

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.	16/00981/FULPP
Date Valid	19th December 2016
Expiry date of consultations	15th October 2018
Proposal	Demolition of existing bus station and re-development of site with the erection of a mixed use building comprising three ground floor commercial units with flexible use falling within Use Classes A1, A2, A3, A4, A5 or laundrette (sui generis); and upper floor residential use (Use Class C3) comprising 32 market residential flats (18 X 1-bedroom, 12 X 2-bedroom & 2 X 3-bedroom units) with associated on-site servicing and parking areas
Address	Aldershot Bus Station 3 Station Road Aldershot
Ward	Manor Park
Applicant	Mr Simon Gill
Agent	Accord Architecture Ltd
Recommendation	Grant subject to s106 Planning Obligation

Description

Aldershot Bus Station is adjacent to the west side of the forecourt of Aldershot Railway Station. The application site has a lozenge shape and measures 0.24 hectares. It is entirely hard-surfaced and enclosed to the north, west and south sides by brick walls where the site abuts the grounds of residential flats at Ascot Court. Vehicular access is from Station Road adjoining the "Field Gun" roundabout. The site has a small building containing ancillary offices and public toilets. The majority of the site is used for bus manoeuvring and parking. It contains a number of bus stop bays perpendicular to the station forecourt from which it is separated by a pedestrian pavement. There is an enclosed service compound for the Railway Station in the space between the south of the application site and the Railway Station building.

On the opposite side of the Railway Station forecourt area to the north-east, is the railway Station car park, with Kingsley Court, a block of sheltered flats, situated beyond. To the north, the opposite side of Station Road contains commercial uses.

The proposal is for the re-development of the entire site with a building of up to five-storeys in height. This would provide 32 residential flats (18 X 1-bedroom, 12 X 2-bedroom & 2 X 3-bedroom units) on the upper floors, above up to three ground floor commercial units with flexible use falling within Use Classes A1, A2, A3, A4, A5 or laundrette (sui generis) to front the Railway Station forecourt. The proposed ground floor commercial space is shown to be divided to comprise a single unit of 464 sqm (Unit 1), with a further unit of 152 sqm that could be divided flexibly into two smaller units (Units 2 and 3) or let as a single unit.

Vehicular access to and from the site would remain as existing with only minor modifications. This would lead into an enclosed service and parking area behind and under the proposed building. A total of 32 parking spaces would be provided. The scheme also incorporates separate refuse bins for the commercial and residential occupiers and provides space for the installation of plant and equipment for the commercial outlets.

The proposed new building would have a footprint fitting within the curved east boundary of the site adjoining the Railway Station forecourt. Although the proposed building would cover a wide frontage, the main mass, bulk and height of the building would be concentrated towards the south adjoining the Railway Station building. The proposed building would have stepped upper with balconies and amenity terraces. An area of flat roof to the rear is shown fitted with solar panels.

The elevations would be finished with a variety of external materials : ashlar grooved render, red brick, brown window frames, a metal roof and wall system for the inset upper storeys, glazed and metal mesh balcony balustrades, and grey roof tiles.

The application is accompanied by a Design & Access Statement, a Transport Statement, a Biodiversity Assessment and an Economic Viability Report.

The applicants are seeking to complete a s106 Planning Obligation to secure financial contributions in respect of SPA mitigation and avoidance and public open space as required by adopted Development Plan policies.

The application has been the subject to a number of agreed extensions of time for the determination of the application arising from uncertainty about the adjoining Railway Station forecourt regeneration project, partly resulting from a change in the rail operator. The application is currently subject to an agreed extension of time expiring on 12 February 2019.

Consultee Responses

Transportation Strategy Officer	No highway objections subject to a Grampian Condition that a scheme acceptable to the highway authority is provided prior to commencement of the development for alternative provision to the bus station for bus stopping and drop off stops and facilities within the town centre. Also a revised swept path analysis for the refuse freighter is required, location of refuse stores for the residential units and allocation of the parking spaces for the commercial units with consideration of removing the potential for conflict between resident parking and servicing for the commercial units.
HCC Highways Development Planning	Supplemental Comments received: No objections on basis previously advised by the Council's Transportation Strategy Officer in January 2017.

Planning Policy	No Planning Policy objections.
Environmental Health	No objection subject to the imposition of conditions concerning site investigation, details of proposals for acoustic and vibration insulation of the proposed dwellings, sound insulation of plant and machinery, hours of use for any food & drink use, details of any extraction duct associated with a food & drink use, and construction hours.
Community - Contracts Manager	No objections provided the double door to bin store No.2 opens outwards and it is at least 1.5m wide.
Parks Development Officer	Provides details of Public Open Space projects to which s106 contributions are required.
Aboricultural Officer	No objections : no material impact on trees worthy of retention on adjoining land.
Ecologist Officer	No objections on grounds of biodiversity.
Natural England	No objections subject to an appropriate SPA mitigation and avoidance financial contribution being secured with a s106 Planning Obligation.
Hampshire & I.O.W. Wildlife Trust	No comments received during the consultation period, thereby presumed to have no objections.
Thames Water	No objections subject to a condition requiring details of the methods to be used for any piling. It is also recommended that petrol/oil interceptors be fitted in the car parking/servicing areas and a properly maintained fat trap on any catering establishments.
Lead Local Flood Authorities	No objections subject to the imposition of a condition requiring the submission of a surface water drainage strategy setting out detailed proposals for the drainage of the site.
Crime Prevention Design Advisor	No objections, but provides some advice and comments about some detailed aspect of the internal design of the scheme for the applicants information and consideration.
Hampshire Fire & Rescue Service	No objections and provides generic fire safety/precautions advice.
Housing	No comments.
Network Rail	No objections, but sets out requirements for the way in which construction period should be conducted and managed in proximity to railway land.
RBC Regeneration Team	No objections: The redevelopment of the bus station site is predicated on the delivery of a LEP-funded programme of works

that will improve the railway station forecourt. Those works have been the subject of a detailed review and a way forward has been agreed in principle between the relevant parties (HCC, RBC and the railway operator) as of October 2018. The scheme is now within budget and will provide improvements to the railway forecourt - including the provision of bus stops to serve the station routes, the provision of a new bus layover within the town centre and enhancements to the public realm. Proposed improvements to Windsor Way would also see the introduction of public conveniences within highway land. These works would address the loss of both the existing bus station facility and the public conveniences and would be delivered to a timescale that would suit the redevelopment of the bus station site.

Neighbours notified

In addition to posting a site notice and press advertisement, 175 individual letters of notification were sent to properties at Station Road, Aldershot Railway Station, Ascot Court and Kingsley Court, Windsor Way. These written notifications have included all properties adjoining the application site.

Neighbour comments

A total of 19 representations have been received, mainly (16) from addresses (except one) within the Borough that are not in proximity to the application site. 12 representations from the occupiers of 55 St. Michaels Road, 22 Lysons Road (twice), 21 Edinburgh Court (Queen Elizabeth Drive) (twice), 454 Pinewood Park Farnborough, 43 Coronation Road, 200 Holly Road, 2 Chestnut Court (North Lane), 49 and 66 Kingsley Court (Windsor Way) and Aldershot Civic Society raise objection to the proposals on the following summary grounds:-

- (a) the proposed building design makes no effort to fit in with, or enhance, the Victorian character and heritage of Aldershot and properties nearby, particularly the adjacent Railway Station building;
- (b) The proposed development would be too large, too contrasting and too fussy in appearance;
- (c) The location requires a quality design rather than the bland proposal that is offered – the Council should only accept the best if it is serious about improving Aldershot;
- (d) The proposals should meet the objectives of the Council's adopted planning policies;
- (e) No affordable housing is being provided by the proposed scheme – despite the valuable location next to the railway Station : this is unacceptable;
- (f) The whole Railway Station area needs to be considered as a whole rather than on a piecemeal basis. The proposals for the regeneration of the Railway Station forecourt should be finalised before this scheme is considered;
- (g) There is no need for any more retail floorspace in Aldershot – there are already many vacant retail units. It is feared that the proposed development will be another 'white elephant' for Aldershot. The indicated launderette seems like a good idea, but most people have their own laundry facilities nowadays;
- (h) There are already too many flats provided in Aldershot – no more are needed;
- (i) What will happen to the buses without a Bus Station? What alternative provision to replace the Bus Station is to be made and maintain (and assure) inter-connectivity of bus routes/timetables with those of train services? The occupier of 66 Kingsley Court comments that the proximity of the bus station was one of the reasons why they

moved to Kingsley Court and they may not be able to get out and about as much if the Bus Station is lost;

- (j) Where will taxis be accommodated within the re-modelled Railway Station forecourt area? [*Officer Notes: the proposals the subject of the current application do not relate to the Railway Station forecourt area : this is land adjoining but outside the application site in separate ownership for which proposals are in preparation. Disruption caused temporarily as a result of construction works cannot be taken into account in determining planning applications*];
- (k) Poor living environment : The proposed flats are poorly designed and too small. Who would want to live above commercial units due to the noise and poor air quality, train noise etc?; and
- (l) The proposed scheme would not benefit the people of Aldershot.

Three representations, from the occupiers of 28 Highland Road, 1 York Crescent and 27 Harvey Road Farnborough are stated to be neutral. These representations ask questions concerning the provision of a replacement bus station, the design and external finishing of the proposed development and the lack of affordable housing within the scheme.

Four representations, from the occupiers of 12 Church Road, 232 Woodland Walk, 75 Ascot Court and the applicant express support for the proposals. It is considered that the proposals will help improve the public realm outside Aldershot railway station. The design is considered to be good and to provide a worthy “statement” building at this entrance into the Town. The only representations from a property directly adjoining the application site are made by the occupier of 75 Ascot Court. They describe experiencing high levels of noise and poor air quality as a result of the operation of the adjoining Bus station. They consider that Aldershot badly needs a new development on this site.

The applicant explains that the application has been submitted to assist Rushmoor with their proposed regeneration plans for the area surrounding the Railway Station. It is considered that the proposed development would improve the area in terms of appearance, air quality and the provision of housing. Furthermore, it is understood that the bus operators currently using the Bus Station (Stagecoach) would be provided with newly-erected stands on Station Rd in the same vicinity and, as a result, there would be no loss of bus services or bus inter-connectivity with the Railway Station.

Policy and determining issues

The site is located within the built-up area of Aldershot. The adjoining original central portion of the Railway Station building is identified by the Council as a Building of Local Importance (BOLI) : a locally designated heritage asset. However, the application site is neither located within a Conservation Area nor adjoining a statutory listed building.

Adopted Rushmoor Core Strategy (November 2011) Policies SS1 (The Spatial Strategy), SP3 (Aldershot Town Centre), CP1 (Sustainable Development Principles), CP2 (Design and Heritage), CP3 (Renewable Energy and Sustainable Construction), CP4 (Surface Water Flooding), CP5 (Meeting Housing Needs and Housing Mix), CP8 (Supporting Economic Development); CP10 (Infrastructure Provision), CP11 (Green Infrastructure Network), CP12 (Open Space, Sport and Recreation), CP13 (Thames Basin Heaths Special Protection Area), CP15 (Biodiversity), CP16 (Reducing and Managing Travel Demand), and CP17 (Investing in Transport) are relevant to the consideration of the current proposals.

A number of older Local Plan policies continue to be 'saved' and remain in use for the time being until they are to be replaced by the emerging New Rushmoor Local Plan (2014-2032). In this respect, saved Local Plan Policies ENV16 (general development criteria), ENV28 (BOLI), TR10 (highways considerations), OR4/OR4.1 (public open space) and H14 (amenity space) are relevant.

The New Rushmoor Local Plan 2014 to 2032 contains emerging policies that are relevant to the consideration of the current application. It has now reached an advanced stage of preparation. Proposed main modifications to the Plan are, at the time of writing this report, subject to public consultation following receipt of the Inspector's provisional findings after the Local Plan Inquiry held in May 2018. It is currently anticipated that the New Local Plan will be formally adopted in early 2019. However, where there is now no reason for any changes to be made to the policies and content of the Plan because no modifications are being recommended and/or there is no difference in the policy approach currently taken with the Core Strategy, the new Plan can now be considered to carry some weight in the consideration of planning applications. Where this is the case, this will be noted in the following Commentary section of this Report.

Also relevant are the Council's adopted Supplementary Planning Documents (SPDs) "Housing Density and Design" and "Sustainable Design and Construction" both adopted in April 2006; 'Transport Contributions' adopted in April 2008; 'Buildings of Local Importance' adopted in March 2012; "Aldershot Town Prospectus" (adopted January 2016) and "Parking Standards" adopted in November 2017. Since these documents were subject to extensive public consultation and consequent amendment before being adopted by the Council, some significant weight can be attached to the requirements of these documents. The advice contained in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) is also relevant.

In this context, the key determining issues are considered to be:-

1. The Principle of the proposals;
2. Design and Visual Impact;
3. Heritage Impact;
4. Impact on Neighbours;
5. The Living Environment Provided;
6. Highways Considerations;
7. Affordable Housing;
8. Impact on Wildlife;
9. Drainage Issues;
10. Renewable Energy and Sustainability; and
11. Public Open Space.

Commentary

1. Principle -

The proposals seeks to re-develop private-owned commercial property in a central urban location close to Aldershot Town Centre and immediately adjoining Aldershot Railway Station. The current tenants occupying the site, the bus operators Stagecoach, have advised their landlords, the Applicants, that they no longer require the use as a bus station and, as elsewhere, they will continue to operate bus services using bus stops in the main provided on public highway land. The emerging proposals for the regeneration of the Railway Station

forecourt and environs would incorporate new bus stops for this purpose. The Bus Station is not used for maintenance of buses: Stagecoach continue to use a Bus Depot in Halimote Road for this purpose. The Bus Station land is therefore surplus to requirements. There are no planning policies that seek to retain the bus station.

In identifying the Railway Station area as a “Public Realm Investment Opportunity” “framed by new buildings on either side” within the “Aldershot Town Prospectus” SPD, the application site is envisaged as being re-developed with a new building. The Council’s Regeneration Team have advised that the proposals for the adjoining Railway Station forecourt area are funded and expected to move forward within a timescale commensurate with the proposed development forming the current planning application. The Station forecourt regeneration scheme will include the provision of bus stops to serve the station routes, the provision of a new bus layover within the town centre and enhancements to the public realm. Proposed improvements to Windsor Way would also see the introduction of public conveniences within highway land there. As a result the emerging regeneration proposals would address the loss of both the existing bus station facility and the public conveniences and would be delivered in a timescale that would suit the redevelopment of the bus station site.

The proposed development is seeking to make more efficient use of previously developed land, which continues to be a clear objective of both Government planning guidance and local planning policy. This approach is also acknowledged in the Council’s Supplementary Planning Document “Housing Density and Design” published in April 2006.

Since the site has the potential to contain some contaminated ground as a result of its long-standing commercial uses (railway sidings and possible use as a goods yard), and the proposed residential use is one that would be vulnerable to contact with contamination in undeveloped areas (such as within landscape planting areas), the Council’s Contaminated Land Officer advises that a full intrusive site investigation will be required to identify if there are any risks association with ground contamination. No objection is raised subject to the imposition of planning conditions to require further site investigation work to be undertaken and for any remedial works to be implemented and verified as appropriate. It is, however, stressed that the site investigation should be undertaken and reported prior to construction starting as the results may impact upon the design of service connections and foundations, or require the installation of gas protection measures.

In the circumstances, Given that bus stop facilities are to be re-provided in the vicinity of the Railway Station as part of the public realm improvements works, it is considered that the proposals, involving the provision of new residential units and some small-scale ancillary retail outlets, are acceptable in principle; subject to all usual development management issues being satisfactorily addressed.

2. Design and Visual Impact including impact upon trees –

The site is not located within a Conservation Area and is not located adjoining or in the vicinity of a Listed building. The appropriate test for the consideration of impact upon the character and appearance of the area is whether or not the proposed development would cause material harm to the character and appearance of the area as a whole to such an extent that this could justify and sustain refusal of planning permission.

The vicinity has a mixed, densely urban character, with a variety of land uses and buildings of different types, ages, external materials and extensions and alterations. In this context, the existing bus station building is a modern design and adjoins larger blocks or residential flats

also of modern design. The bus station does not contribute positively to the character and appearance of the locality. The application site is located in a prominent position within the Town and is passed at close quarters by many people daily. This site is in need of regeneration.

The proposals offer the opportunity to transform the visual appearance of the site, with the construction of a new building using modern external materials and finishes. Although the proposed new building is of significant mass and height, this is considered appropriate to its surroundings, which includes buildings of comparable scale and height. It is considered to be of an acceptable design and would not be overly tall or overbearing in appearance, given that buildings of similar scale and height already exist in the vicinity. The external design, detailing and indicated external materials is considered to be appropriate. The design of the proposed building has been criticised in the objections for either being bland or too fussy; and for not seeking to reflect the Victorian heritage of the town. However, since the character and appearance of the area is mixed, it is not considered that it would be reasonable or appropriate to insist that the design should follow a Victorian design theme. The proposed development has design cues that are mainly gleaned from nearby modern residential developments that also make a significant contribution to the established visual character and appearance of the area. This is considered to be an appropriate approach in the circumstances.

It is considered that the building design would have variety and interest. The design is conventional and quality external materials can be ensured through imposition of a suitably-worded planning condition. The provision of balconies and the proposed first floor communal amenity areas would also provide additional interest to the elevations of the building. Whilst it is accepted that the communal area is unlikely to be extensively planted, it is considered that some landscape planting is possible with the proposed scheme, which is a rarity with urban site developments such as this. Notwithstanding the objections, it is considered that the proposed development would have an acceptable appearance that would improve the visual amenity of the area, and integrate sympathetically with its surroundings.

The adjoining Railway Station forecourt area contains a number of trees the subject of a Tree Preservation Order. The Council's Arboricultural Officer considers that none of these trees would be materially and adversely affected by the proposed development subject to the usual tree protection conditions being imposed.

It is considered that the scheme would have sufficient qualities to improve the visual appearance of this site and is thereby considered acceptable in visual terms.

3. Heritage Impact –

Although not statutorily listed, the original core of the adjacent Railway Station building is identified by the Council as a Building of Local Importance (BOLI) according to the Council's adopted BOLI SPD : reference LL5077. A BOLI is a non-statutory heritage asset. Saved Local Plan Policy ENV28 states that the Council will not permit development that 'would physically damage a building or feature of local historic importance, or adversely affect its setting'. The Council's published Survey and Photographic Log for the building states that the application property is identified by the Council as a BOLI because it is (a) a "building dating from between 1840-1914 that has definite quality and character" [BOLI Criterion B]; (b) has "landmark value that contributes to the image of the area" [BOLI Criterion H]; and (c) is a building that has been documented in recognised heritage publications [BOLI Criterion K]. These criteria, together with the description on the Survey sheet, identifies the elements of

the property from which the significance of the non-designated heritage asset can be derived and assessed. The Survey description is as follows:-

“Train Station. 1870. Buff brick with natural slate roof. 2-storey, originally symmetrical plan; 9 windows flanked either side by single storey ranges enclosing station platforms (probably later additions). Central 4-window range flanked by projecting 2 window bays with hipped roofs. Buff brick in English bond. Semi-circular arched window openings with 2-over-2 horned sashes with rubbed brick surrounds. 7 out of 9 first floor windows are boarded-up (at time of survey) – Sept 2010). Double-door entrance with fanlight above. Tall brick stacks corbelled to top. Long canopy (a later addition) extends north.”

The Survey sheet also records the historical context of the building as follows:-

*“Built for the London and South Western Railway in 1870.
A good example of the building type despite some detrimental later alterations such as an extension to the north and a canopy which has partially destroyed the symmetry of the principal non-trackside elevation.
This building is included on the Listed of Buildings of Local Significance due to its high evidential, historic, aesthetic and community values.”*

From this it is clear that the main significance of the BOLI lies in its age; evidential and community recognition, and visual appearance as a local landmark that retains some original features.

In terms of the consideration of development proposals affecting BOLI, the BOLI SPD largely concentrates on the consideration of proposals involving the BOLI itself; i.e. extensions and alterations. With respect to proposals relating to adjoining or nearby sites to a BOLI the SPD requires that the setting of the BOLI be safeguarded/enhanced and not compromised. In this respect it is considered that the requirements of the BOLI SPD are met by the proposed development.

4. Impact on Neighbours –

The application site has different neighbours on each side, although most are on the opposite side of streets adjoining the site. To the north and west are the only neighbours that actually adjoin the site, blocks of residential flats at Ascot Court. On all other sides the application site does not directly abut neighbouring properties. All of these nearby properties are non-residential. The sheltered flats at Kingsley Court are on the far side of the Railway Station car park. It is not considered that any of the adjoining flats at Ascot Court would be subject to a material and harmful loss of privacy. Although some of the Ascot Court flats are to the north of the application site, they would not be subject to any material loss of light or outlook. It is considered that the resulting relationships between the proposed development and Ascot Court flats would be conventional and typical of an urban environment such as this. As noted by a representation in support of the proposals from an occupier of a flat at Ascot Court, the removal of the bus station use of the site would reduce noise levels and improve air quality in the vicinity.

No neighbouring residential dwellings would be subjected to material and undue impacts as a result of a combination of the designed orientation and degree of separation of the proposed development from these neighbours. It is considered that the proposed development would have acceptable relationships with neighbours in planning terms.

The demolition and construction phases of the proposed development have the potential to cause significant noise, vibration and dust emissions which could impact on the amenities of existing nearby residential properties. Environmental Health have therefore recommended that a Demolition and Construction Method Statement be submitted prior to ground works commencing setting out measures to be employed to minimise noise, vibration, dust and other emissions from the site.

5. Living Environment Provided –

All the proposed flats would provide accommodation meeting or exceeding the Government minimum internal floorspace standards appropriate for their level of occupancy. The proposed development would also provide some private amenity space in the form of balconies and terraces and some on-site communal terrace amenity space at first-floor level. The internal layout of a development is a functional matter between a developer and his client and is to some extent covered by the Building Regulations. Whilst objections have been raised on the basis that it is undesirable to place residential flats above commercial uses, this arrangement is not at all unusual within the Borough and nationwide. It is a matter for prospective purchasers/occupiers to decide whether they choose to live in the proposed development. Nevertheless, it is considered that the living environment created would be acceptable.

6. Highways Considerations –

The existing Bus Station use clearly generates significant traffic movements to and from the site and, indeed, these traffic movements with buses are likely to continue in the vicinity given the location of the site adjoining the Railway Station. It is the consequence of the location of the site being in the vicinity of a transport hub within the town. Nevertheless, it is considered that no Transport Contribution can be justified in this case given that the proposed development is likely to generate less traffic movements than the bus station use.

The proposed development makes provision for on-site parking for the proposed residential flats at a level and arrangement that the Highway Authority (Hampshire County Council) considers to be acceptable. It accords with the Council's adopted parking standards. The proposals would continue to use the existing vehicular entrance and there would be no loss of existing on-street parking spaces or road-space outside the application property. Although no on-site parking can or would be provided in respect of the proposed commercial units it is considered that this is acceptable having regard to the sustainable central location of the site. It is considered likely that the proposed commercial units are most likely to be frequented by customers using public transport.

Arrangements for servicing of the commercial units, cycle parking and the storage and collection of refuse and recycling from the proposed development are identified with the application and are all considered satisfactory.

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, given the important location of the site in a central position within Aldershot, it is considered appropriate that a condition be imposed requiring the preparation and submission to the Council for approval (as appropriate) of a Construction Management Plan.

It is considered that the proposals are acceptable in highways terms.

7. Affordable Housing –

Core Strategy Policy CP6 requires provision of 35% affordable housing with developments of 15 or more net dwellings subject to site viability. Emerging New Rushmoor Local Plan Policy LN2 requires provision of 30% affordable housing with developments of 11 or more net dwellings, also subject to viability. The requirement for the Council's affordable housing policies to be subject to viability arises from clear Government guidance that requires this to be the case.

The application is accompanied by a Viability Assessment carried out on behalf of the applicant making the case that the current proposals cannot sustain affordable housing provision on viability grounds. This submission has been assessed independently on behalf of the Council by DVS Property Specialists, the commercial arm of the District Valuer's Office. The conclusion of this report is that DVS concurs with the applicant's Viability Assessment that the development cannot support the provision of affordable housing on viability grounds.

As any planning permission granted on this site would be valid for a one year and could take some time to build-out thereafter, DVS recommend that the development should be subject to a financial re-assessment clause to be secured by the s106 Planning Obligation. This would ensure that the applicant/developer does not benefit from any improvement in the market value of the scheme that could justify provision of affordable housing or an equivalent financial contribution.

This means that, should the development be incomplete three years after commencement, and the financial return from the scheme be found to have increased substantially, an appropriate financial contribution would be made to the Council towards the provision of affordable housing elsewhere in the Borough. This would be up to the ceiling of the equivalent of the full 30% provision (10 dwelling units) sought by Policy LN2.

Therefore, subject to this provision being secured with the s106 Planning Obligation, it is considered that the proposed development is fully compliant with the requirements of Policy CP6.

8. Impact on Wildlife –

The European Court of Justice judgement in 'People Over Wind, Peter Sweetman v Coillte Teoranta C-323/17' in April 2018 established the legal principle that a full appropriate assessment (AA) must be carried out for all planning applications involving a net gain in residential units in areas affected by the Thames Basin Heaths SPA, and that this process cannot take into account any proposed measures to mitigate any likely impact at the assessment stage. This process, culminating in the Council's Appropriate Assessment of the proposals, is overall described as Habitats Regulation Assessment (HRA).

Undertaking the HRA process is the responsibility of the decision maker (in this case, Rushmoor Borough Council) as the 'Competent Authority' for the purposes of the Habitats Regulations. The following paragraphs comprise the Council's HRA in this case:-

HRA Screening Assessment under Regulation 63(1)(a) of the Habitats Regulations.

The Thames Basin Heaths SPA is designated under the E.C Birds Directive for its lowland heathland bird populations. The site supports important breeding bird populations, especially

Nightjar *Caprimulgus europaeus* and Woodlark *Lullula arborea*, both of which nest on the ground, often at the woodland/heathland edge; and Dartford Warbler *Sylvia undata*, which often nests in gorse *Ulex* sp. Scattered trees and scrub are used for roosting.

Heathland is prone to nitrogen deposition due to increases in Nitrogen Oxide. Calculations undertaken for the Rushmoor Borough Council Local Plan found that there will be no in-combination impacts on the habitats as a result of development in the Local Plan, including an allowance for 'windfall' housing developments. However within the screening process it will need to be ascertained whether development outside the Local Plan within 200m of the SPA will increase vehicle movements to above 1000 extra trips/day or exceed the Minimum Critical Load by over 1% either alone or in-combination with the Local Plan.

The bird populations and nests are very prone to recreational disturbance, with birds vacating the nests if disturbed by members of the public. This leaves the young unprotected and increases the risk of predation. Dogs not only disturb the adults, but can directly predate the young.

Visitor surveys have shown that the visitor catchment area for the Thames Basin Heath SPA is 5km, with any proposals for residential development within this catchment contributing to recreational pressure on the SPA. The research also evidenced that residential development within 400m of the SPA would cause impacts alone due to cat predation of adult and young birds.

The retained South East Plan Policy NRM6 and adopted Rushmoor Core Strategy 2011 Policy CP13 (Thames Basin Heaths Special Protection Area) and Thames Basin Heaths Avoidance & Mitigation Strategy (2018)], state that residential development within 400m of the SPA should be refused and development within 5km of the SPA should provide Strategic Alternative Natural Greenspace (SANG) of 8ha/1000 additional population and contributions to Strategic Access Management and Monitoring Measures (SAMM) dependant on the number of bedrooms.

It is considered that there is sufficient information available with the planning application provided by the applicants with which the Council can undertake the HRA process. In this case the proposed development involves the creation of 32 net new residential flats close to Aldershot Town Centre. As such, the proposed development is located within the 5km zone of influence of the SPA but outside the 400 metre exclusion zone. The proposed development is neither connected to, nor necessary to the management of, the Thames Basin Heaths SPA. Furthermore, the proposed development would not result in a net increase in traffic movements in excess of 1000 vehicular movements per day in proximity to the SPA.

All new housing development within 5 km of any part of the Thames Basin Heaths SPA, of which the current proposals would make a contribution, is considered to contribute towards an impact on the integrity and nature conservation interests of the SPA. This is as a result of increased recreation disturbance in combination with other housing development in the vicinity of the Thames Basin Heaths SPA. Current and emerging future Development Plan documents for the area set out the scale and distribution of new housebuilding in the area up to 2032. A significant quantity of new housing development also results from 'windfall' sites, i.e. sites that are not identified and allocated within Development Plans. There are, therefore, clearly other plans or projects for new residential development that would, together with the proposals the subject of the current planning application, have an 'in-combination' effect on the SPA. On this basis it is clear that the proposals would be likely to lead to a significant

effect on European site (i.e. the Thames Basin Heaths SPA) integrity.

Appropriate Assessment under Regulation 63(1) of the Habitats Regulations.

If there are any potential significant impacts upon the Thames Basin Heaths SPA, the applicant must suggest avoidance and/or mitigation measures to allow an Appropriate Assessment to be made. The Applicant must also provide details that demonstrate any long term management, maintenance and funding of any such solution.

The project the subject of the current planning application being assessed would result in a net increase of dwellings within 5 km of a boundary of part of the Thames Basin Heaths SPA. In line with Natural England guidance and adopted Rushmoor Core Strategy 2011 Policy CP13 and Thames Basin Heaths Avoidance & Mitigation Strategy (2018), a permanent significant effect on the SPA due to an increase in recreational disturbance as a result of the proposed new development is likely. As such, in order to be lawfully permitted, the proposed development will need to secure a package of avoidance and mitigation measures.

Rushmoor Borough Council formally adopted the latest version of the Thames Basin Heaths SPA Avoidance & Mitigation Strategy (AMS) in May 2018. The AMS provides a strategic solution to ensure the requirements of the Habitats Regulations are met with regard to the in-combination effects of increased recreational pressure on the Thames Basin Heaths SPA arising from new residential development. This Strategy is a partnership approach to addressing the issue that has been endorsed by Natural England.

The AMS comprises two elements. Firstly the maintenance of Suitable Alternative Natural Greenspace (SANG) in order to divert additional recreational pressure away from the SPA; and, secondly, the maintenance of a range of Strategic Access Management and Monitoring Measures (SAMMs) to avoid displacing visitors from one part of the SPA to another and to minimize the impact of visitors on the SPA. Natural England raises no objection to proposals for new residential development in the form of Standing Advice provided that the mitigation and avoidance measures are in accordance with the AMS.

In order to meet the requirements of Policy CP13 and the AMS applicants must:-

- (a) secure an allocation of SPA mitigation capacity from either the Council's SANGS schemes, or from another source acceptable to Natural England and to the Council; and
- (b) secure the appropriate SANG and/or SAMM in perpetuity by making the requisite financial contribution(s) by entering into a satisfactory s106 Planning Obligation that requires the payment of the contribution(s) upon the first implementation of the proposed development.

These requirements must be met to the satisfaction of Natural England and Rushmoor Borough Council (the Competent Authority) before the point of decision of the planning application.

In this respect, the Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy comprises two elements. Firstly, the provision of Suitable Alternative Natural Greenspace (SANG) at Rowhill Copse in order to divert additional recreational pressure away from the Thames Basin Heaths Special Protection Area (TBHSPA) and secondly the provision of a range of Strategic Access Management and Monitoring Measures to avoid displacing visitors from one part of the TBHSPA to another and to minimize the impact of visitors on the TBHSPA. The proposal meets the criteria

against which requests to allocate capacity at the Rowhill Copse SANG will be considered. In accordance with the strategy, the applicant has agreed to make a financial contribution of £147,265.00 to provide and maintain the SANG at Rowhill Copse (comprising £132,730.00 SANG and £14,535.00 SAMM contributions) that is to be secured by way of a s106 planning obligation. Subject to the necessary s106 Agreement being completed in this respect, the proposals would have an acceptable impact on the Thames Basin Heaths Special Protection Area in compliance with the requirements of Core Strategy Policies CP11 and CP13.

Conclusions of Appropriate Assessment.

On this basis, subject to the completion of a satisfactory s106 Planning Obligation in this respect, it is considered that the applicants will have satisfactorily mitigated for the impact of their proposed development on the Thames Basin Heaths SPA in perpetuity in compliance with the requirements of Core Strategy Policy CP13 and the AMS. Accordingly it is considered that planning permission can be granted for the proposed development on SPA grounds.

According to the submitted Biodiversity Checklist the application property has negligible biodiversity interest. The Ecology & Biodiversity Officer agrees with this conclusion and raises no objections to the proposals on biodiversity grounds. In this respect, it is noted that the proposals would introduce some landscape planting such that the scheme would increase the potential biodiversity value of the site.

9. Drainage Issues –

Core Strategy Policy CP4 requires all new buildings and the development of car parking and hard standings to incorporate Sustainable Drainage Systems (SUDS). The site is located on land at least risk of flooding and, as existing, the site is entirely hard-surfaced and reliant on off-site surface water drainage. The applicants indicate that a SUDS system would be incorporated into the development, however no details are provided in this respect at this stage. The Lead Local Flood Authority (Hampshire County Council) has, therefore, identified the information and details that would need to be provided. It is considered that it would be appropriate in the circumstances of this case to impose a condition in this respect, by which the requirements of Core Strategy Policy CP4 would be met.

10. Renewable Energy and Sustainability –

Following the Royal Assent of the Deregulation Bill 2015 (on 26 March 2015) the Government's current policy position is that planning permissions should no longer be granted requiring or subject to conditions requiring compliance with any technical housing standards such as the Code for Sustainable Homes. This is other than for those areas (such as Rushmoor) where Councils have existing policies referring to the attainment of such standards. In the case of Rushmoor this means that we can still require energy performance in accordance with Code Level 4 as set out in Policy CP3 of the Rushmoor Core Strategy. Such measures may be secured by way of condition and on this basis no objection is raised to the proposal in terms of Policy CP3.

11. Public Open Space –

The Local Plan seeks to ensure that adequate open space provision is made to cater for future residents in connection with new residential developments. Core Strategy Policy CP10 and saved Local Plan Policies OR4 and OR4.1 allow provision to be made on the site, or in

appropriate circumstances, a contribution to be made towards upgrading facilities nearby. The policy does not set a threshold of a particular number of dwellings or size of site above which the provision is required. The site is not big enough to accommodate anything other than the development proposed and any associated landscape planting.

This is a circumstance where a contribution [in this case £52,925.00 towards the off-site provision of the POS comprising freshwater habitat improvement works at Manor Park, Aldershot (£27,626.86); playground refurbishment at Redan Hill Gardens, Aldershot (£20,587.82); and basketball court renovation at Manor Park, Aldershot (£4,710.32)] secured by way of a planning obligation would be appropriate. Subject to the applicant satisfactorily completing and submitting the s106 Agreement in this respect, the proposal is considered to be acceptable within the terms of Core Strategy Policies CP10, CP11 and CP12 and saved Local Plan Policy OR4.

Conclusions –

The proposals are considered acceptable in principle, would have no material and harmful impact upon the visual character and appearance of the area, give rise to no substantial harm to a non-statutory heritage asset, have no material and adverse impact on neighbours, would provide an acceptable living environment and are acceptable in highway terms. On the basis of the provision of a contribution towards the Rowhill Copse SPA mitigation scheme, the proposals are considered to have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area. The proposals are thereby considered acceptable having regard to Policies CP2, CP5, CP6, CP8, CP10, CP11, CP12, CP13, CP15, CP16 and CP17 of the Rushmoor Core Strategy and saved Local Plan Policies ENV17, ENV28, TR10, OR4/OR4.1 and H14.

Full Recommendation

It is recommended that subject to the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 by 5 February 2019 to secure the following:-

- (a) A financial contribution of £147,265.00 towards the maintenance of SPA avoidance and mitigation;
- (b) A £52,925.00 Public Open Space Contribution; and
- (d) Financial viability re-assessment clauses in the event that the implementation and completion of the scheme is protracted and market conditions improve the value of the scheme;

the Head of Economy, Planning and Strategic Planning in consultation with the Chairman be authorised to **GRANT** planning permission subject to the following conditions and informatives:-

However, in the event that a satisfactory s106 Agreement is not received by 5 February 2019 the Head of Economy, Planning and Strategic Planning, in consultation with the Chairman, be authorised to **REFUSE** planning permission on the grounds that the proposal does not make satisfactory provision for public open space in accordance with Core Strategy Policies CP10, CP11 and CP12 and saved Local Plan Policy OR4; and a financial contribution to mitigate the effect of the development on the Thames Basin Heaths Special Protection Area in accordance with The Rushmoor Thames Basin Heaths Special Protection Area Interim Avoidance and Mitigation Strategy and Core Strategy Policies CP11 and CP13.

1. The development hereby permitted shall be begun before the expiration of one year 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, to reflect the objectives of the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy as amended November 2017 and to accord with the resolution of Rushmoor's Cabinet on 17 June 2014 in respect of Planning Report no PLN1420.

2. The permission hereby granted shall be carried out in accordance with the following approved drawings and details – ACCORD Architecture Drawing Nos. 1405.PL1100 REV.B; -1101 REV.B; -1102 REV.B; -1105 REV.B; -1110 REV.B; -1111 REV.B; -1112 REV.B; -1210 REV.B; -1211 REV.B; -1212 REV.B; -1305 REV.B; -1306 REV.B; -1307 REV.B; -1315 REV.B; -1316 REV.B; -1317 REV.B; -1320; -1400 REV.B; -1410 REV.B; RGP Drawing Nos.2016/3227/001 REV.C & -008; Design & Access Statement; Transport Statement; Biodiversity Assessment; And Economic Viability Report.

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

3. Notwithstanding any indication of materials which may have been given in the application, or in the absence of such information, construction of the following elements of the development hereby approved [the external walls, roofing materials, window frames/glazing, rainwater goods, and any new external hard-surfacing materials] 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.

Reason - To ensure satisfactory external appearance. *

4. 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.

5. Prior to occupation or use of the development hereby approved, screen and boundary walls, fences, hedges or other means of enclosure shall be installed in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed and retained in accordance with the details so approved.

Reason - To safeguard the amenities of neighbouring property. *

6. The development hereby permitted shall not be occupied until the parking spaces, bicycle storage and bin storage areas shown on the approved plans have been constructed, surfaced and made available to occupiers of, and visitors to, the development in accordance with a scheme of allocation that has been submitted to and approved in writing by the Local Planning Authority. Thereafter these facilities shall be kept available at all times for their intended purposes as shown on the approved plans. Furthermore, the parking spaces shall not be used at any time for the parking/storage of boats, caravans or trailers.

Reason - For the avoidance of doubt and to ensure the provision, allocation and retention of adequate off-street car and bicycle parking, servicing, and bin storage within the development. *

7. 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.

8. Prior to the first occupation of the flats hereby permitted, details for a communal aerial/satellite dish system shall be submitted to and approved in writing by the Local Planning Authority. The new flats hereby permitted shall not be occupied until the approved scheme has been installed and made operational.

Reason - In the interest of the visual amenity of the area by avoiding the unnecessary proliferation of aerial/satellite dish installations on the building.

9. Prior to first occupation of the development hereby approved a fully detailed landscape and planting scheme (to include, where appropriate, both landscape planting and ecological enhancement) shall be first submitted to and approved in writing by the Local Planning Authority.

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

10. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building or the practical completion of the development hereby approved, whichever is the sooner.

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

11. No works shall start on site until existing trees adjoining the site have been adequately protected from damage for the duration of site clearance and works in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority. In this respect no materials or plant shall be stored and no buildings erected within protective fencing to be erected at the margins of the root protection area of each tree/shrub/hedge to be retained as appropriate.

Reason - To ensure that existing trees are adequately protected in the interests of the visual amenities of the site and the locality in general.

12. 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 solely as such unless otherwise first agreed in writing by the Local Planning Authority. With the exception of lighting identified and agreed as being necessarily required solely for maintaining the security of the site/building during night-time hours, 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 - In the interests of the amenities of nearby residential properties; and to ensure that there is no unnecessary use of lighting at the site.

13. Prior to the commencement of development a Construction & Traffic Management Plan to be adopted for the duration of the construction period shall be submitted to and approved in writing by the Local Planning Authority. The details required in this respect shall include:
- (a) the provision to be made for the parking and turning on site of operatives and construction vehicles during construction and fitting out works;
 - (b) the arrangements to be made for the delivery of all building and other materials to the site, including construction servicing/delivery routes;
 - (c) the provision to be made for any storage of building and other materials on site;
 - (d) measures to prevent mud from being deposited on the highway;
 - (e) the programme for construction; and
 - (f) the protective hoarding/enclosure of the site.

Such measures as may subsequently be approved shall be retained at all times as specified until all construction and fitting out works have been completed.

Reason - In the interests of the safety and convenience of adjoining and nearby residential properties and the safety and convenience of highway users. *

14. No construction works pursuant to this permission shall take place until measures to incorporate Sustainable Drainage Systems (SUDS) into the new built development have been submitted to and approved in writing by the Local Planning Authority. Such details as may be approved shall be implemented in full prior to the first occupation of the new building and retained in perpetuity.

Reason - To reflect the objectives of Policy CP4 of the Rushmoor Core Strategy. *

15. Prior to the first occupation of any of the dwellings hereby permitted, details of measures to achieve the energy performance standards in accordance with Code Level 4 of the Code for Sustainable Homes or equivalent for each of the dwellings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Such details as may be approved shall be implemented in full prior to the first occupation of the dwelling(s) to which they relate and retained in perpetuity.

Reason - To reflect the objectives of Policy CP3 of the Rushmoor Core Strategy.

16. No works pursuant to this permission shall commence until there has been submitted to and approved in writing by the Local Planning Authority: -
- i. a desk top study carried out by a competent person documenting all previous and existing uses of the site and adjoining land, and potential for contamination, with information on the environmental setting including known geology and hydrogeology. This report should contain a conceptual model, identifying potential contaminant pollutant linkages.
 - ii. if identified as necessary; a site investigation report documenting the extent, scale and nature of contamination, ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study.
 - iii. if identified as necessary; a detailed scheme for remedial works and measures shall be undertaken to avoid risk from contaminants/or gas identified by the site investigation when the site is developed and proposals for future maintenance and monitoring, along with verification methodology. Such scheme to include nomination of a competent person to oversee and implement the works.

Where step iii) above is implemented, following completion of the measures identified in the approved remediation scheme a verification report that demonstrates the effectiveness of the remediation shall be submitted for approval in writing by the Local Planning Authority.

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

17. 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.

18. The development hereby approved shall not be occupied until measures to protect the occupiers of the dwelling units within the development hereby approved from noise from the adjoining commercial units, railway and roads has been implemented in full in accordance with plans and details to be first submitted to and approved in writing by the Local Planning Authority.

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

19. The ground floor commercial units hereby permitted shall not be sub-divided into a total of more than 4 individual units of separate occupation.

Reason – Reason - In order for the Council to retain control over the future quantum of floorspace within the development, the nature of the use of the development, and in the interests of the amenities of neighbouring and adjoining residential property and the safety and convenience of highway users.

20. In the event of a ground floor commercial use being used for purposes falling within Use Classes A3, A4 or A5 the premises shall not be open to customers outside the following times:

Mondays to Saturdays: 0900 – 2400 hours;

Sundays: 0900 – 2300 hours.

Reason - To safeguard the amenities of neighbouring and adjacent residential occupiers.

21. In the event of a ground floor commercial use being used for purposes falling within Use Classes A3, A4 or A5 the use shall not start until an extraction system appropriate to the nature of any food to be provided to customers has been installed and brought into operation in full accordance with plans and details that have first been submitted to and approved in writing by the Local Planning Authority. The approved extraction system shall be operated thereafter at all times in full working order whilst the A3, A4 or A5 use is in operation, including during the preparation/cooking of food before or after customer opening times.

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

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

Reason - To protect the amenities of occupiers of adjoining and nearby residential properties.

23. No home delivery service shall be operated from any A3, A4 or A5 use occupying commercial units within the development hereby approved.

Reason - To protect the amenities of occupiers of the adjoining and nearby residential properties.

24. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 and Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting those Orders), the commercial units within the development hereby permitted shall only be used for Class A1 (retail shop) or A2 (financial & professional services) or A3 (café and restaurant) or A4 (public house) or A5 (hot food takeaway) or laundrette use.

Reason - To reflect the nature of the flexible use sought with the application.

25. No deliveries shall be taken at or be despatched from the commercial units hereby permitted outside the hours of 0700 and 2330 hours Mondays to Saturdays or 0800 to 1800 hours on Sundays.

Reason - To protect the amenities of occupiers of residential properties in the vicinity.

26. No goods or materials of any sort shall be stored, stacked or displayed in the open outside of the commercial building hereby permitted.

Reason - In the interests of visual amenity.

INFORMATIVES

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

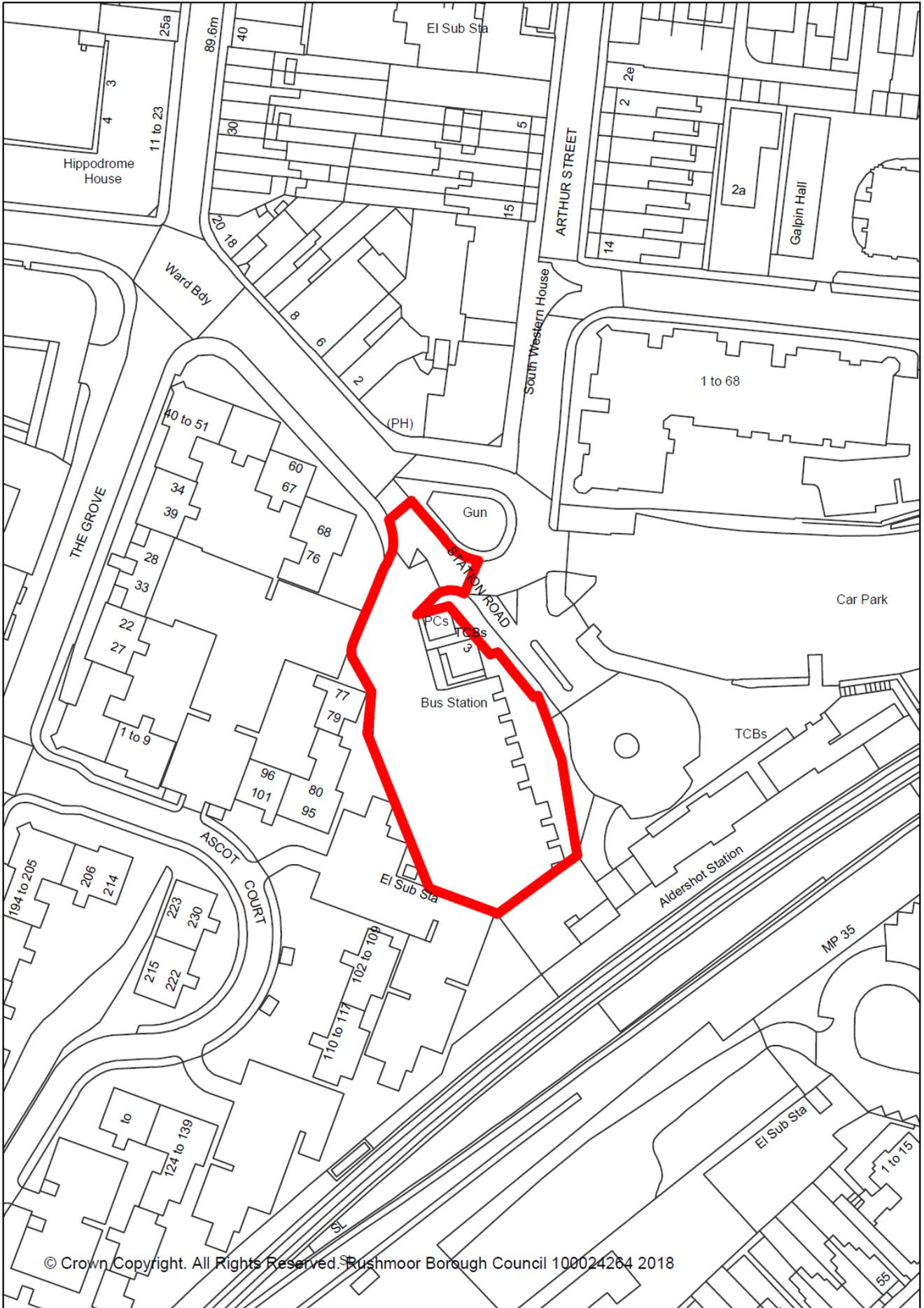
The proposals are considered acceptable in principle, would have no material and harmful impact upon the visual character and appearance of the area, give rise to no substantial harm to a non-statutory heritage asset, have no material and adverse impact on neighbours, would provide an acceptable living environment and are acceptable in highway terms. On the basis of the provision of a contribution towards the Rowhill Copse SPA mitigation scheme, the proposals are considered to have no significant impact upon the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area. The proposals are thereby considered acceptable having regard to Policies CP2, CP5, CP6, CP8, CP10, CP11, CP12, CP13, CP15, CP16 and CP17 of the Rushmoor Core Strategy and saved Local Plan Policies ENV16, ENV28, TR10, OR4/OR4.1 and H14.

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 -** This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).

- 3 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 a certain stage is reached in the development. 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 submit details pursuant to conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
- 4 INFORMATIVE - The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:
 - a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
 - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
- 5 INFORMATIVE - The applicant is advised to contact the Recycling and Waste Management section at Rushmoor Borough Council on 01252 398164 with regard to providing bins for refuse and recycling. The bins should be:
 - 1) provided prior to the occupation of the properties;
 - 2) compatible with the Council's collection vehicles, colour scheme and specifications;
 - 3) appropriate for the number of occupants they serve;
 - 4) fit into the development's bin storage facilities.
- 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 - 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.
- 8 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.
- 9 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 0845 850 2777.

- 10 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.
- 11 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.
- 12 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.
- 13 INFORMATIVE - The applicant is reminded that the commercial premises hereby approved should be made accessible to all disabled people, not just wheelchair users, in accordance with the duties imposed by the Disability Discrimination Act 1995. This may be achieved by following recommendations set out in British Standard BS 8300: 2001 "Design of buildings and their approaches to meet the needs of disabled people - Code of Practice". Where Building Regulations apply, provision of access for disabled people to the premises will be required in accordance with Approved Document M to the Building Regulations 2000 "Access to and use of buildings".



NOTES
 Use hybrid dimensions only. Site always only when a scale is provided. Dimensions are not to be used for construction. All dimensions are to be rounded to the nearest millimetre.

- Site boundary
- Site Ownership Demise
- ▨ Area to be upgraded by REC/South West Trains
- ▨ Area to be upgraded by Hampshire County Council

Material Key - Indicative

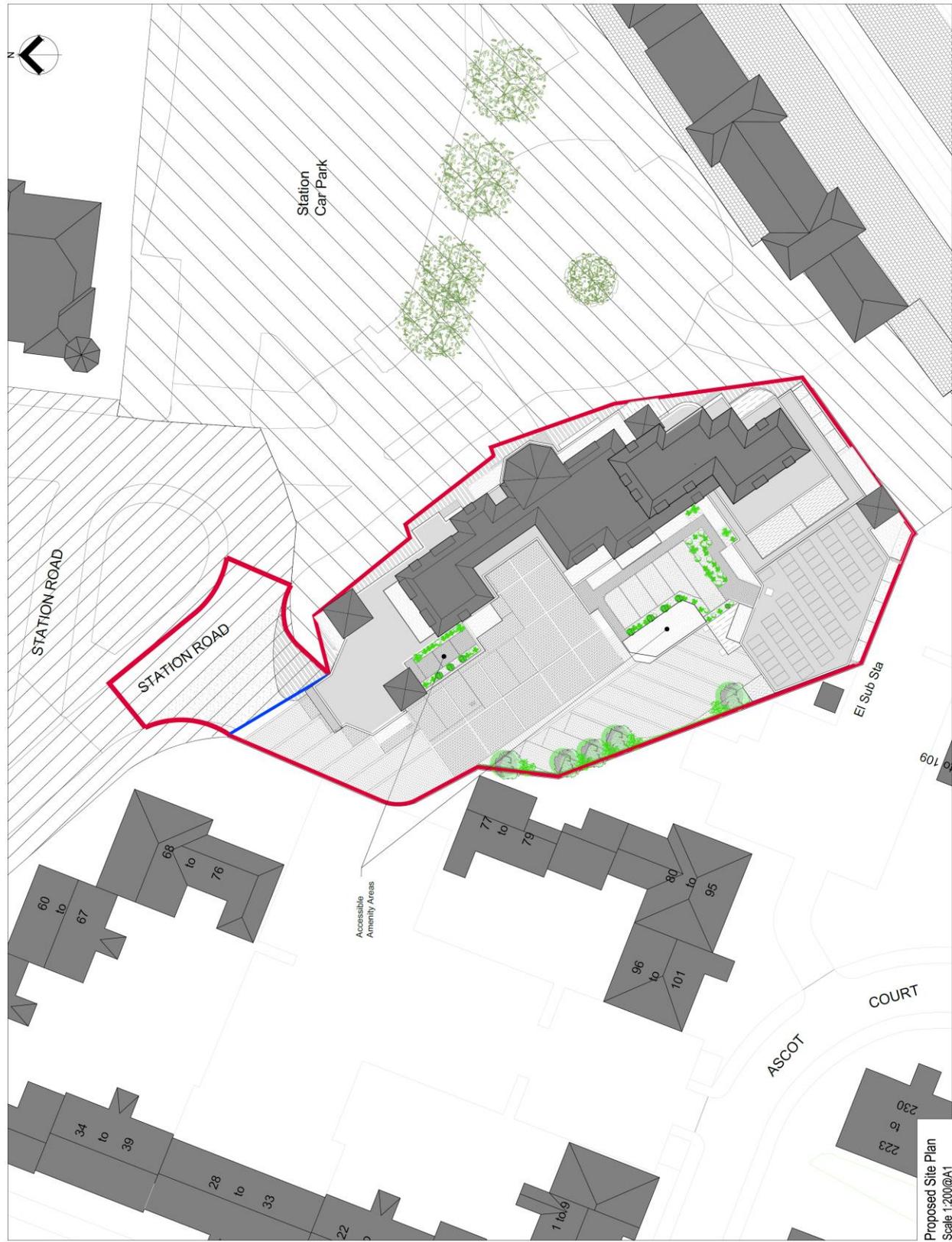
	Brick Paviour 1 Vehicle Movement & Car Parking
	Brick Paviour 2 Vehicle Movement & Car Parking
	Entrance Delineations
	Balcony / Patio Delineations
	Materials to be in with the Station Forecourt upgrade (to be by REC)
	Tarmac
	Pathway Delineation
	Solar Farm
	Car Parking Spaces
	Proposed Planting
	Grass
	Green Grow Wall
	Proposed Trees

B. 07.11.18 DK IP Updated to Site Plan
 A. 08.12.18 SB CM Minor Amendments

Revision: 01m 01st Description

PLANNING
 Applicant: Mr. Simon Gill
 Project: Aldershot Bus Station
 Proposed Site Plan
 Date of Application: July 2016
 Planning Reference: 1405/PL1110
 Parish: B

ACCORD architecture
 1405 PL1110
 www.accordarchitecture.com
 01256 30000 (1405) 0000 (1405) 0000 (1405) 0000



© 2016 ACCORD ARCHITECTURE

Proposed Site Plan
 Scale 1:200@A1
 0 5 10 15 20m

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NOTES

Use figure dimensions only. Scale drawings only when a scale is provided. Dimensions are to be rounded to the nearest millimetre. All dimensions are to be rounded to the nearest millimetre.

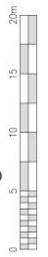
-  Site boundary
 -  Site Ownership Demise
 -  Area to be upgraded by REC/South West Trains
 -  Area to be upgraded by Hampshire County Council
- Material Key - Indicative:**
-  Block Pavour 1 Vehicle Movement & Car Parking
 -  Block Pavour 2 Vehicle Movement & Car Parking
 -  Entrance Delineations
 -  Balcony / Patio Delineations
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 A 08.12.19 SB CM Minor Amendments

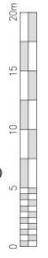
PLANNING
 Mr. Simon Gill
 Aldershot Bus Station
 Proposed Ground & First Floor Plan
 1:200
 July 2016
 1405.PL12.10
accord
 architecture



Proposed First Floor Plan - Units 1 - 13
 Scale 1:200@A1

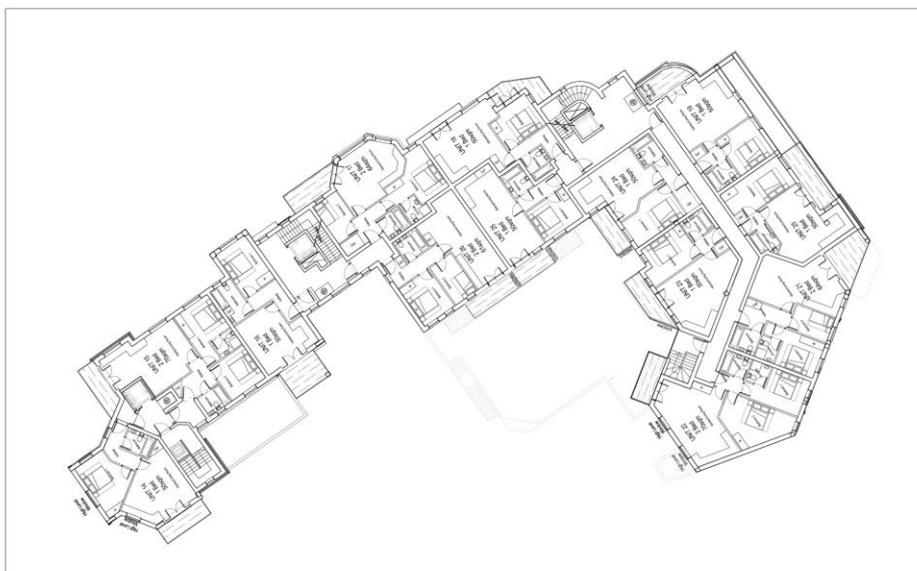


Proposed Ground Floor Plan
 Scale 1:200@A1

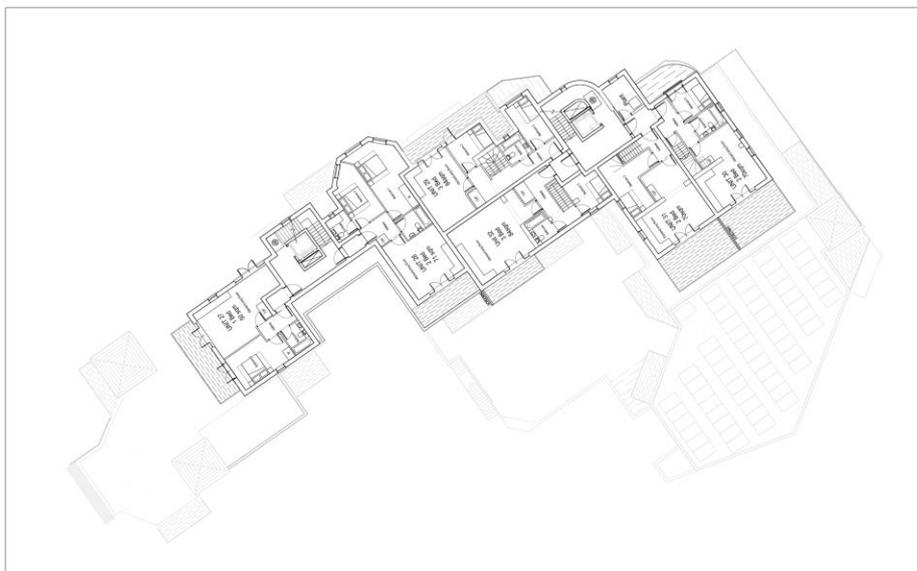


NOTES

Use legend dimensions only. Scale drawings only when a scale is indicated. Dimensions, area or omission to be reported to the architect in writing. All dimensions are in millimeters. Read the drawings with reference to the notes.



Proposed Second Floor Plan - Units 14 - 26
Scale 1:200@A1



Proposed Third Floor Plan - Units 27 - 32
Scale 1:200@A1



B 07.11.18 DK IP Updated to Site Plan
A 08.12.18 SB CM Minor Amendments

Project Name: Aldershot Bus Station
Client: Mr. Simon Gill
Architect: ACCORD Architecture

PLANNING
1405 PL1211
Date: July 2016
Scale: 1:200
Sheet: B



NOTES

Use a signed dimension only. Scale drawings only when a scale is indicated. Dimensions, error or omission to be reported to the architect immediately. All dimensions are in millimeters. Note the starting point of measurement.

Material Key - Indicative

-  Brick Paviour 1 Vehicle Movement & Car Parking
-  Brick Paviour 2 Vehicle Movement & Car Parking
-  Entrance Delineations
-  Balcony / Patio Delineations
-  Materials to be in with the Station Forecourt upgrade (Ibc by RBC)
-  Tarmic
-  Pathway Delineation
-  Solar Farm
-  Car Parking Spaces
-  Proposed Planting
-  Grass
-  Green Grow Wall
-  Proposed Trees

B 07 11 18 DK IP Updated to Site Plan
 A 08 12 18 SB CM Minor Amendments

Revised by: [Blank]
 Date: [Blank]

PLANNING

Client: **Mr. Simon Gill**

Project: **Aldershot Bus Station**

Proposed: **Fourth Floor & Roof Plan**

Drawn by: [Blank]

Scale: 1:200

Date: July 2016

Sheet No: [Blank]

IP: [Blank]

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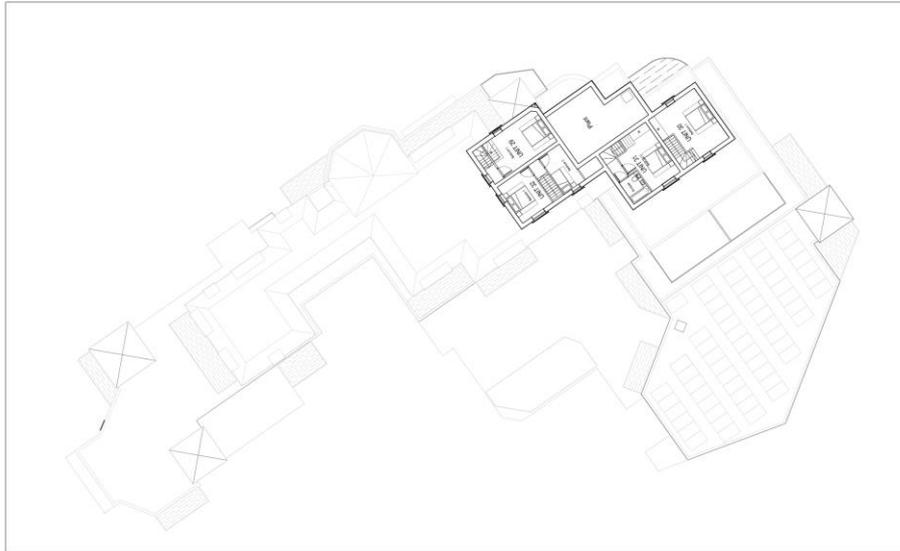
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Proposed Roof Plan
 Scale 1:200@A1



Proposed Fourth Floor Plan Units 29 - 32
 Scale 1:200@A1





Proposed Street Scene A1
Scale 1:250@A1



Proposed Street Scene A2
Scale 1:250@A1