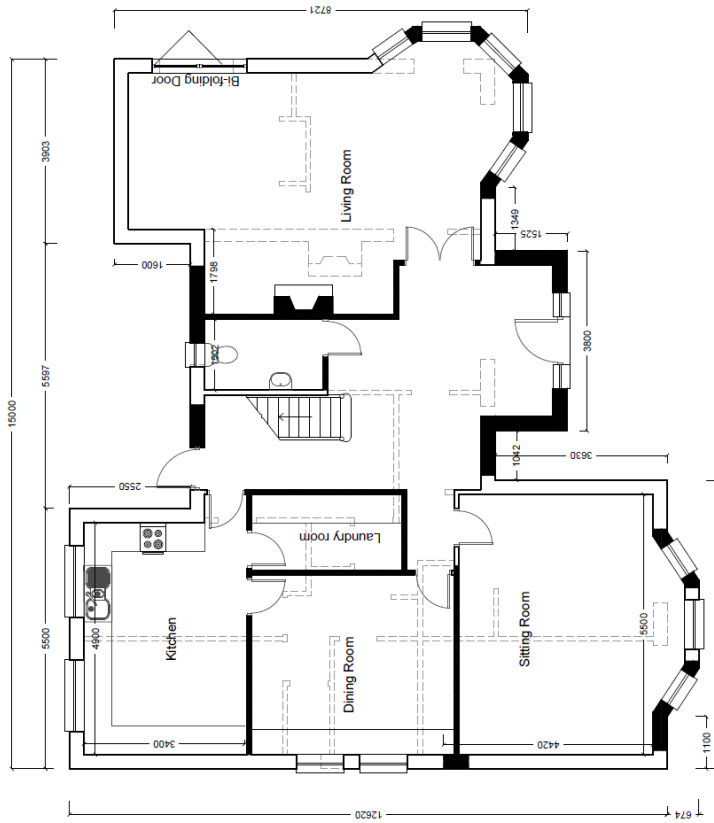
SUITE 5, 3rd Floor, 39 Cargate Avenue, Aldershot, GU11 3EW
 Tel: 01252 316 176
 Fax: 01252 316 175
 Email: info@ctfaa.com
 www.ctfaa.com

CTFAA Associates
 Chartered Architects
 Design Consultants

ALL DIMENSIONS TO BE CHECKED ON SITE
 ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS

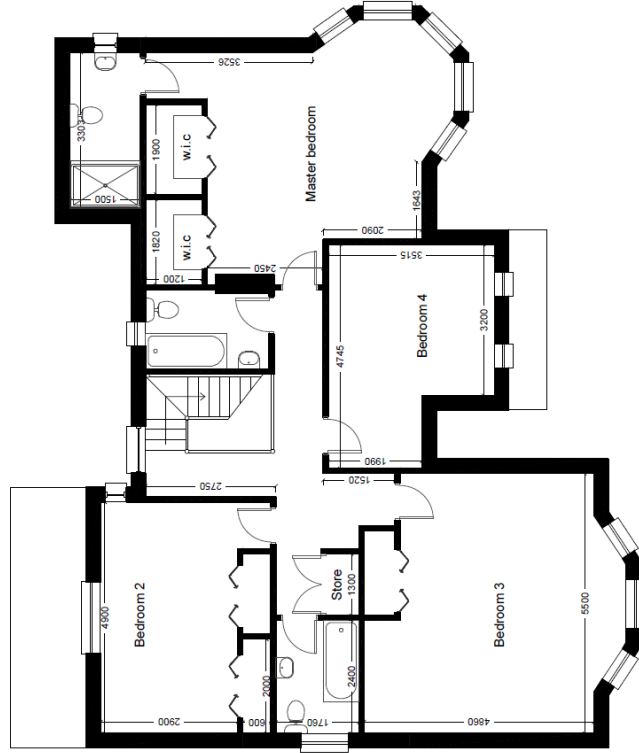
Client: MR ASSADULLAH MIR

Project: 39 Cargate Avenue, Aldershot, GU11 3EW - Erection of a first floor and two storey extensions to front and rear elevations
 Scale: A3 @ 1:100
 Date: 25/10/2019
 Drawing number: 7/12
 Drawn by: S.K
 Revision:



PROPOSED GROUND FLOOR PLAN

SCALE 1:100 @ A3
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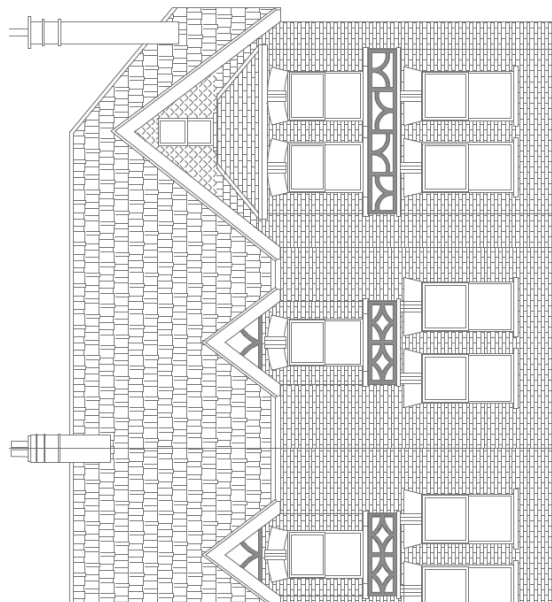


PROPOSED FIRST FLOOR PLAN

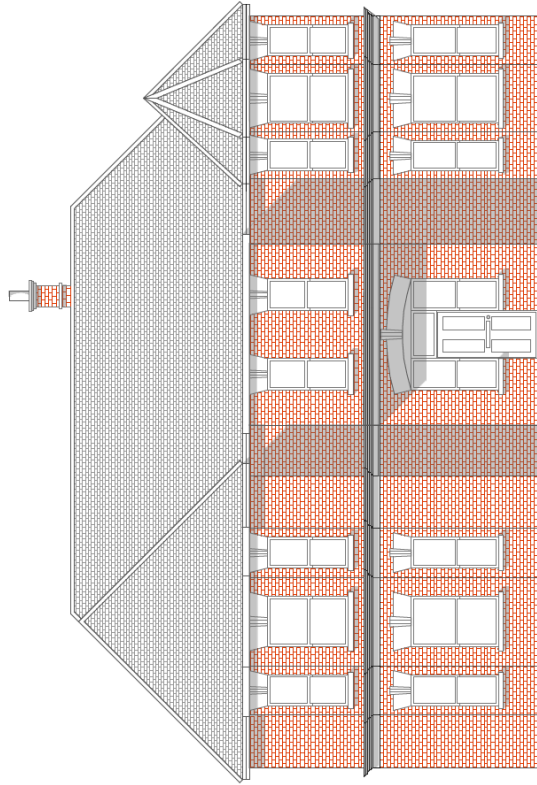
Existing Walls
Proposed Walls

PROPOSED PLANS

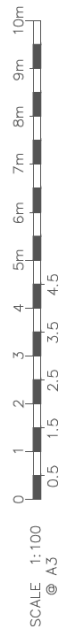
Ref.	Revision	Date	By
<p>CTF Associates Chartered Architects Design Consultants</p> <p>MR ASSADULLAH MIR</p>		<p>Client: MR ASSADULLAH MIR</p>	
<p>ALL DIMENSIONS TO BE CHECKED ON SITE ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS</p>			
<p>Project: 39 Cargate Avenue, Aldershot, GU11 3EW - Erection of a first floor and two storey extensions to front and rear elevations</p>		<p>Date: 25/10/2019</p>	
<p>Scale: A3 @ 1:100</p>		<p>Job number: 1652</p>	
<p>Drawn by: S.K</p>		<p>Revision: 4/12</p>	
<p>MIRTEL No. 01252315 170 Alderley Chambers First Floor, 01252315 175 Aldershot, Surrey GU11 1TB www.ctfa.co.uk VAT No. 567110088</p>		<p>Project: 39 Cargate Avenue, Aldershot, GU11 3EW - Erection of a first floor and two storey extensions to front and rear elevations</p>	



37 Cargate Avenue



39 Cargate Avenue



PROPSAL IN CONTEXT

MR ASSADULLAH MIR
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Design Consultants
No. 17202-316 176
Green Road
Gulf 110
Tel: 01171908
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CTFA Associates
Chartered Architects
Design Consultants

ALL DIMENSIONS TO BE CHECKED ON SITE
ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS

Client: MR ASSADULLAH MIR

Project: 39 Cargate Avenue, Aldershot, GU11 3EW - Erection of a first floor and two storey extensions to front and rear elevations

Scale: A3 @ 1:100

Job number: 1652

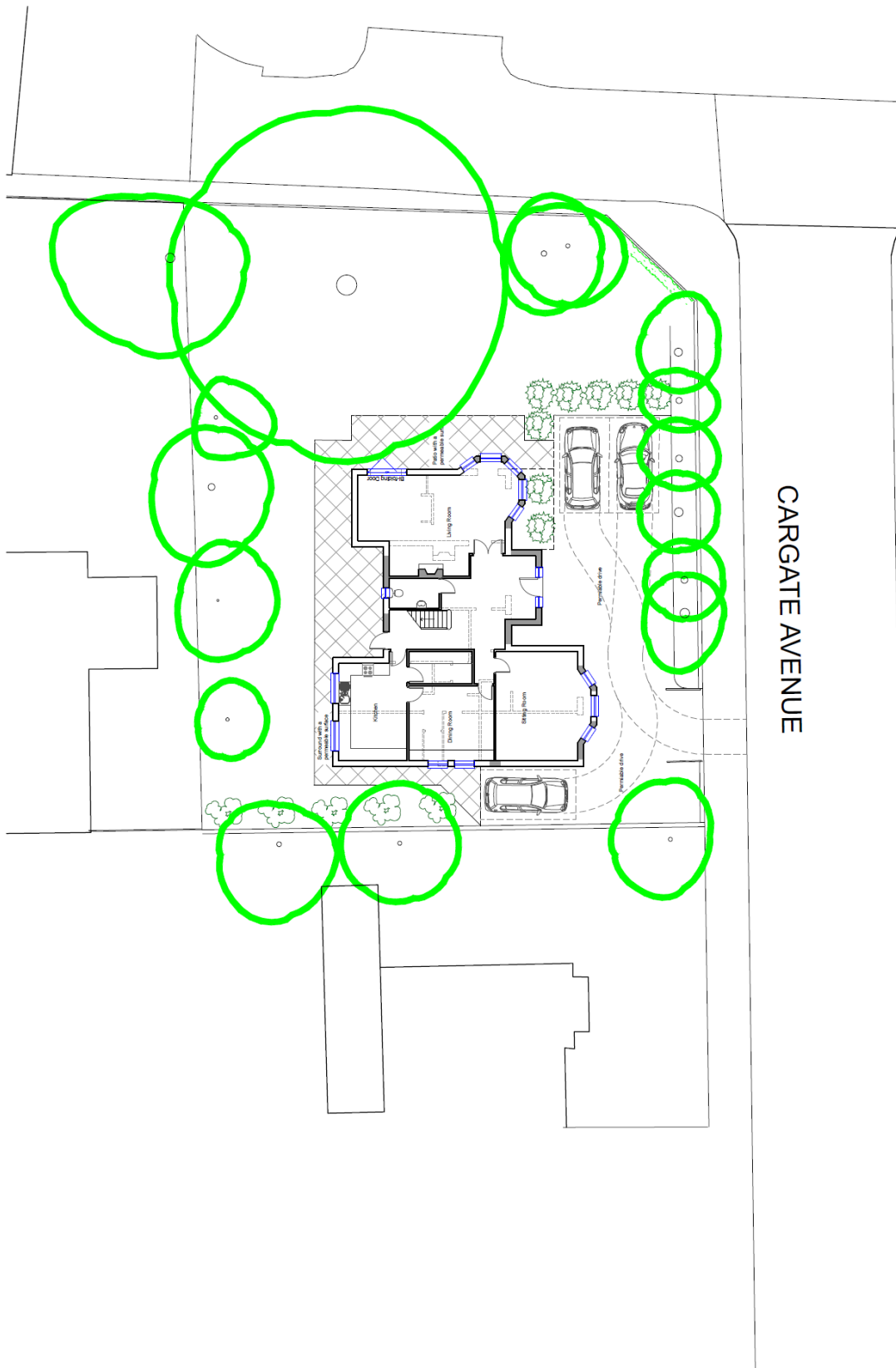
Date: 25/10/2019

Drawing number: 8/12

Drawn by: S.K

Revision:

Ref.	Revision	Date	By



CARGATE AVENUE

PROPOSED CAR PARKING PLAN



Ref.	Revision	Date	By
<p>Client: MR ASSADULLAH MIR</p> <p>ALL DIMENSIONS TO BE CHECKED ON SITE ONLY TO BE SCALED FOR PLANNING AND BUILDING REGULATIONS</p>			
<p>Project: 39 Cargate Avenue, Aldershot, GU11 3EW - Erection of a first floor and two storey extensions to front and rear elevations</p>		<p>Date: 25/10/2019</p>	
<p>Scale: A3 @ 1:200</p>		<p>Job number: 1652</p>	
<p>Drawn by: S.K</p>		<p>Revision:</p>	
<p>CTFoo Associates Chartered Architects Design Consultants</p> <p>Mr. OJ 222 315 170 Mrs. OJ 222 315 176 01753 315 176 info@ctfoo.com www.ctfoo.com</p>			



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	Louise Davies
Application No.	19/00839/RBCRG3
Date Valid	27 November 2019
Expiry date of consultations	19 December 2019
Proposal	Retention of single storey 9 bed hostel and associated outbuilding until November 2020
Address	259 North Lane, Aldershot
Ward	Wellington
Applicant	Mr Tim Mills
Agent	Mrs Zöe Paine
Recommendation	GRANT

Description

This application seeks to allow the retention and use of the building as a 9 x bed hostel for rough sleepers for a further year on the same terms and basis as that permitted under application 18/00118/RBCRG3 (Development Management Committee Report PLN1806). The use of an ancillary building as a break out/consultation room was also granted a temporary consent (18/00118/RBCRG3). This application seeks to continue both uses until 30 November 2020.

The Application Site & Context

The site is located at the northern end of North Lane, close to its junction with Ordnance Road. It contains two single-storey buildings in a grassed compound with vehicular access via an adjacent Ministry of Defence car park. The site was previously used as an Air Cadets HQ. Adjacent to the entrance gate is a steel lattice mast with a radio antenna and floodlight at the top.

Relevant Planning History

The site falls within the outline consent for the Aldershot Urban Extension (Wellesley) and the building will be demolished and developed for housing as part of this development in the future.

In 2010 planning permission was granted (ref: 10/00769/FULPP) for the erection of a single storey side extension to the hut but this was not implemented. On the 10th March 2014, hybrid outline planning permission (ref: 12/00958/OUT) was granted for the redevelopment of land at the Ministry of Defence's former Aldershot Garrison for up to 3,850 no. dwellings together with associated infrastructure and Suitable Alternative Natural Greenspace (SANG). The Master Plan for the development "Wellesley" is divided into a series of Development Zones. The application site is located in Development Zone S – REME. Based on the current programme, this zone is not expected to be developed before November 2020.

On the 28th June 2016, Rushmoor Borough Council Cabinet considered a report (ref; EHH1607) setting out a proposal to use 259 North Lane as temporary accommodation for rough sleepers, providing specialist housing and intervention for a period of three years, for up to nine people with drug, alcohol and mental health issues. Pursuant to this, planning permission (16/00557/RBC3PP) was granted by the Development Management Committee (Report No. PLN1627) for the change of use along with the reconfiguring of the internal layout, to provide 9 bedrooms (one of which is a crash pad) with a central corridor, living area, office, kitchen and two shower rooms. The proposal involved limited external alterations, including the formation of a covered bin store adjacent to the entrance gates in the south-west corner of the site, along with a new ramped access route and cycle store north of the building. The external grounds were to be covered with modular paving to provide a safe level area with two car parking spaces. This permission was limited to a period of three years.

On the 28 March 2018, the Development Management Committee granted a temporary permission for the retention of a timber outbuilding for breakout use ancillary to adjacent wet hostel and associated hard landscaping. This permission was limited to one year.

This application seeks to extend both the use of the hostel and the ancillary outbuilding for a period of one year, until November 2020.

Consultee Responses

Environmental Health No objection.

Neighbour Consultation

A site notice was placed on the lamp post outside the pedestrian entrance to the site and 8 neighbouring properties were consulted. No comments have been received.

Due to its location, the distance of separation from all nearby dwellings and given that the site is staffed and managed on a 24 hours a day basis, it is considered that the proposal would have no significant material impact on the amenity of neighbouring properties. The use of the site as a hostel over the past three years has not led to any significant concerns being raised by the neighbouring community.

Policy and Determining Issues

The site is located within the built-up area of Aldershot, where there is a presumption in favour of development. Policy SP5 (Wellesley) is particularly relevant to the consideration of this proposal.

Design and Impact on Amenity

Existing hedging and vegetation on the boundary surrounding the site screens the property from public view and would be retained and maintained as a result of this development. No alteration to the building or environs are proposed. No objections are therefore raised on grounds of design or amenity.

Highway Considerations:

There are no proposed changes to the numbers of staff, means of access or parking arrangements at the site. Therefore, no objections are raised on traffic or highway safety grounds.

Conclusion

The proposal would continue to have an acceptable impact on the character of the area and on adjoining residential occupiers. The proposal is acceptable in highway safety terms.

The proposal therefore complies with the relevant Rushmoor Local Plan policies and the National Planning Policy Framework.

FULL RECOMMENDATION

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

- 1 The use of the main building as temporary emergency accommodation for homeless people shall cease on or before the 30th November 2020.

Reason - To meet a current identified housing need and to allow the future implementation of the Aldershot Urban Extension.

- 2 The timber outbuilding shall be retained for a temporary period in connection with the main use of the adjacent hostel building. The structure shall be removed on or before the 30th November 2020.

Reason - To provide ancillary floorspace in connection with the adjacent hostel and to allow the future implementation of the Aldershot Urban Extension.

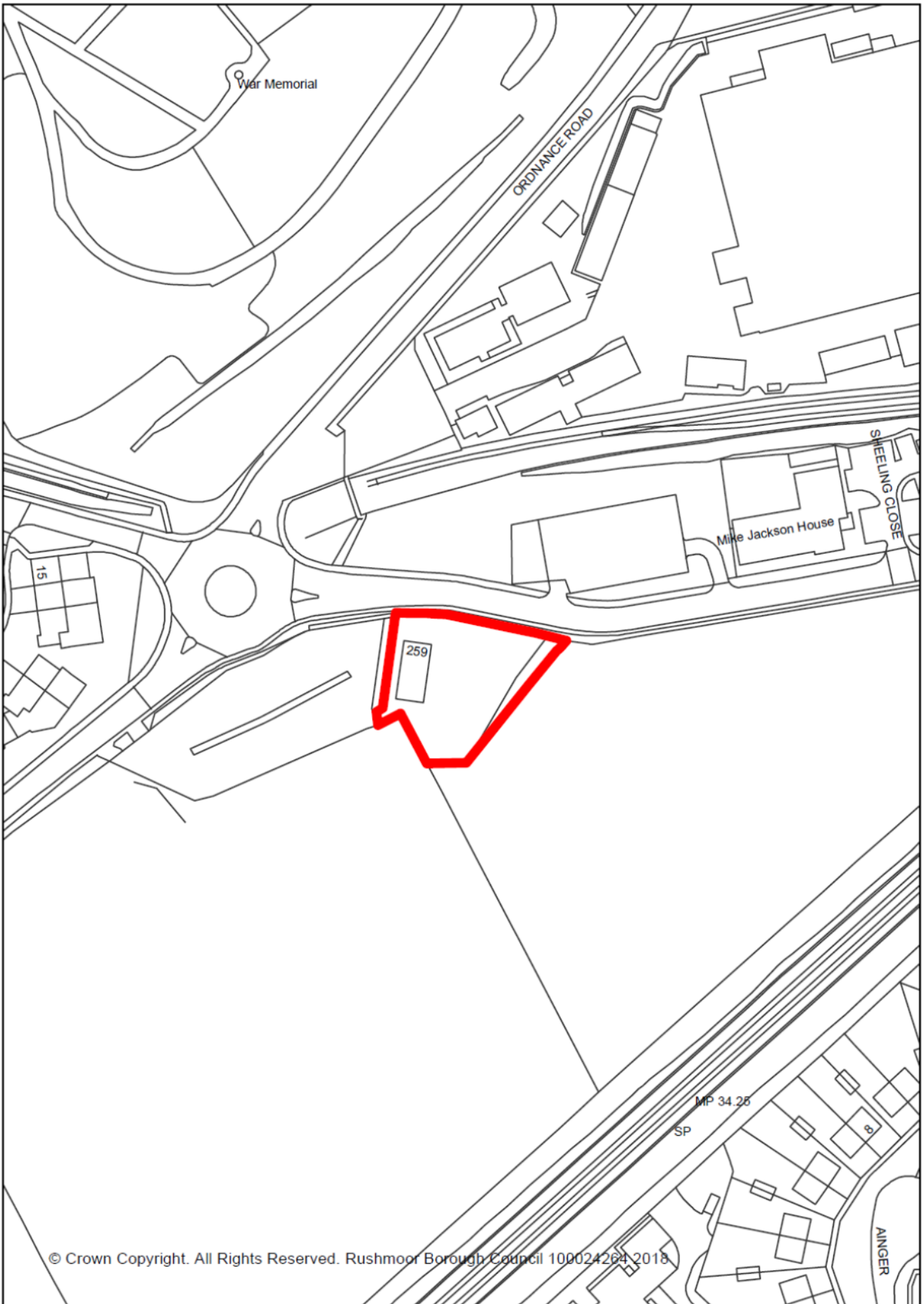
Informatives

- 1 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because the proposals are considered acceptable in principle, has had an acceptable impact on the established visual character and appearance of the area and the amenity of neighbours. The proposal would provide an acceptable living environment and is acceptable in highway terms.

It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a

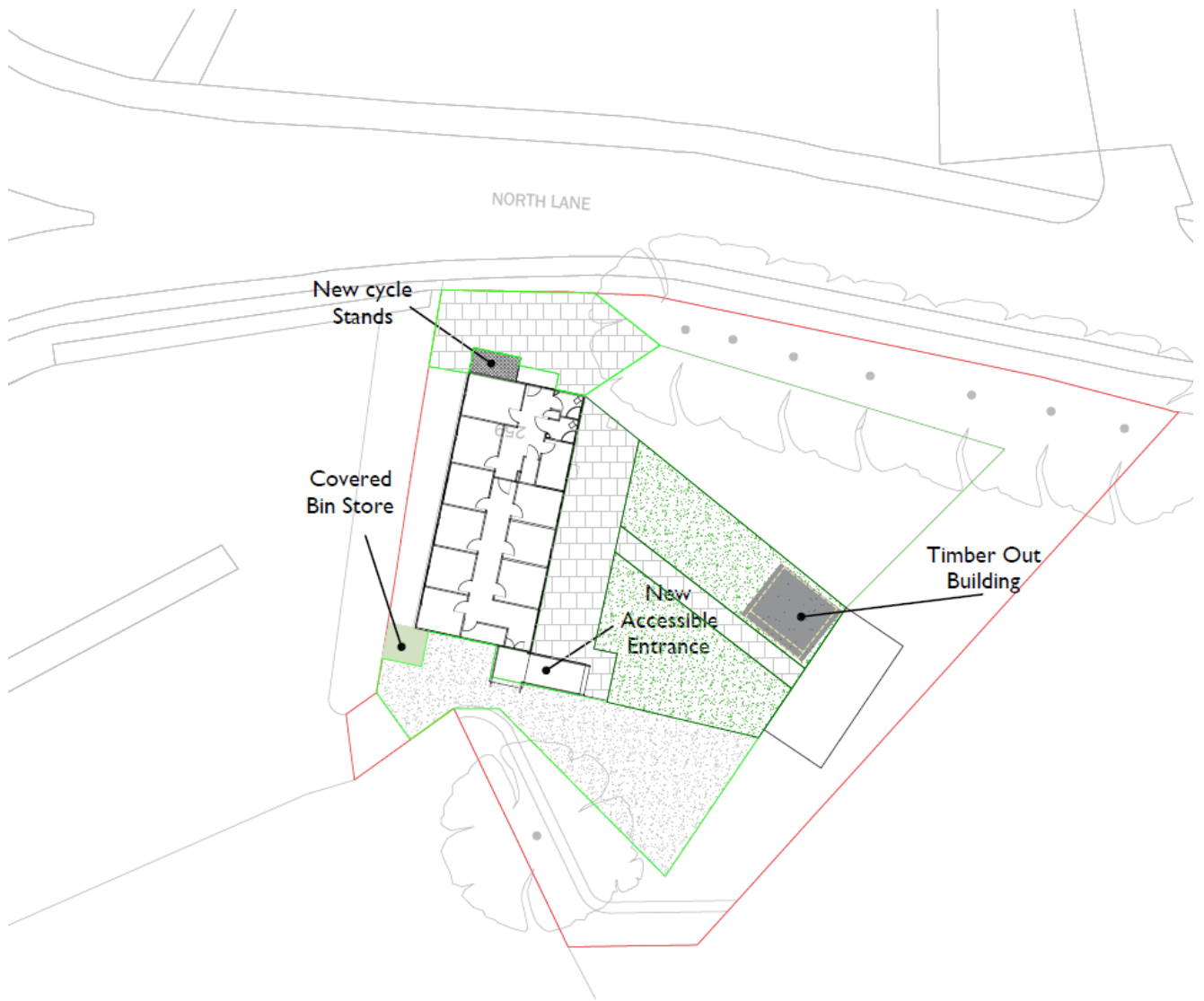
consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.

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



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Site Layout Plan



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	Chris Jones
Application No.	19/00871/COUPP
Date Valid	16th December 2019
Expiry date of consultations	9th January 2020
Proposal	Use of land for siting of one storage container to provide storage facility for community cycling club
Address	The Rushmoor Community Stadium Farnborough Town Football Club Cherrywood Road Farnborough
Ward	Cherrywood
Applicant	Mrs Mara Makunura
Agent	
Recommendation	GRANT

Description

The application site is located within the enclosed area of the Rushmoor Community Stadium and is an area of approximately 30m by 30m situated at the south-east corner of the playing pitch between the south and east stands. It is separated from the adjoining car park and allotment entrance by metal fencing.

The proposal is to site a metal storage container on the land to provide facilities for the Bechkwin Community Cycling Club. The container would be a standard shipping container measuring 2.4m in width, 6.0m in length and 2.6m in height. It would be used for the storage of bicycles, trikes and other cycling equipment for the use of the club's members.

This application is being referred to the Development Management Committee because the applicant is Cllr Mara Makaanura, who is the founder of the Bechkwin Community Cycling Club.

Consultee Responses

RBC Property Services	No Objection.
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Neighbours notified

In addition to posting a site notice and press advertisement, 5 individual letters of notification were sent to properties in Peach Tree Close.

Neighbour comments

None received at time of writing, an update will be provided at the Committee Meeting.

Policy and determining issues

The site is within the Defined Urban Area as shown on the policies map of the Rushmoor Local Plan and contains a major playing field. Policies IN1 - Infrastructure and Community Facilities, DE1 - Design in the Built Environment, DE6 - Open Space, Sports and Recreation and DE7- Playing Fields and Ancillary Facilities are considered to be relevant.

The main determining issues are considered to be the principle of the development, impact upon visual amenity and the character of the area, impact upon residential amenity and parking/highway safety.

Commentary

Principle -

The Bechkwin Community Cycle Club has been set up to provide access to cycling for people who do not necessarily own their own cycles and equipment and to encourage community cycling events for the health and other benefits that this may produce. Equipment is currently stored at Farnborough Grange Nursery and Infant School but this space will shortly be required for other purposes and new facilities must be sought elsewhere. The Rushmoor Community Stadium already supports a number of community uses and it is considered that the provision of a storage facility for a community based cycling club would fit well with its overall use and would be acceptable, provided that it would not interfere with the primary use of the site as a football ground, that it would not adversely affect the character and amenity of the area, that it would not affect residential amenity or impact upon highway safety.

Impact upon Sports Pitch -

The area where the container would be sited is located clear from the sports pitch and is not actively used by the Football Club. Access to the area would be via a gate in the fence separating the area from the car park. The proposal would have no impact upon the operation of the football ground and pitch.

Impact upon Visual Amenity and Character of the Area -

The proposed location for the container is set well away from the boundary with Cherrywood Road, is enclosed by solid metal fencing and is adjacent to the south or Prospect Road End stand. The container would be small in scale in comparison with the adjacent stand. In consequence, it is considered that the container would not be readily visible from the public road and there would be little impact on visual amenity or the character of the area.

Impact upon Residential Amenity -

The storage container would be positioned 20m from the closest residential property in Peach Tree Close. The upper part of the container may be visible from the upper floor windows of properties in Peach Tree Close, where it would be viewed against the backdrop of the much larger south stand behind. It is therefore considered that the proposed container would have little impact upon residential outlook and amenity.

Parking and Highway Safety-

The proposed storage container would not intrude onto the adjacent car park or the access road to the allotments. Any parking demand associated with the cycle club's use of the area is likely to be low and could be accommodated within the car park, provided that events are not held on match days.

Duration of Consent -

With applications of this type, the Council normally considers it appropriate to grant planning permission on a temporary basis, so that the condition of the container and the nature of the use can be monitored, the responsibility for its removal (if no longer required) rests with the applicant, and visual and residential amenity are safeguarded in the long term. The Property and Estates Manager has advised that it would be likely the structure would be granted a license to remain on the site for up to two years, which would be reviewed as necessary. Although In this case, the applicant has requested that permission be granted on a permanent basis, it is considered that the duration of the planning permission should reflect the duration of the license and the 'temporary' appearance of the proposed structure. The applicant can seek a new planning permission as and when appropriate and this can be considered on its merits.

Conclusion -

It is considered that the proposal would provide a community-based recreation facility and would not adversely affect visual amenity, residential amenity, the operation of the football ground or highway safety. It accords with Policies IN1, DE1, DE6 and DE7 of the Rushmoor Local Plan.

Full Recommendation

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

- 1 The temporary structure hereby permitted shall be removed from the site on or before 31st January 2022.

Reason - To safeguard the residential and visual amenity of the surrounding area.

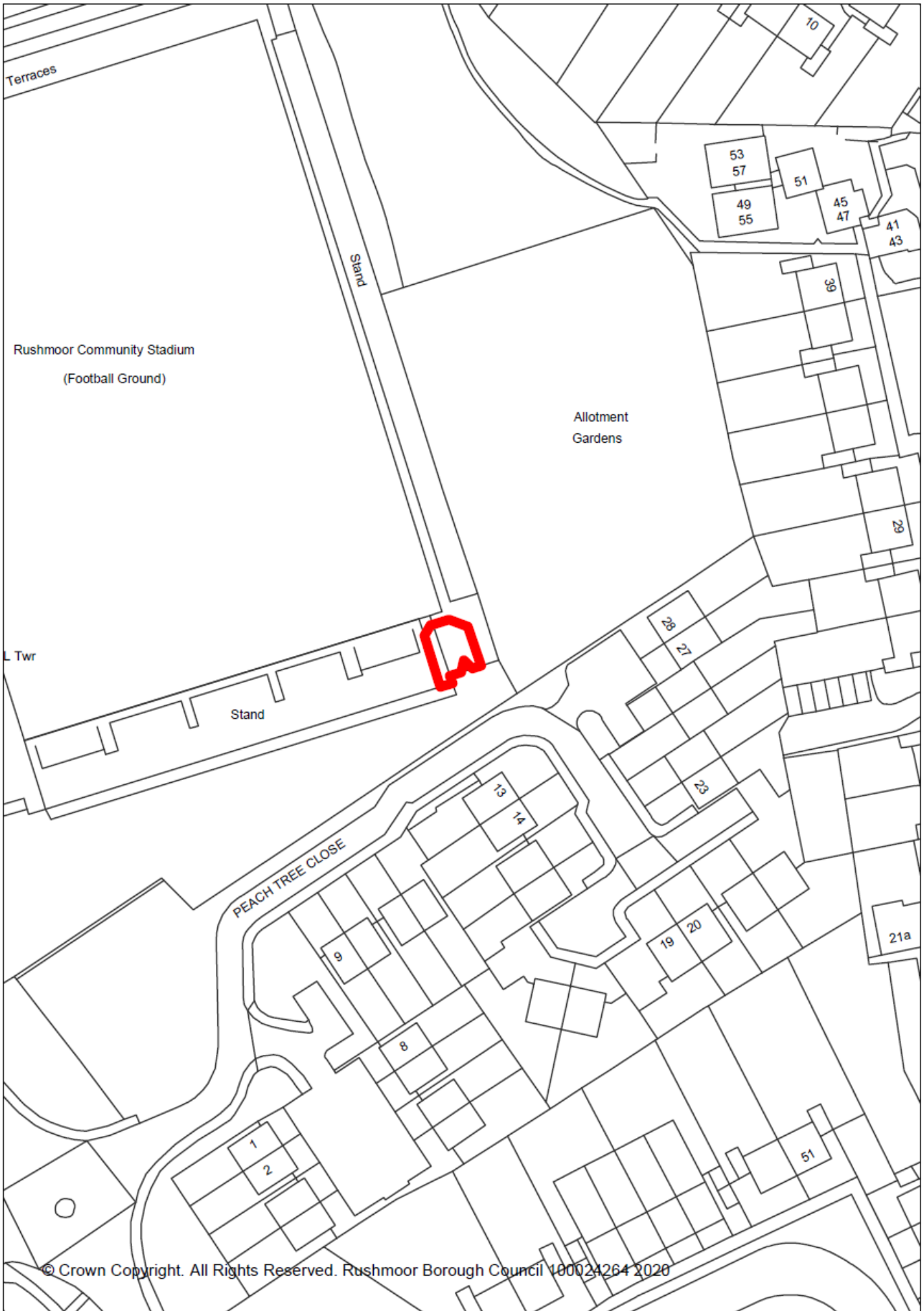
- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings Drawing numbers: Plan 1, Container Specification Sheet and site location plan.

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

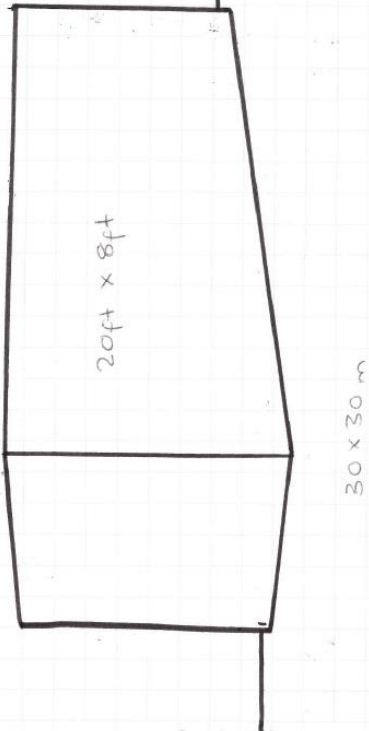
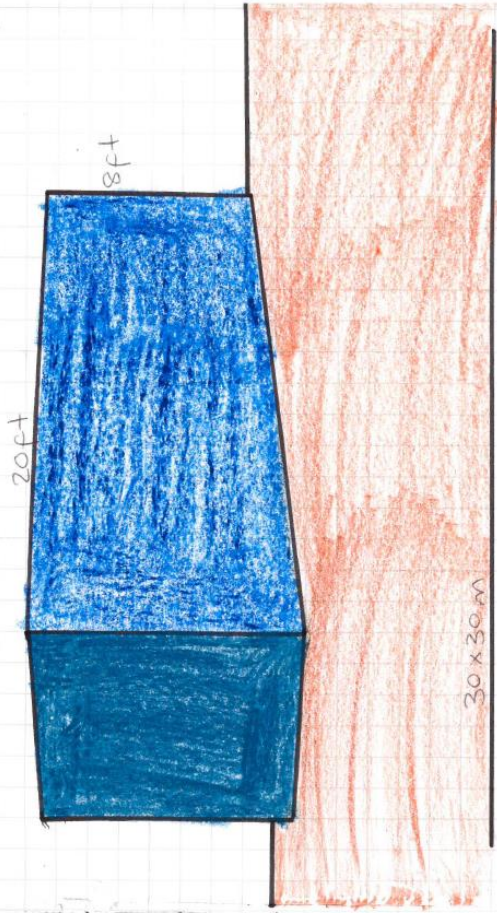
Informatives

- 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.

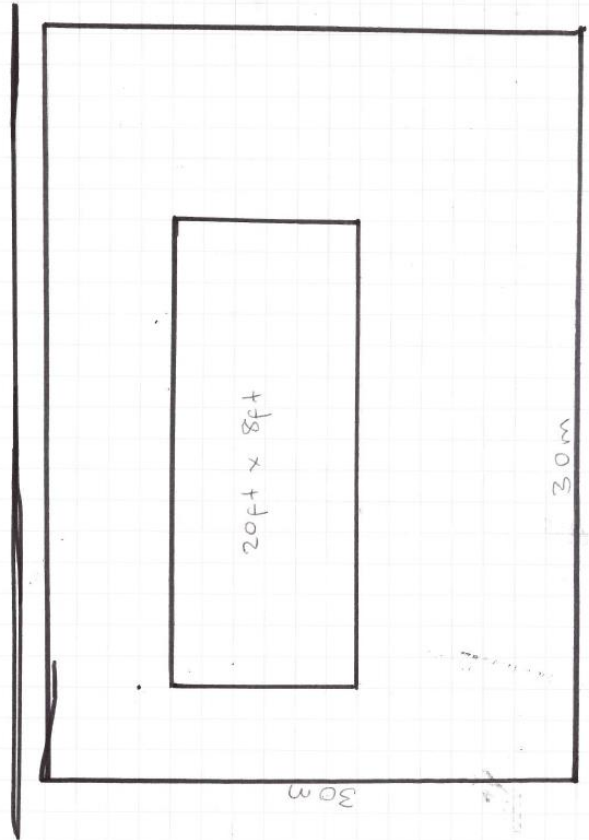
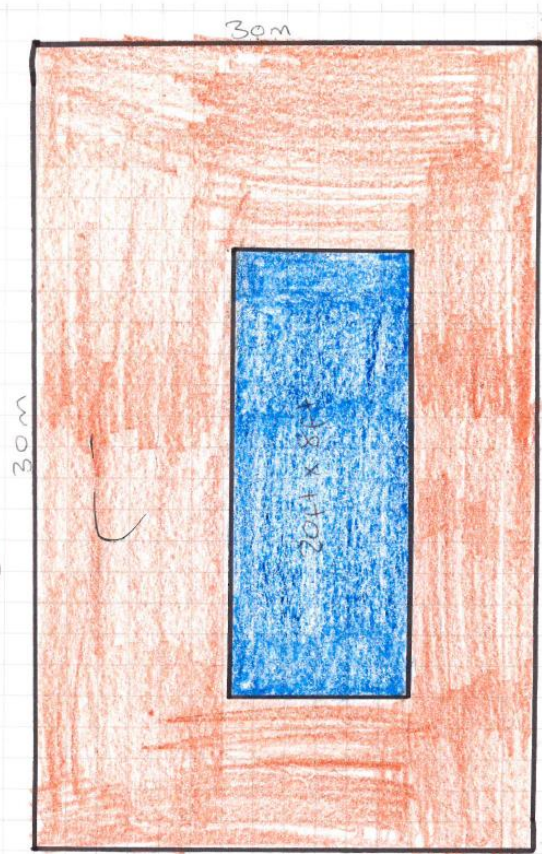
- 2 INFORMATIVE - REASONS FOR APPROVAL- The Council has granted permission because it is considered that the proposal would provide a community-based recreation facility and would not adversely affect visual amenity, residential amenity, the operation of the football ground or highway safety. It accords with Policies IN1, DE1, DE6 and DE7 of the Rushmoor Local Plan. 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.



3D



2D



PLAN I



20FT X 8FT STEEL STORAGE CONTAINER FOR HIRE (CLEAN FOR FURNITURE)



PRODUCT DETAILS

20ft x 8ft standard shipping containers for hire, manufactured in China and used once for shipping cargo into the UK.

Built to ISO standard container dimensions we reserve the furniture containers for the storage of selected clean products. These are ideal for containerised storage of a wide range of materials and products including food items, soft furnishings and electrical goods.

20FT SHIPPING CONTAINER HIRE (CLEAN FOR FURNITURE) FEATURES

- Shipping container construction
- Rubber door seals
- 1 or 2 vertical locking bars per door, fitted lockbox and high security container padlock
- Heavy duty 28mm wooden floor – strong enough to operate/drive small wheeled equipment inside such as diggers and forklifts
- Vermin proof
- High level vents provide air circulation and reduce the build-up of condensation inside the container
- Can be stacked with containers of the same size, when using the double-ended twist lock accessory. You will need to provide access to the first storey as no staircase is available to hire.

Our delivery drivers will level up the unit under the 4 corners. You will need to let us know beforehand if you have a very uneven or sloping site.

This container is fitted with forklift pockets – only suitable for lifting with fork tines of at least 8ft (2.4m) length and suitable truck capacity.

Interested in buying a 20ft container rather than hiring? View our range of [new and used 20ft containers for sale](#).

PRODUCT SPECIFICATIONS

External Length (m)	6.058
External Width (m)	2.438
External Height (m)	2.591
Internal Length (m)	5.844
Internal Width (m)	2.438
Internal Height (m)	2.39
Door Width (m)	2.34
Door Height (m)	2.28
Floor Type	28mm Marine Ply

PRODUCT DOWNLOADS

- [Product Profile \(PDF 615kb\)](#)
- [Layout Drawing \(QF639\) \(PDF 110kb\)](#)

To view PDF documents you will need the free Adobe Reader installed on your device. If you do not have the reader you can get it from the [Adobe website](#).

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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	18/00476/CONDPP	Ward: Wellington
Applicant:	Mr Jack Johnson	
Decision:	Permission Granted	
Decision Date:	28 November 2019	
Proposal:	Submission of details pursuant to condition 4 (boundary treatment) and 6 (sound reduction) of part reserved matters 16/00757/REMPP dated 7th March 2017 (Corunna B1 & B2).	
Address	Zone B - Corunna Aldershot Urban Extension Alisons Road Aldershot Hampshire	

Application No	18/00891/LBCPP	Ward: Wellington
Applicant:	Mr David Gubby	
Decision:	Permission Granted	
Decision Date:	06 December 2019	
Proposal:	Replacement of failed roof coverings to match existing and repair of 8 no. timber dormer windows to main roof	
Address	Royal Garrison Church Of All Saints Farnborough Road Aldershot Hampshire GU11 1QA	

Application No 19/00344/FULPP Ward: Empress

Applicant: Mr Mike Robertson

Decision: **Permission Granted**

Decision Date: 06 December 2019

Proposal: Erection of 12 x 8 metre tubular floodlighting columns with 12 no. Hulux LED lights around the perimeter of the netball courts, to be operational between hours of 9am to 8pm Monday to Friday, from November to February only

Address **Farnborough Hill School 312 Farnborough Road Farnborough Hampshire GU14 8AT**

Application No 19/00445/FULPP Ward: St Mark's

Applicant: Mr & Mrs Jackman

Decision: **Permission Granted**

Decision Date: 29 November 2019

Proposal: Change of use of ground floor retail unit (Use Class A1) to self contained two bedroom flat (Use Class C3)

Address **104A Peabody Road Farnborough Hampshire GU14 6DY**

Application No 19/00481/FULPP Ward: Manor Park

Applicant: Mr Choudhary

Decision: **Permission Granted**

Decision Date: 05 December 2019

Proposal: Retention of a two storey rear extension and hip to gable roof extension with rear dormer window to provide a third bedroom, formation of a dropped kerb and creation of two off road parking spaces (Variation of 18/00823/FULPP dated 21 January 2019)

Address **110 Boxalls Lane Aldershot Hampshire GU11 3QG**

Application No 19/00482/FULPP Ward: Knellwood
Applicant: Mr Nigel Hilder -H H Hilder & Sons
Decision: **Permission Refused**
Decision Date: 05 December 2019
Proposal: Demolition of existing garage at 15 Hilder Gardens and erection two new detached dwellings to the rear with ancillary parking and access road
Address **14 Hilder Gardens Farnborough Hampshire GU14 7BQ**

Application No 19/00594/REVPP Ward: St John's
Applicant: Mr Shane Bujold
Decision: **Permission Granted**
Decision Date: 05 December 2019
Proposal: Relief of Condition 9 of Planning Permission 04/00010/REM dated 2nd April 2004 to allow the conversion of garage to form a habitable room and erection of single storey front and rear extensions
Address **19 Maple Avenue Farnborough Hampshire GU14 9UR**

Application No 19/00640/FULPP Ward: Empress
Applicant: Mr Janak Rai
Decision: **Permission Granted**
Decision Date: 27 November 2019
Proposal: Change of use of ground floor of building from Offices (Class B1) to a mixed use of a Safe Deposit Box facility (Class Sui Generis) and an office (Class B1)
Address **Ground Floor Victoria House 50 - 58 Victoria Road Farnborough Hampshire GU14 7PG**

Application No 19/00651/CONDPP Ward: Wellington

Applicant: Mr James Lehmann

Decision: **Permission Granted**

Decision Date: 06 December 2019

Proposal: Details pursuant to condition 12 (trees) attached to Outline Planning Permission 12/00958/OUT dated 10th March 2014 in respect of works to trees in Corunna Development Zone B3 B4.

Address **Zone B - Corunna Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 19/00662/FULPP Ward: Manor Park

Applicant: Mr Ravinder Kumar

Decision: **Permission Refused**

Decision Date: 06 December 2019

Proposal: Retention of new metal roller shutter door and shutter box on front elevation

Address **350 High Street Aldershot Hampshire GU12 4LU**

Application No 19/00667/COND Ward: Wellington

Applicant: Mr Sean Havis

Decision: **Permission Granted**

Decision Date: 10 December 2019

Proposal: Submission of details pursuant to condition 9 (Ramsden Memorial Wall landscape design scheme), of part reserved matters 18/00117/REMPP dated 21st June 2018 (Corunna B3 & B4).

Address **Zone B - Corunna Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 19/00674/FULPP Ward: North Town
Applicant: Mr Bob Gray
Decision: **Permission Granted**
Decision Date: 25 November 2019
Proposal: Retention of a part single and part two storey rear extension, dormer window to rear and single storey side extension and roof lights to front
Address **85 North Lane Aldershot Hampshire GU12 4QJ**

Application No 19/00682/FULPP Ward: North Town
Applicant: Mr Tony Cotugno
Decision: **Permission Granted**
Decision Date: 18 December 2019
Proposal: Erection of second floor extension to building at rear to provide 1 additional self contained 2-bed flat, amendments to existing flats to provide new windows together with revised access stairs, parking layout, landscaping and refuse bin storage
Address **Clyde Court 233 Ash Road Aldershot Hampshire GU12 4WD**

Application No 19/00699/TPOPP Ward: Knellwood
Applicant: Mr Jim Howard
Decision: **Permission Granted**
Decision Date: 27 November 2019
Proposal: One Oak (T64 of TPO 439A) crown clean to remove dead or structurally defective branches and remains of tree house. Lift canopy to give no more than 5.2 metres clearance over carriageway (exempt works) and lift the canopy to give no more than 4 metres ground clearance to other aspects. Reduce extended branches to driveway aspect by no more than 3 metres
Address **22 Albert Road Farnborough Hampshire GU14 6SH**

Application No 19/00700/CONDPP Ward: Empress
Applicant: Churchill Retirement Living
Decision: **Permission Granted**
Decision Date: 06 December 2019
Proposal: Submission of details pursuant to conditions 2 (materials), 14 (drainage), 19 (contamination) and 21 (overlooking mitigation) attached to planning permission 18/00623/FULPP dated 16 January 2019.
Address **110 - 118 Victoria Road Farnborough Hampshire**

Application No 19/00701/FULPP Ward: Rowhill
Applicant: Mr And Mrs M Flynn
Decision: **Permission Granted**
Decision Date: 28 November 2019
Proposal: Erection of a detached 3-bed dwelling on land to the rear of 211 Weybourne Road
Address **Land To The Rear Of 211 Weybourne Road Aldershot Hampshire GU11 3NE**

Application No 19/00704/FULPP Ward: North Town
Applicant: Mr Adam Dunn
Decision: **Permission Granted**
Decision Date: 13 December 2019
Proposal: Siting of cold storage container for storage of food goods
Address **Unit 14 (The Range) Ivy Road Aldershot Hampshire GU12 4TX**

Application No 19/00709/FULPP Ward: Manor Park
Applicant: Mr And Mrs Johnson
Decision: **Permission Granted**
Decision Date: 03 December 2019
Proposal: Erection of two storey rear extension with single storey front extension
Address **40 Jubilee Road Aldershot Hampshire GU11 3QE**

Application No 19/00713/COND Ward: North Town

Applicant: Belleview Group Ltd.

Decision: **Split decision**

Decision Date: 11 December 2019

Proposal: Submission of details pursuant to Condition Nos.3 (external materials details) and 9 (Construction & Traffic Management Plan) of planning permission 19/00391/FULPP dated 13 September 2019

Address **Development Site At Garages Belle Vue Close Belle Vue Close Aldershot Hampshire**

Application No 19/00720/TPOPP Ward: Fernhill

Applicant: Faye Cohen

Decision: **Permission Granted**

Decision Date: 02 December 2019

Proposal: English Oak (T16 of TPO 427) cut back to give no more than 2 metres vertical clearance from rear of house. Crown lift to no more than 4 metres from ground level

Address **17 Ashbury Drive Blackwater Camberley Hampshire GU17 9HH**

Application No 19/00724/CONDPP Ward: Fernhill

Applicant: Langham Homes Ltd

Decision: **Conditions details approved**

Decision Date: 11 December 2019

Proposal: Submission of details pursuant to Condition No.14 (i) (Desktop Site Investigation only) of planning permission 18/00709/FULPP dated 31 December 2018

Address **Land Adjacent Green Hedges Hawley Road Blackwater Camberley Hampshire**

Application No 19/00725/FULPP Ward: Empress

Applicant: Mrs Riordan

Decision: **Permission Granted**

Decision Date: 03 December 2019

Proposal: Erection of a two storey front extension, first floor side extension over existing garage and relief of condition 3 attached to planning permission Ref 94/00265/FUL dated 17 June 1994 to allow the conversion of existing garage to form part additional ground floor living space and part storeroom

Address **Windsor House 50 Pierrefondes Avenue Farnborough Hampshire GU14 8NH**

Application No 19/00727/REV Ward: Aldershot Park

Applicant: Mr S Sandhu

Decision: **Permission Granted**

Decision Date: 02 December 2019

Proposal: Removal of Condition No.3 of planning permission 15/00019/FULPP dated 3rd March 2015 and removal of Condition No.1 of planning permission 19/00560/NMAPP as amended by Non-Material Amendments 15/00413/NMAPP dated 8th July 2015, 17/00342/NMAPP dated 25th April 2017, 17/00703/NMA dated 21st August 2017

Address **99 - 101 Brighton Road Aldershot Hampshire GU12 4HN**

Application No 19/00729/FULPP Ward: Cove And Southwood

Applicant: Mr And Mrs Pullinger

Decision: **Permission Granted**

Decision Date: 23 December 2019

Proposal: Variation of planning permission HDC9497 dated 29th September 1982 (OUTLINE PERMISSION for residential, industrial, golf course and ancillary amenity areas) to allow the partial conversion of garage to utility room and erection of a single storey front extension, first floor side and loft conversion

Address **1 Lodsworth Farnborough Hampshire GU14 0RT**

Application No 19/00731/TPOPP Ward: Knellwood
Applicant: Mr Matthew Blanchfield
Decision: **Permission Granted**
Decision Date: 09 December 2019
Proposal: T1 Oak Tree (T20 of TPO 435A)- reduce tree by no more than 3m all over. Tree in question is over hanging the road and a high traffic walk way, showing signs of decay and excessive deadwood
Address **191 Sycamore Road Farnborough Hampshire GU14 6RQ**

Application No 19/00732/CONDPP Ward: Empress
Applicant: Key Property Investments (No.1) Ltd
Decision: **Conditions details approved**
Decision Date: 23 December 2019
Proposal: Submission of details to comply with condition 2 (External Materials), condition 3 (Surface Materials) 6 (Impact or driven pile driving) and condition 18 (Sustainable Drainage System) of planning permission 19/00103/FUL dated 23rd July 2019
Address **Block 3 Queensmead Farnborough Hampshire**

Application No 19/00734/FUL Ward: North Town
Applicant: Mr Nicholas Gunner
Decision: **Permission Granted**
Decision Date: 25 November 2019
Proposal: Erection of a first floor rear extension
Address **114 Holly Road Aldershot Hampshire GU12 4SG**

Application No 19/00735/FULPP Ward: Manor Park
Applicant: Mr Sami Karapinar
Decision: **Permission Granted**
Decision Date: 25 November 2019
Proposal: Retention of a front extension
Address **51 Boxalls Lane Aldershot Hampshire GU11 3QL**

Application No 19/00736/TPOPP Ward: St John's
Applicant: Mr Flarty
Decision: **Permission Granted**
Decision Date: 09 December 2019
Proposal: Remove and replace one Silver Birch, T805 on submitted plan (T6 of TPO 364)
Address **St Johns Court St Johns Road Farnborough Hampshire GU14 9RW**

Application No 19/00739/TPOPP Ward: St John's
Applicant: Mr Flarty
Decision: **Permission Granted**
Decision Date: 09 December 2019
Proposal: One Oak (T7 of TPO 388) reduce part of crown over the school boundary by no more than 3 metres. Remove and replace two Scots Pines numbered T961 and T969 on submitted plan (part of group G2 of TPO 388)
Address **Land Affected By TPO 388 - Between Cripsey Road, St Johns Road And Broomhill Road Farnborough Hampshire**

Application No 19/00743/CONDPP Ward: Wellington
Applicant: Legal & General Property
Decision: **Permission Granted**
Decision Date: 09 December 2019
Proposal: Submission of details to comply with Condition 4 (noise report) attached to planning permission 19/00469/FULPP dated 19/09/2019 for change of use of two separate restaurant units (Use Class A3) to a gym (Use Class D2) operating on a 24 hour basis
Address **Units 6 And 7 Westgate Aldershot Hampshire**

Application No 19/00746/FULPP Ward: Knellwood

Applicant: Mr R Donaldson

Decision: **Permission Granted**

Decision Date: 25 November 2019

Proposal: Erection of a single storey rear extension, formation of a dormer window to side and front porch

Address **30 Boundary Road Farnborough Hampshire GU14 6SF**

Application No 19/00749/CONDPP Ward: Empress

Applicant: Key Property Investments (No.1) Ltd

Decision: **Conditions details approved**

Decision Date: 23 December 2019

Proposal: Submission of details pursuant to Condition 4 (Construction Method Statement) of planning permission 19/00103/FUL for partial demolition of Kingsmead shopping centre (former Debenhams store), erection of an extension (Block 3) comprising retail use on the ground floor (3,108 sq m), 99 apartments over nine floors, private amenity space, 55 car parking spaces, 210 bicycle parking spaces, a bridge link and alterations to the existing car parks serving Block 2 and The Meads, a new entrance to The Meads shopping centre and associated works

Address **Block 3 Queensmead Farnborough Hampshire**

Application No 19/00750/COND Ward: Wellington

Applicant: Mr Sean Havis

Decision: **Permission Granted**

Decision Date: 12 December 2019

Proposal: Submission of details in respect of Corunna Development Zone B (B3 & B4) part pursuant to condition 15 (remediation reports) of hybrid outline planning permission 12/00958/OUT dated 10th March 2014 in relation to plots 9 to 38, 90 to 96, 104 to 109, 116 to 141, 238 to 240 and 254 to 274.

Address **Zone B - Corunna Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 19/00752/EDC Ward: Aldershot Park
Applicant: Mr Gray
Decision: **Development is Lawful**
Decision Date: 03 December 2019
Proposal: Lawful Development Certificate for existing development: Formation of a dormer within rear facing roof space to facilitate room in roof
Address **52 Ash Road Aldershot Hampshire GU12 4EZ**

Application No 19/00755/FUL Ward: St Mark's
Applicant: Airbus
Decision: **Permission Granted**
Decision Date: 18 December 2019
Proposal: Retention of 7 external antennae added to west face of building at eaves height to facilitate applicants' production process
Address **4 - 5 Voyager Park Dingley Way Farnborough Hampshire GU14 6FF**

Application No 19/00756/TPOPP Ward: Rowhill
Applicant: Mr Flarty
Decision: **Permission Granted**
Decision Date: 19 December 2019
Proposal: One Oak (T1 of TPO 303) cut back branches to clear buildings by no more than 2 metres, crown lift to no more than 4 metres from ground level and crown reduce by no more than 2 metres overall
Address **Land Affected By TPO 303 - 1 Garrett Mews St Benedicts Close Aldershot Hampshire**

Application No 19/00757/CONDPP Ward: North Town

Applicant: Hill Group

Decision: **Conditions details approved**

Decision Date: 12 December 2019

Proposal: Submission of details pursuant to Condition No.2 (external materials schedule), 19 (acoustic protection measures in respect of Blocks 27-34 inclusive) and 22 (phasing provision plan for unallocated parking spaces within the development) of planning permission 18/00321/REVPP dated 17 January 2019

Address **North Town Redevelopment Site - Stage 2 - Land Bounded By Eastern Road And Denmark Square Pegasus Avenue Aldershot Hampshire**

Application No 19/00758/FULPP Ward: St Mark's

Applicant: Mr John Morgan

Decision: **Permission Granted**

Decision Date: 18 December 2019

Proposal: Erection of double wire weld mesh fencing with access gates within school site

Address **Salesian College 119 Reading Road Farnborough Hampshire GU14 6PA**

Application No 19/00760/FULPP Ward: Knellwood

Applicant: Mr & Mrs Kelly

Decision: **Permission Granted**

Decision Date: 27 November 2019

Proposal: Erection of 2m high close board timber fencing with concrete posts and access gates to be sited along the front and side boundaries to incorporate a small strip of grassed area into the garden of the property following the demolition of existing brick boundary fencing

Address **36 Charlecote Close Farnborough Hampshire GU14 7EG**

Application No 19/00761/FULPP Ward: Rowhill
Applicant: Mr And Mrs R Seoane
Decision: **Permission Granted**
Decision Date: 24 December 2019
Proposal: Erection of part single storey and first floor front extension with roof lights and formation of dormer to rear roof slope
Address **2 Warrington Mews Aldershot Hampshire GU11 3BP**

Application No 19/00763/FULPP Ward: Knellwood
Applicant: Mr Neil Mackay
Decision: **Permission Granted**
Decision Date: 18 December 2019
Proposal: Replacement of Roof to Blocks D, O, Q, T and U
Address **Farnborough College Of Technology Boundary Road Farnborough Hampshire GU14 6SB**

Application No 19/00764/DEMOPP Ward: Knellwood
Applicant: Mr Neil Mackay
Decision: **Prior approval is NOT required**
Decision Date: 28 November 2019
Proposal: Demolition of C Block
Address **Farnborough College Of Technology Boundary Road Farnborough Hampshire GU14 6SB**

Application No 19/00766/CONDPP Ward: Wellington
Applicant: Grainger (Aldershot) Ltd and Secretary of
Decision: **Permission Granted**
Decision Date: 09 December 2019
Proposal: Details pursuant to condition 12 (trees) attached to Outline Planning Permission 12/00958/OUT dated 10th March 2014 in respect of works to trees within the Wellesley site.
Address **Aldershot Urban Extension Development Site At Queens Avenue Aldershot Hampshire**

Application No 19/00767/FULPP Ward: West Heath
Applicant: Ms Laurie Davies
Decision: **Permission Granted**
Decision Date: 29 November 2019
Proposal: Change of use of amenity land to garden land, erection of a two storey side extension and relocate existing boundary wall
Address **129 Giffard Drive Farnborough Hampshire GU14 8QD**

Application No 19/00771/CONDPP Ward: Manor Park
Applicant: Andrew Trafford
Decision: **Conditions details approved**
Decision Date: 23 December 2019
Proposal: Submission of details pursuant to Condition 3 (Materials) and Condition 4 (Surfacing Materials) of 18/00799/FULPP - Incorporation of part of rear garden of 45 Highfield Avenue into site, demolition of existing outbuildings and erection of three-bedroom dwellinghouse with parking and new vehicular access and storage shed for existing property, granted 12.2.19
Address **40 Highfield Gardens Aldershot Hampshire GU11 3DE**

Application No 19/00773/REXPD Ward: Aldershot Park
Applicant: Mr Jetmir Selimi
Decision: **Prior approval is NOT required**
Decision Date: 27 November 2019
Proposal: Notification of a prior approval for a proposed larger home extension: Erection of a single storey rear extension measuring 4 metres in depth, 2.7 metres to eaves and 3.8 metres in overall height
Address **41 Elston Road Aldershot Hampshire GU12 4HZ**

Application No 19/00775/CONDPP Ward: Wellington

Applicant: C/o Agent

Decision: **Permission Granted**

Decision Date: 05 December 2019

Proposal: Details pursuant to condition 12 (trees) attached to Outline Planning Permission 12/00958/OUT dated 10th March 2014 in respect of Woodland Management Plan for Gunhill Development Zone E.

Address **Zone E - Gunhill Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 19/00776/ADVPP Ward: Empress

Applicant: Mc Donalds Restaurant Ltd

Decision: **Permission Granted**

Decision Date: 18 December 2019

Proposal: Erection of 4 no. digital freestanding signs and 1 no. 15" digital booth screen

Address **McDonalds Restaurant 1 Blackwater Shopping Park Farnborough Gate Farnborough Hampshire GU14 8BL**

Application No 19/00779/TPO Ward: Knellwood

Applicant: Mrs Burgin

Decision: **Permission Granted**

Decision Date: 19 December 2019

Proposal: One Beech (T16 of TPO 301) reduce height and sides by no more than 2 metres, crown thin by no more than 15% and crown lift by no more than 5 metres from ground level and remove deadwood

Address **Little Beeches 150 Sycamore Road Farnborough Hampshire GU14 6RF**

Application No 19/00780/FULPP Ward: Knellwood
Applicant: Mr & Mrs Susan Bonnett
Decision: **Permission Granted**
Decision Date: 29 November 2019
Proposal: Erection of a first floor side extension and fenestration alterations
Address **173 Sycamore Road Farnborough Hampshire GU14 6RF**

Application No 19/00794/CONDPP Ward: Wellington
Applicant: Mr Sean Havis
Decision: **Permission Granted**
Decision Date: 29 November 2019
Proposal: Details pursuant to condition 12 (trees) attached to Outline Planning Permission 12/00958/OUT dated 10th March 2014 in respect of works to trees adjacent to Corunna Development Zone B3 B4.
Address **Zone B - Corunna Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 19/00798/NMAPP Ward: Knellwood
Applicant: Dr Hussain
Decision: **Permission Granted**
Decision Date: 12 December 2019
Proposal: Non-material amendment: Revisions to scheme approved by planning permission 15/00543/FULPP and 15/00973/REVPP to allow amendments to design of dwellinghouse comprising omission of porch, amendments to front and rear elevations and to internal layout
Address **13 Church Road West Farnborough Hampshire GU14 6QF**

Application No 19/00801/FULPP Ward: Cove And Southwood
Applicant: Mr Lewis Laurie
Decision: **Permission Granted**
Decision Date: 05 December 2019
Proposal: Erection of a pitched roof over single storey rear extension
Address **22 Ambleside Close Farnborough Hampshire GU14 0JY**

Application No 19/00804/FULPP Ward: North Town

Applicant: Mr Anthony Munday

Decision: **Permission Granted**

Decision Date: 05 December 2019

Proposal: Erection of a single storey side/rear extension

Address **47 North Lane Aldershot Hampshire GU12 4QF**

Application No 19/00812/PRIOR Ward: Wellington

Applicant: Rushmoor Borough Council

Decision: **Prior Approval Required and Granted**

Decision Date: 04 December 2019

Proposal: Notification of Prior Approval for proposed demolition under Class B, Part 11, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended : Partial demolition of single-storey rear element of 50 Union Street and demolition of good reception building within service yard of 38-46 Union Street

Address **50 Union Street Aldershot Hampshire GU11 1EW**

Application No 19/00814/CONDPP Ward: Wellington

Applicant: Grainger (Aldershot) Ltd and Secretary of

Decision: **Permission Granted**

Decision Date: 29 November 2019

Proposal: Submission of details pursuant to condition 12 (trees) attached to Outline Planning Permission 12/00958/OUT dated 10th March 2014 in respect of works to trees at North Lane Lodge (Development Zone S - Reme)

Address **Land Within Zone S - Reme Aldershot Urban Extension Alisons Road Aldershot Hampshire**

Application No 19/00815/PDCPP Ward: St John's
Applicant: Mr Gabor Hovarth
Decision: **Development is Lawful**
Decision Date: 12 December 2019
Proposal: Lawful Development Certificate for Proposed Development: Erection of outbuilding
Address **22 Limes Road Farnborough Hampshire GU14 9TS**

Application No 19/00817/FULPP Ward: Fernhill
Applicant: Mr RATHOD
Decision: **Permission Granted**
Decision Date: 11 December 2019
Proposal: Erection of a single storey side and rear extension with basement
Address **14 Orchard Close Blackwater Camberley Hampshire GU17 9EX**

Application No 19/00819/FULPP Ward: Cove And Southwood
Applicant: Mr Richard Longworth
Decision: **Permission Granted**
Decision Date: 24 December 2019
Proposal: Alterations and enlargement of existing conservatory
Address **50 Larch Way Farnborough Hampshire GU14 0QW**

Application No 19/00822/FUL Ward: Aldershot Park
Applicant: Mr B K Rai
Decision: **Permission Granted**
Decision Date: 16 December 2019
Proposal: Erection of a single storey front and single storey rear extension with new patio area
Address **9 Tichborne Place Aldershot Hampshire GU12 4ER**

Application No 19/00823/FULPP Ward: Empress
Applicant: Mrs Karen Nash
Decision: **Permission Granted**
Decision Date: 12 December 2019
Proposal: Erection of single storey front extensions, single storey side/rear extension and installation of a lantern light on existing rear extension
Address **93 Prospect Road Farnborough Hampshire GU14 8NX**

Application No 19/00827/PDC Ward: West Heath
Applicant: Mr S Bowles
Decision: **Development is Lawful**
Decision Date: 16 December 2019
Proposal: Lawful Development Certificate for Proposed Development: Erection of a single storey rear extension
Address **166 Prospect Road Farnborough Hampshire GU14 8JZ**

Application No 19/00844/FUL Ward: St Mark's
Applicant: Mr Scott Mead
Decision: **Permission Granted**
Decision Date: 23 December 2019
Proposal: Retention of a single storey rear extension (retrospective planning application)
Address **126 Queens Road Farnborough Hampshire GU14 6JY**

Application No 19/00851/FUL Ward: Rowhill
Applicant: Mr Chapman
Decision: **Permission Granted**
Decision Date: 24 December 2019
Proposal: Formation of two pitched roofed dormer windows and one roof light within the front facing roof slope
Address **89 Alexandra Road Aldershot Hampshire GU11 1QW**

Application No 19/00860/FUL Ward: Cove And Southwood
Applicant: Mrs Drake
Decision: **Permission Granted**
Decision Date: 24 December 2019
Proposal: Erection of conservatory
Address **4 Hunter Road Farnborough Hampshire GU14 0AU**

Application No 19/00879/HCC Ward: Fernhill
Applicant: Hampshire County Highways
Decision: **No Objection**
Decision Date: 06 December 2019
Proposal: Consultation from Hampshire Highways in respect of an application for the Proposed Extinguishment of Highway Rights under Section 116 of the Highways Act 1980 on land in the western corner of the property
Address **1 Cold Harbour Lane Farnborough Hampshire GU14 9AH**

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Development Management Committee
15th January 2020

Planning Report No. PLN2002

Esso Pipeline Project

1. Introduction

The Head of Economy, Planning and Strategic Housing will give a verbal update on the current position with regard to the application (Our Ref.19/00432/PINS) submitted to the Planning Inspectorate for a Development Consent Order in respect of a Major Infrastructure Project to permit the renewal and partial realignment of an existing Southampton to London fuel pipeline which crosses Rushmoor Borough.

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Development Management Committee Planning Report No. PLN2003
15th January 2020

Appeals Progress Report

1. Appeal decisions

1.1 182 Lower Farnham Road, Aldershot, Hants

In April 2019 planning permission was refused (19/00167/FULPP) for: Erection of a two-storey rear extension on the following grounds:

- 1 *By virtue of its mass and bulk would cause unacceptable harm to the living conditions of the occupiers of 184 Lower Farnham Road giving rise to an oppressive and unneighbourly form of development and as such conflicts with policy DE1(Design in the Built Environment) of the Rushmoor Local Plan (Adopted 21 February 2019)*

The Inspector considered the main issues are the effects of the proposed development on:

- a) effect on the living conditions of the occupiers of 184 Lower Farnham Road in terms of overbearing effect.

Due to the layout of both the appeal site and that of neighbour 184 Lower Farnham Road, the Inspector considered that the two-storey extension would have an overbearing impact and make the area between the two dwellings very enclosed and would affect light into the ground floor windows of the neighbour's property.

The Inspector concluded that the two-storey rear extension would be harmful to the living conditions of occupiers of 184 Lower Farnham Road and as such would be contrary to Policy DE1 of the Rushmoor Local Plan 2014 -2032 which requires new development not to cause harm to existing and/or adjacent users by reason of outlook.

DECISION : APPEAL DISMISSED

1.1 Recommendation

- 1.2 It is recommended that the report be **NOTED**.

Tim Mills
Head of Economy, Planning and Strategic Housing

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