

The information, recommendations and advice contained in this report are correct as at the date of preparation, which is more than two weeks in advance of the Committee meeting. Because of these time constraints some reports may have been prepared in advance of the final date given for consultee responses or neighbour comment. Any changes or necessary updates to the report will be made orally at the Committee meeting.

Case Officer	David Stevens
Application No.	23/00169/FULPP
Date Valid	2nd March 2023
Expiry date of consultations	4th July 2023
Proposal	Erection of multi-storey car park with vehicular access and egress from Little Wellington Street following demolition of existing Conservative Club building
Address	<b>Former Aldershot Conservative Club, Victoria Road, Aldershot</b>
Ward	Wellington
Applicant	Shaviram Aldershot Limited
Agent	D. Rose Planning LLP
Recommendation	<b>Grant</b>

### **Description**

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

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

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

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

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

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

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

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

## **Consultee Responses**

RBC Regeneration Team No comments received.

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

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

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

### **Neighbours notified**

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

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

## Neighbour Comments

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

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

## Policy and Determining Issues

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

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

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

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

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

The main determining issues are considered to be:-

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

## **Commentary**

### **1. Principle -**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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



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

### **3. Impact upon Heritage Assets -**

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

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

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

### **4. Impact upon Neighbours -**

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

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

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

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

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

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

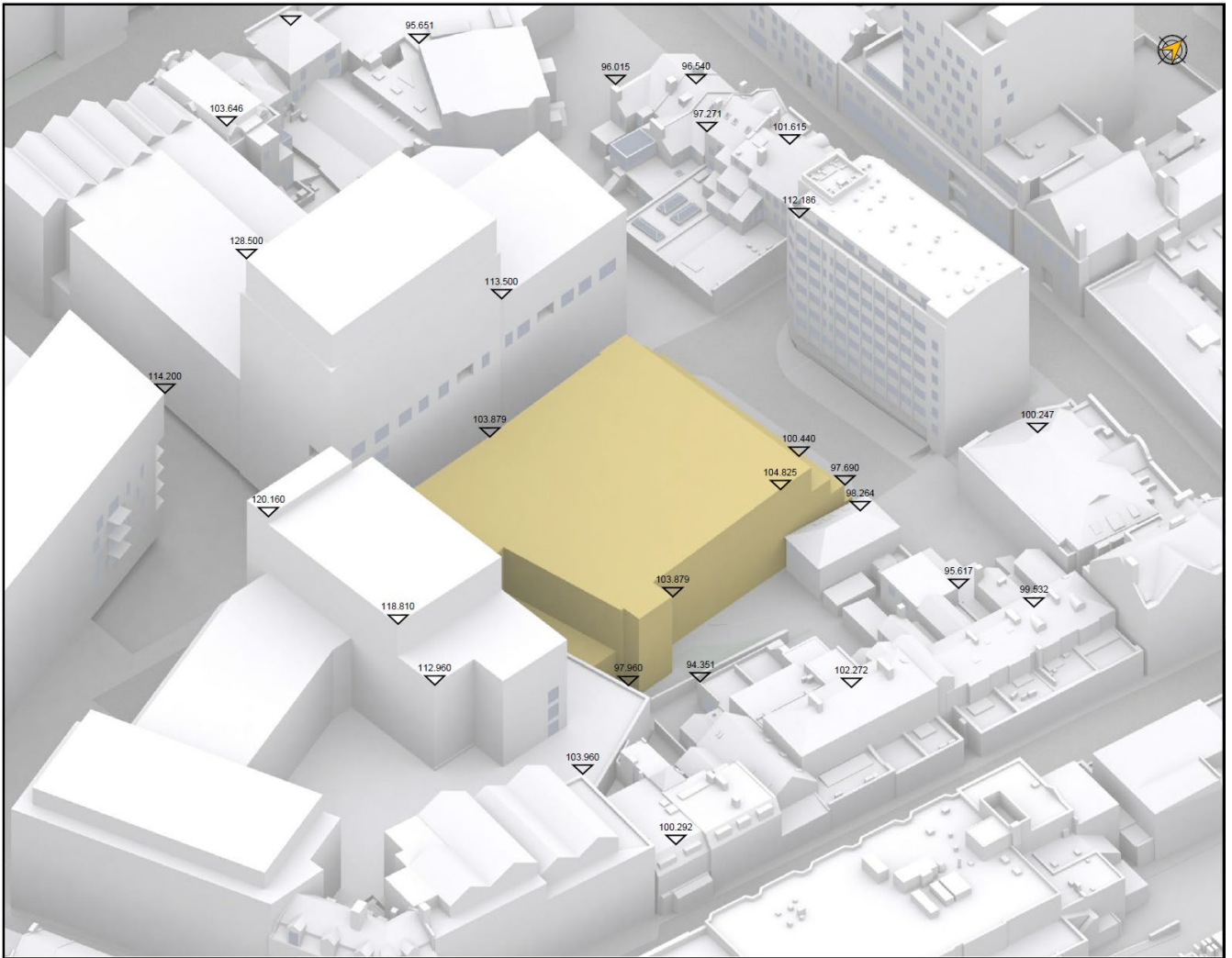
In terms of daylighting, it is concluded that 96% of all windows of the identified neighbouring properties would satisfy the BRE Vertical Sky Component (VSC) guidelines; and 86% of all rooms would satisfy the No Sky-Line (NSL) guidelines. The impacts of the proposed development having regard to both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



**Neighbouring Properties examined by the Sunlight & Daylight Analysis.**

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

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



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

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

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

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

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

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

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

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

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

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

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

## **5. Highways considerations -**

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

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

*d. provides appropriate parking provision;*

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

#### Highway Considerations Conclusions:

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

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

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



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

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

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

## **7. Biodiversity & Ecology considerations -**

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Conclusions -**

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

## **Full Recommendation**

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

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

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

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings. Drawing numbers:- 0001 Rev.P2; 002 Rev.P2; 003 Rev.P2; 004 Rev.P2; 150 Rev.P7; 151 Rev.P11; 152 Rev.P9; 153 Rev.P9; 154 Rev.P9; 155 Rev.P9; 156 Rev.P6; 157 Rev.P8; 158 Rev.P5; & 160 Rev.P2; and Planning Statement; Sunlight & Daylight Report; Transport Note; Transport Note#2 : Response to HCC; Design & Access Statement; Heritage Statement; Air Quality Assessment; Flood Risk Assessment & Sustainable Drainage Strategy; Phase 1 Desk Study; Preliminary Ecological Appraisal; Preliminary Bat Roost Assessment; Dusk Emergence Bat Survey; Noise Impact

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

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

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

Reason - To ensure satisfactory external appearance.\*

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

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

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

Reason - To safeguard the amenities of the area.\*

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

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

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

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

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

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

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

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

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

Reason - To protect the amenity of neighbouring property.

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

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

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

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

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

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

- 13 The development hereby permitted shall not be brought into use until confirmation has been provided to the Local Planning Authority that either:- 1. Foul water capacity exists off site to serve the development; or 2. a development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no use of the development hereby permitted shall

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reason - In the interests of visual amenity.

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

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

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

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

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

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

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

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

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

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

## INFORMATIVES

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

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

It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.

- 2 INFORMATIVE - Your attention is specifically drawn to the conditions marked \*. These condition(s) require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE WORKS START ON SITE or, require works to be carried out BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING.

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



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

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

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

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

- 13 **INFORMATIVE** - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.
- 14 **INFORMATIVE** - The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.



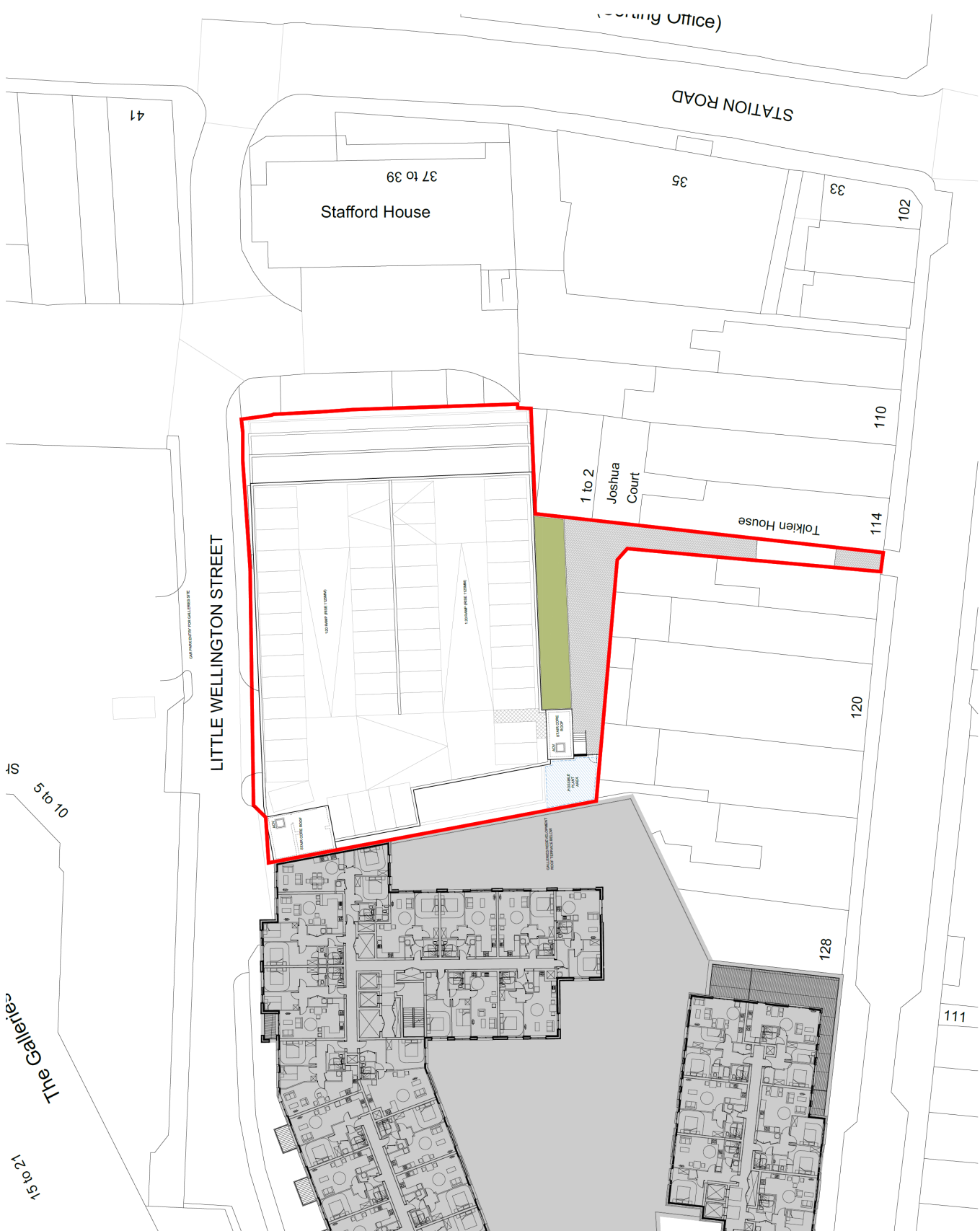
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PARKING SCHEDULE	
LIFTS/LOADING FLOOR	14
GROUND FLOOR	25
FIRST FLOOR	98
SECOND FLOOR	50
THIRD FLOOR	46
FOURTH FLOOR	51
<b>TOTAL PARKING SPACES</b>	<b>292</b>

PROPOSED SITE PLAN	
PROJECT NAME	MULTI-STORY CAR PARK
CLIENT	CONSERVATION CLUB
ADDRESS	VICTORIA ROAD, ALDERSHOT
DATE	APRIL 22
SCALE	1:500
DRAWN BY	ZJ
CHECKED BY	MJ
DATE	22.02.17
PROJECT NO.	150

SHAWBRAM GROUP  
 117 HIGH STREET, BAYLISS, BISHOPSTOCKINGHAM, WILTSHIRE, WILTS BA22 8JZ  
 TEL: 01249 762222 FAX: 01249 762223  
 WWW.SHAWBRAM.CO.UK  
 PROJECT NO. 150  
 DRAWN BY ZJ  
 CHECKED BY MJ  
 DATE 22.02.17  
 SCALE 1:500  
 APRIL 22  
 PROJECT NO. 150  
 FRONT



NOTES: 1. THIS IS AN ARCHITECTURAL CONCEPT AND IS NOT BE TAKEN AS A CONTRACT. 2. THIS IS AN ARCHITECTURAL CONCEPT AND IS NOT BE TAKEN AS A CONTRACT. 3. THIS IS AN ARCHITECTURAL CONCEPT AND IS NOT BE TAKEN AS A CONTRACT.



PARKING DATA	
LANDSCAPING (TOTAL DIMENSION)	11
ACCESSIBLE SPACES	29
EVS SPACES	13
CAR SPACES	13
TOTAL SPACES (TOTAL SPACES)	
	6

NO.	DESCRIPTION
1	STRUCTURAL
2	MATERIALS
3	MECHANICAL
4	ELECTRICAL
5	PLUMBING
6	MECHANICAL
7	ELECTRICAL
8	PLUMBING
9	MATERIALS
10	STRUCTURAL
11	MECHANICAL
12	ELECTRICAL
13	PLUMBING
14	MATERIALS
15	STRUCTURAL
16	MECHANICAL
17	ELECTRICAL
18	PLUMBING
19	MATERIALS
20	STRUCTURAL
21	MECHANICAL
22	ELECTRICAL
23	PLUMBING
24	MATERIALS
25	STRUCTURAL
26	MECHANICAL
27	ELECTRICAL
28	PLUMBING
29	MATERIALS
30	STRUCTURAL
31	MECHANICAL
32	ELECTRICAL
33	PLUMBING
34	MATERIALS
35	STRUCTURAL
36	MECHANICAL
37	ELECTRICAL
38	PLUMBING
39	MATERIALS
40	STRUCTURAL
41	MECHANICAL
42	ELECTRICAL
43	PLUMBING
44	MATERIALS
45	STRUCTURAL
46	MECHANICAL
47	ELECTRICAL
48	PLUMBING
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53	PLUMBING
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65	STRUCTURAL
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87	ELECTRICAL
88	PLUMBING
89	MATERIALS
90	STRUCTURAL
91	MECHANICAL
92	ELECTRICAL
93	PLUMBING
94	MATERIALS
95	STRUCTURAL
96	MECHANICAL
97	ELECTRICAL
98	PLUMBING
99	MATERIALS
100	STRUCTURAL

MULTI-STOREY CAR PARK  
CONSERVATION CLUB  
VICTORIA ROAD, AULDSHOT  
GU11 1UX

LOWER GROUND FLOOR / GROUND FLOOR PLAN

SHAWBURN GROUP  
DRAWN: ZJ  
DATE: 22.02.27

SHEET NO: 151

DATE: 22 APRIL 2022  
PROJECT: P11  
PROJECT LOCATION: 111 PUGH STREET, AULDSHOT, HANTS, RG24 0JL



# LITTLE WELLINGTON STREET

1 to 2  
Joshua Court

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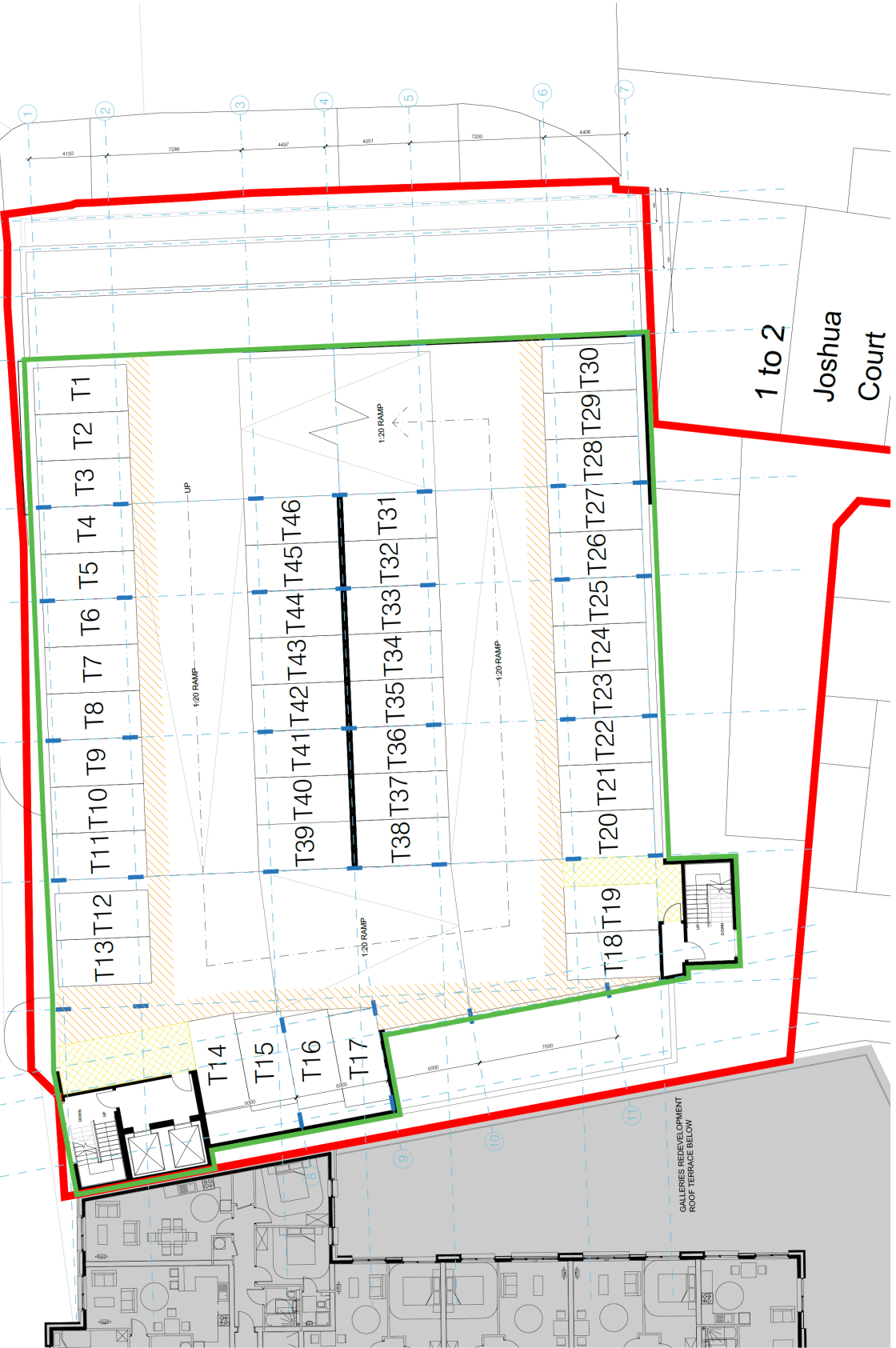
FLOORING	
PERMITTED	0
PROHIBITED	0
EXEMPT	0
TOTAL	0

TOTAL SPANNS (M/SPANS)	
SPANS	#
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1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
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99	0
100	0

# LITTLE WELLINGTON STREET

CAR PARK ENTRY FOR GALLERIES SITE



1 to 2  
Joshua Court

Shawbram Group Ltd (Shawbram Group) 2019. License Number: 10012121

NO.	DESCRIPTION	QUANTITY	UNIT
1	CONCRETE	100	M <sup>3</sup>
2	STEEL	100	KG
3	BRICKS	100	NO.
4	GLASS	100	M <sup>2</sup>
5	PAINT	100	LITRES
6	ROOFING	100	M <sup>2</sup>
7	INSULATION	100	M <sup>3</sup>
8	MECHANICAL	100	NO.
9	ELECTRICAL	100	NO.
10	PLUMBING	100	NO.
11	LANDSCAPE	100	NO.
12	CONCRETE	100	M <sup>3</sup>
13	STEEL	100	KG
14	BRICKS	100	NO.
15	GLASS	100	M <sup>2</sup>
16	PAINT	100	LITRES
17	ROOFING	100	M <sup>2</sup>
18	INSULATION	100	M <sup>3</sup>
19	MECHANICAL	100	NO.
20	ELECTRICAL	100	NO.
21	PLUMBING	100	NO.
22	LANDSCAPE	100	NO.
23	CONCRETE	100	M <sup>3</sup>
24	STEEL	100	KG
25	BRICKS	100	NO.
26	GLASS	100	M <sup>2</sup>
27	PAINT	100	LITRES
28	ROOFING	100	M <sup>2</sup>
29	INSULATION	100	M <sup>3</sup>
30	MECHANICAL	100	NO.
31	ELECTRICAL	100	NO.
32	PLUMBING	100	NO.
33	LANDSCAPE	100	NO.
34	CONCRETE	100	M <sup>3</sup>
35	STEEL	100	KG
36	BRICKS	100	NO.
37	GLASS	100	M <sup>2</sup>
38	PAINT	100	LITRES
39	ROOFING	100	M <sup>2</sup>
40	INSULATION	100	M <sup>3</sup>
41	MECHANICAL	100	NO.
42	ELECTRICAL	100	NO.
43	PLUMBING	100	NO.
44	LANDSCAPE	100	NO.
45	CONCRETE	100	M <sup>3</sup>
46	STEEL	100	KG
47	BRICKS	100	NO.
48	GLASS	100	M <sup>2</sup>
49	PAINT	100	LITRES
50	ROOFING	100	M <sup>2</sup>
51	INSULATION	100	M <sup>3</sup>
52	MECHANICAL	100	NO.
53	ELECTRICAL	100	NO.
54	PLUMBING	100	NO.
55	LANDSCAPE	100	NO.
56	CONCRETE	100	M <sup>3</sup>
57	STEEL	100	KG
58	BRICKS	100	NO.
59	GLASS	100	M <sup>2</sup>
60	PAINT	100	LITRES
61	ROOFING	100	M <sup>2</sup>
62	INSULATION	100	M <sup>3</sup>
63	MECHANICAL	100	NO.
64	ELECTRICAL	100	NO.
65	PLUMBING	100	NO.
66	LANDSCAPE	100	NO.
67	CONCRETE	100	M <sup>3</sup>
68	STEEL	100	KG
69	BRICKS	100	NO.
70	GLASS	100	M <sup>2</sup>
71	PAINT	100	LITRES
72	ROOFING	100	M <sup>2</sup>
73	INSULATION	100	M <sup>3</sup>
74	MECHANICAL	100	NO.
75	ELECTRICAL	100	NO.
76	PLUMBING	100	NO.
77	LANDSCAPE	100	NO.
78	CONCRETE	100	M <sup>3</sup>
79	STEEL	100	KG
80	BRICKS	100	NO.
81	GLASS	100	M <sup>2</sup>
82	PAINT	100	LITRES
83	ROOFING	100	M <sup>2</sup>
84	INSULATION	100	M <sup>3</sup>
85	MECHANICAL	100	NO.
86	ELECTRICAL	100	NO.
87	PLUMBING	100	NO.
88	LANDSCAPE	100	NO.
89	CONCRETE	100	M <sup>3</sup>
90	STEEL	100	KG
91	BRICKS	100	NO.
92	GLASS	100	M <sup>2</sup>
93	PAINT	100	LITRES
94	ROOFING	100	M <sup>2</sup>
95	INSULATION	100	M <sup>3</sup>
96	MECHANICAL	100	NO.
97	ELECTRICAL	100	NO.
98	PLUMBING	100	NO.
99	LANDSCAPE	100	NO.
100	CONCRETE	100	M <sup>3</sup>

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

THIRD FLOOR PLAN

CLIENT: SHAWBRAM GROUP

DATE: 22/02/21

SCALE: 1:100

DATE: APRIL 22

PROJECT: 154

FRONT

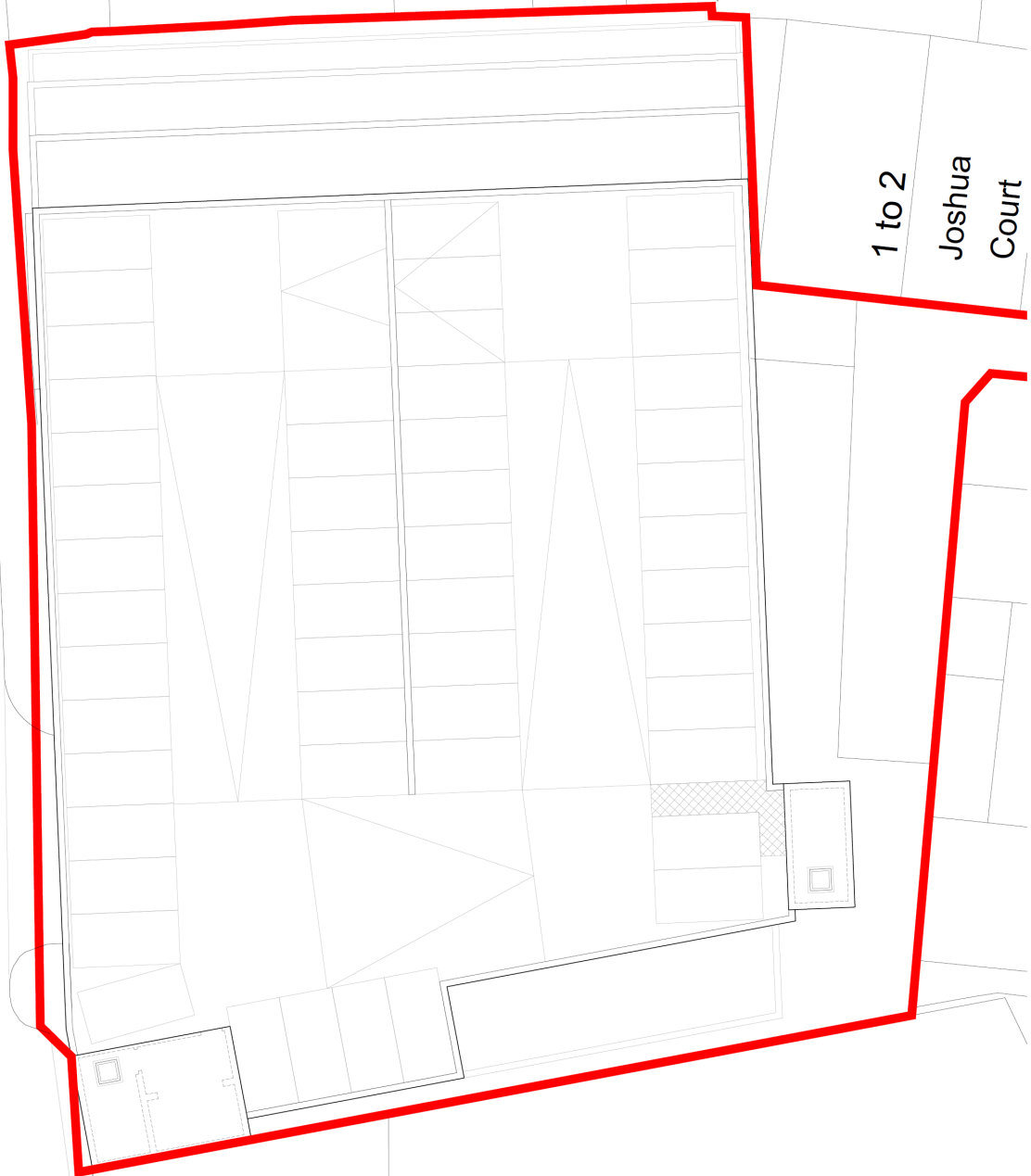


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CAR PARK ENTRY FOR GALLERIES SITE

# LITTLE WELLINGTON STREET

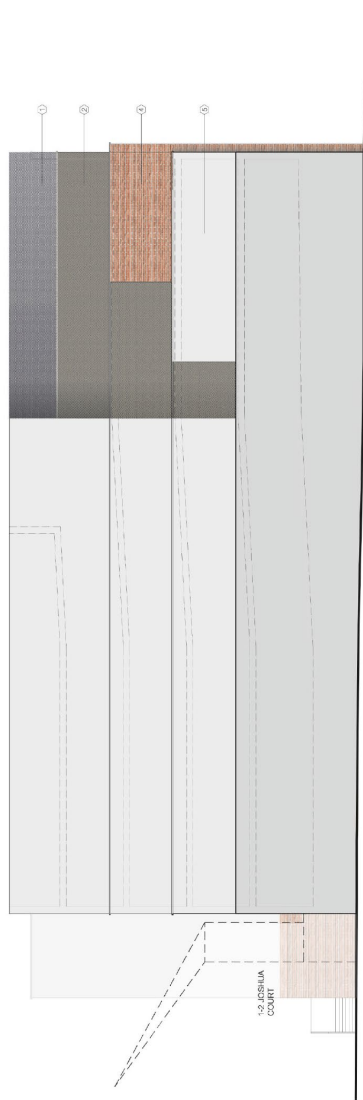
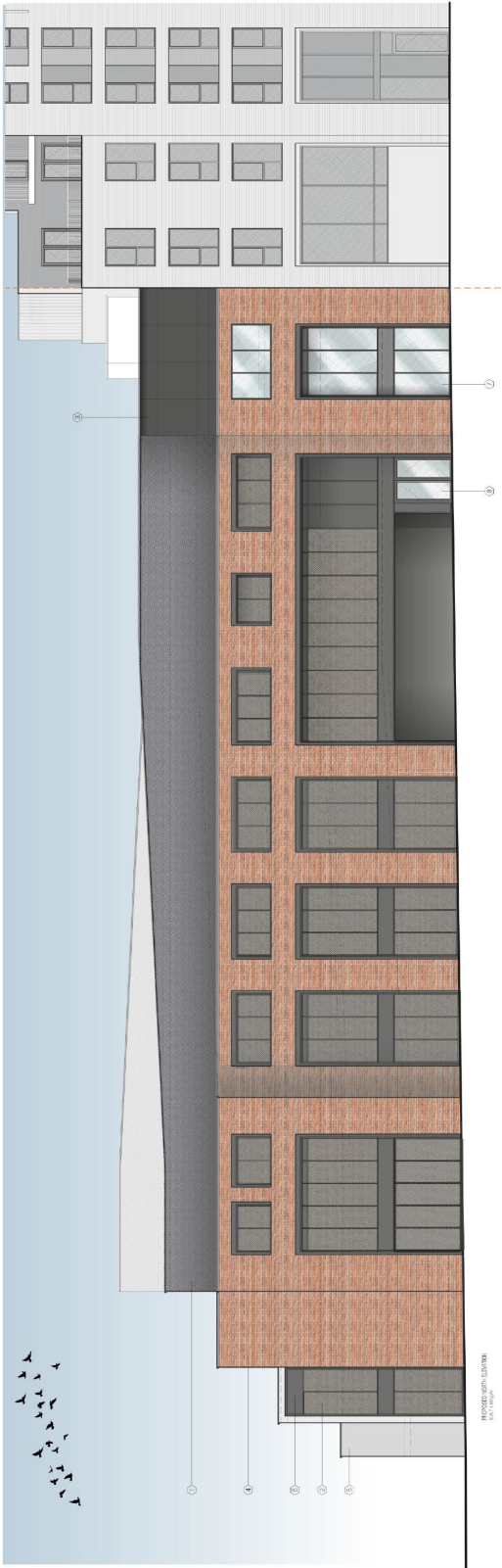


FLOOR	AREA (SQM)
GROUND FLOOR	14
FIRST FLOOR	31
SECOND FLOOR	31
THIRD FLOOR	31
FOURTH FLOOR	31
<b>TOTAL FLOOR AREA</b>	<b>252</b>

NO.	DESCRIPTION	AREA (SQM)
1	GROUND FLOOR	14
2	FIRST FLOOR	31
3	SECOND FLOOR	31
4	THIRD FLOOR	31
5	FOURTH FLOOR	31
6	TOTAL FLOOR AREA	252

**MULTI STOREY CAR PARK**  
 156  
 117 PIPER STREET, AUCKLAND, NEW ZEALAND  
 GUY LUX

PROJECT: SHAW/BAM GROUP  
 DRAWING NO: ZJ 22-327  
 SCALE: 1:100  
 DATE: APRIL 22  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO: 156  
 SHEET NO: FRONT



1-2 JCS/SLA COURT



