

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

Case Officer	Katie Herrington
Application No.	20/00171/FULPP
Date Valid	5th March 2020
Expiry date of consultations	30th March 2020
Proposal	Demolition of the existing buildings and construction of 100 residential units (Use Class C3) and 128 student units (Sui Generis) together with 2,237sqm (GEA) of flexible retail/commercial/business/community floor space (Use Class A1-A5/B1/D1), public realm enhancements including hard and soft landscaping and associated access, servicing, car parking and cycle parking ("the Proposed Development").
Address	<b>Development at Union Street, Aldershot</b>
Ward	Wellington
Applicant	Rushmoor Development Partnership (RDP) <sup>1</sup>
Agent	Mr Greg Pitt, Barton Willmore
Recommendation	<b>GRANT</b> subject to completion of S.106 Planning Obligation or alternative suitable alternative legal mechanism.  Delegate to the Head of Economy, Planning and Strategic Housing in consultation with the Chairman of Development Management Committee, authority to add, delete or vary conditions as necessary to secure identified obligations.

## **Description**

The application site is located between Union Street to the south, High Street to the north, and Short Street to the west.

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<sup>1</sup> The RDP are the application to which the Council is a partner of and the Council is the landowner.

The site comprises commercial buildings with frontages on High Street, Wellington Street and Union Street. These units are vacant but had contained commercial uses to the ground floor with ancillary offices and residential above. The Rushmoor Development Partnership (RDP), which includes the Council is the applicant. The Council is also the landowner. The heights of the buildings range from 3 to 4 storeys and comprise a mixture of modern and Victorian architecture. The shopfronts are C20th, with a mixture of modern and Victorian facades above. Number 38 Union Street, the former M&S building, has a modern C20th façade, and number 57 and 58 have Victorian façades to the upper floors. Number 48 and 48a Union Street is a 1930's art deco building and is a Building of Local Importance. There is also a public house, number 51 High Street. 53-55 Union Street has been demolished.

The site forms an important gateway into the Town Centre from the Wellesley development to the north, and addresses a 'key view' from Wellington Street looking north to the Gala Bingo Hall building, as identified by the Aldershot Prospectus SPD. To the north of the site is the High Street with the prominent Empire Cinema and Bingo Hall buildings. To the south of the site is Union Street, a pedestrianised street comprising retail/commercial units to the ground floor, with residential/ ancillary uses and offices above. To the north east is the Wellington Street car park, and the location of the Allocated site 'The Galleries'<sup>2</sup>. To the west of the site is the Building of Local Interest 'The Trafalgar' public house, and the backs of buildings on Union Street and High Street. Adjacent to the site and The Trafalgar is Lower Nelson Street, and to the west of the site is the Aldershot West Conservation Area. Land levels rise steeply towards the west – with the ground levels being higher towards Short Street and lower towards Wellington Street/ High Street.

This proposal is for the demolition of the existing buildings and the construction of 100 residential units (Use Class C3) and 128 student units (Sui Generis) together with 2,237sqm (GEA) of flexible retail/commercial/business/community floor space (Use Class A1-A5/B1/D1).

### *Urban form*

The proposal would follow the prevailing building lines established within Union Street and High Street, but would also open up the site to create a new public realm that links with the surrounding streets. The new public realm area - Union Gardens and Makers Yard – would feature non-residential units with areas for seating and recreation – such as cafés and table and chairs and other street furniture. This would create a formal pedestrian route between Union Street and High Street where the former Marks and Spencer's Building is located. The facades of the buildings have been designed to respond to the Victoria heritage of the Town Centre, and does this through the use narrow frontages, detailing to the upper floors, and material and texture variations.

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<sup>2</sup> See Policy SP1.4 – The Galleries of the Local Plan.



Figure 1: plan showing the public realm and new route between Union Street and High Street, and block letters demonstrating the C3 residential [E, D, C] and Student accommodation [S] elements of the proposal.

### *Habitable accommodation*

The 100 residential units (C3) would be located within the upper floors of Blocks E, D, and C, (See Figure 1) and these buildings would be between 5 and 7 storeys tall. The accommodation would comprise a mix of 51 x 1 bed and 46 x 2 bed units, and includes 20 on site affordable homes. Each C3 residential unit would have their own car parking space, split between the lower ground floor of the application site and provision off site. All the residential units either have their own balcony or have been provided with additional internal space. All C3 residential occupiers would have access to the proposed private communal amenity area, Union Gardens.

Block S (See Figure 1), fronting the High Street at a height of 5 to 6 storeys would comprise student accommodation. The University of Creative Arts (UCA) has worked closely with the RDP (Rushmoor Development Partnership) to develop specialist accommodation for the needs of their students, and is to secure such accommodation by a long-term lease.

The proposed student accommodation, being purpose built, does not fall within a Use Class and is therefore Sui-Generis. Block S would provide 128 student units. A 'student unit' is essentially a bedroom - comprising a bed, desk, and a bathroom – and groups of between 6 and 8 of these 'student units' would share a kitchen/living/dining area. Aside from the 4 disabled parking spaces to the lower ground floor, the student accommodation is proposed to be 'car free'.

### *Commercial*

The proposal would provide 237sqm (GEA) of flexible retail/commercial/business/

community floor space (Use Class A1-A5/B1/D1). These units would face Union Street, High Street, and the new public realm area within the site (See Figure 1). Within the public realm would be container-based units and other commercial units addressing the new public realm. The container units would provide flexible space for commercial uses, and would be finished to add vitality to the public area.

Taking advantage of the change in land levels, the Union Street frontage would comprise commercial units at ground floor level facing Short Street, and would include an upper floor mezzanine level as the land falls towards the High Street and Wellington Street. The High Street elevation will include a double height commercial unit within block S, along with ground floor retail units. The position of such commercial frontages are indicated in Figure 2.

It is proposed that commercial uses can be occupied by any occupiers falling with Use Classes A1-A5, B1 and D1. Some changes of Use between these classes would normally require Planning Permission, however, a 'flexible permission' would allow any of the commercial units to be occupied by A1-A5, B1 and D1 uses and change between them without the need to apply for planning permission.

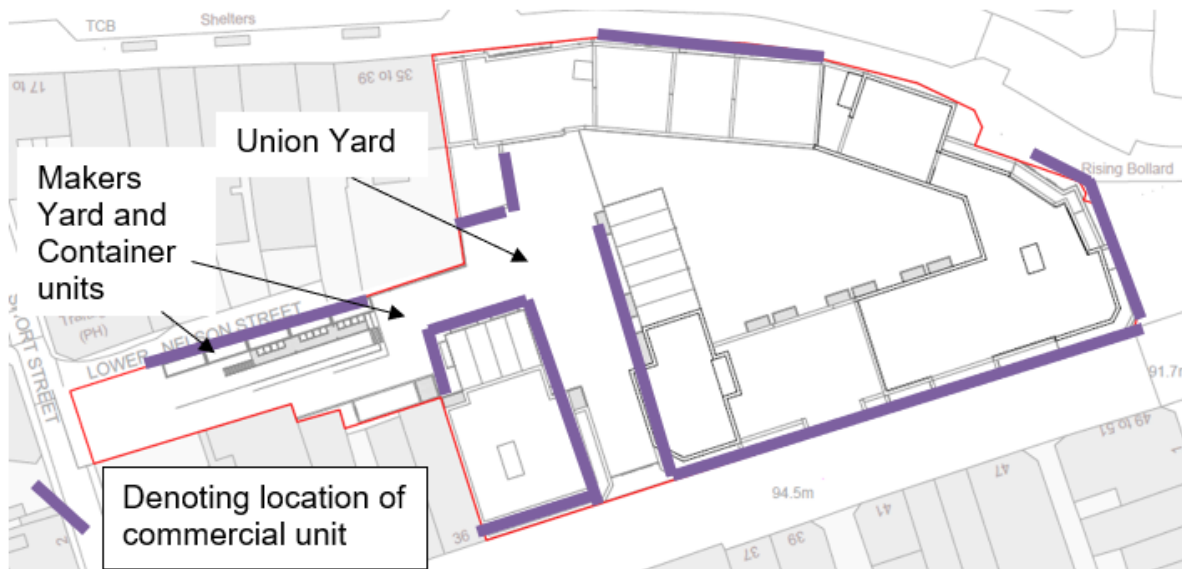


Figure 2: Location of commercial frontages

The site has an extensive planning history. Of relevance to this application is a screening opinion (20/00055/SCREEN) dated 31<sup>st</sup> January 2020 confirming that the proposed development would not constitute EIA development within the meaning of the 2017 regulations. Submission of the application was preceded by extensive pre-application discussion.

This planning application is supported by the following documents; Floor, elevation, site and section plans; landscaping plans; Design And Access Statement; Planning Statement; Flood Risk Assessment and Suds report; Statement of Community

Involvement; Transport assessment and framework Travel Plan; Vent And Extraction Statement; Daylight and Sunlight Assessment; Air Quality Assessment; Noise Impact Assessment; Fire Assessment; Energy and Sustainability Assessment; Heritage And Conservation Statement; Stage 1 Habitat Survey; Construction Logistics Plan; Contamination Report; Archaeological Statement.

Additional submissions since validation of the application are: Union Street East Daylight, Sunlight and Overshadowing May 2020<sup>3</sup>, Noise Impact Statement<sup>4</sup>, and High Street elevation plan<sup>5</sup>, and Phase 2 Ecology Report.

## Consultee Responses

Environment Agency	No comment.
Highways Agency	No comments received.
Natural England	No objection subject to securing mitigation and avoidance measures.
Southern Gas Network	No comments received.
Scottish & Southern Energy	No comments received.
Thames Water	No objection to the proposals.
HCC Lead Local (LLFA)	No objection subject to condition ( <b>Condition 0</b> ). The LLFA suggested a condition that required, prior the commencement of the development, written agreement in principle from surface water sewer asset owner (Thames Water), to be submitted to and approved in writing by the Local Planning Authority for both the principle of connection and discharge rate. Such a condition would not meet the tests in the NPPF of relevance to planning or enforceability and pertains to requirements subject to other legislation..
HCC Archaeologist	No objection. The application was accompanied by a Desk-Based Assessment that has assessed the archaeological potential of the area. The proposed development includes the construction of an under-croft car park and commercial space, however, due to the site's limited archaeological potential and widespread below ground impact of previous phases of development, it is considered unlikely that this new development will have an impact on any archaeology. The County Council's Archaeologist has reviewed the report and given such circumstance advises that no further archaeological mitigation measures are required in this instance.

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<sup>3</sup> Provided greater detail about the proposals impact upon number 41, 41a and 49-51 Union Street.

<sup>4</sup> Report amended to correct a typing error.

<sup>5</sup> Annotated plan to make it clear where the entrance to the car park is proposed.

HCC Highways Development Planning	No objection subject to conditions ( <b>Conditions 0, 0, 0, and 0</b> ). For clarity, a section 278 agreement (secured outside of the planning system), is required prior to works on the access beginning.
Hampshire Fire & Rescue Service	Provides a list of recommendations including access for high-reach appliances, water supplies and fire protection.
RBC Housing	No objection.
RBC Contract Management	No objection.
RBC Building Control	No comments received.
RBC Parks Development Officer	No objection, subject to securing contributions towards Open Space.
RBC Employment and Skills	Details can be secured by way of <b>condition 0</b> .
RBC Environmental Health	No objection, subject to conditions <b>0</b> , Error! Reference source not found., Error! Reference source not found., Error! Reference source not found., Error! Reference source not found..
RBC Planning Policy	The site is an allocation in the Local Plan and forms a core component of the regeneration strategy for Aldershot Town Centre. The proposal will result in the reuse of a brownfield site for social and economic uses, which is supported by the NPPF. The proposal is in general conformity with the Local Plan policies, and the merits of the proposal should be considered in the planning balance.
RBC Ecologist	No objection, subject to the imposition of <b>condition 0</b> . <i>Officer comment: It is noted that the suggested conditions are pre-commencement. Given the nature of the mitigation and enhancement measures proposed, the recommendation is that the requirement should be pre-occupation.</i>
Aboricultural Officer Conservation Team	No objection. No objection subject to <b>condition 11</b> .
Aldershot Civic Society	Provides comments: <ul style="list-style-type: none"> <li>• Supports link with the University for Creative Arts, public space and High Street and Union Street connection</li> <li>• care should be had with bin storage, landscaping and street furniture</li> <li>• a management plan and budget should be in place for the maintenance and improvement of public spaces</li> <li>• the design should be such to discourage antisocial behaviour</li> <li>• reflections should be had to the failure of the Guildford project with regards to the containers to ensure their</li> </ul>

success

- coordination with the galleries/arcade/car park development is important
- concerns regarding student free parking, and with the overall reduction in Town Centre car parking and a knock-on effect this would have for casual shopping, events.
- bike parking needs to be secure
- Sad that buildings with heritage value are to be demolished, but understand that this is necessary to make the project viable.
- Design quality of the buildings is key, sensitive detailing of the façades, choice of materials. The lack of balconies or other meaningful articulation on façade to the High Street makes building element flat
- corner building / key gateway building must not feel like arriving at a wall of buildings.
- We would expect policy compliance with regard to the provision of affordable housing and for these to be genuinely affordable

Farnborough Airport  
Hampshire Bat Group  
Designing Out Crime  
Officer

No comments received

No comments received

Provides guidance: Access to car park is unrestricted – issues of security to units – opportunities for crime and anti-social behaviour. CCTV should be installed in the car park as there is limited surveillance. Advises 2.4m high boundary between Podium Gardens and Union Yard, and 1.2m high boundary to doors and windows to ground/first floor. Advises smaller cycle stores and CCTV to deter crime. Street furniture should be designed to not facilitate anti-social behaviour. Advises enclosed staircase for ‘makers units’ to deter crime.

The Victorian Society

No comments received.

### **Neighbours notified**

In addition to posting a site notice and press advertisement, individual letters of notification were sent to 1301 neighbouring properties.

### **Neighbour comments**

24 representations from separate properties have been received. 12 letters in support<sup>6</sup> have been received from the occupants of Eastdene, Cargate Terrace, 12 Clarence Close, 6 Burchett Road, 1 Heath Close, 300 Woodland Walk, 20 Grosvenor Road, 41

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<sup>6</sup> 3 support letters were from properties outside of Aldershot, and 9 were from properties from within Aldershot.

Highfield Avenue, 6 Churchlands, 1 Rhine Way, 21 Nelson House Aldershot, 27 Wood Lane, Farnborough, and 19 Beech Road, Clanfield. Two additional support letters were received which did not give addresses.

9 objections<sup>7</sup> have been received from the occupants of the Wellington Centre, 14 Sheridan Close, 68 Jubilee Road, 62 Lysons Road, 12a St Michael's Road, 252 Lower Farnham Road Aldershot, and 5 York Road Farnborough, and 6 the Stour Centre Canterbury. Two letters were submitted by Councillor Alex Crawford, comprising an objection and a comment.

5 comments have been received from Farnborough Airport, and 62 Coronation Road, Greenway and 17 Eland Road Aldershot. Councillor Mike Roberts has also submitted comments.

These submissions are summarised below;

#### Support –

Impact upon Town Centre viability and vitality (**Addressed in section 3 Impact upon the vitality and viability of the Town Centre**).

- Positive for the town/Aldershot – investment/beneficial economic development/regeneration
- More people living centrally, shops, and services will help Town Centre.
- Student accommodation and pop-up shops brings diversity and activity to Town Centre/ younger generation
- Alleviates existing problems
- Employment benefits

Design (**Addressed in section - 4 Loss of Heritage Assets and Impact upon character**)

- Design – takes cues from local area, not directly replicating or competing with other Town Centre/ good development
- Environmental improvements/ buildings are run down
- Loss of historic buildings outweighed by long term benefits to the town

#### Object -

Impact upon character and heritage (**Addressed in section – 4 Loss of Heritage Assets and Impact upon character**)

- Will wipe out historic value and look of the town/ development fails to understand importance of Aldershot and British Army connection. No regard to buildings

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<sup>7</sup> 6 objection letters were received from were received from properties in Aldershot (including one commercial property), 1 from Farnborough, and 1 from Canterbury, and 6 from Aldershot)



quality construction voting public want to see the Town Centre retained in 2011 census. Not possible to replace it. Salvage and embedding of individual building elements are 'cheap tokenism'. Buildings should be adapted/ convert existing historic buildings.

- Design looks like any other manufactured town in the UK. Development will not be fine grain like historic buildings, and detailing will be crude.
- Design does not replicate materials and architecture of Town Centre – only in tenuous and superficial ways.
- Union Street would appear oppressive in character, and High Street would appear bleak given height of buildings and orientations. Courtyard is unlikely to be as light and spacious as presented.
- Unacceptable design and appearance; unacceptable size, layout or density; heights of proposed development exceed those of existing buildings
- Conditions are required to secure the integration, reuse or donation of features of 48-48a Union Street.
- Development is below standards in regard to Daylight and Sunlight; the student accommodation occupants do not have access to 'podium gardens'
- Inadequate materials/ hodgepodge of bricks
- Proposal impacts upon character of Conservation Area
- Does not constitute social sustainability – due to demolition of historic buildings.

**Impact upon Town Centre viability and vitality (Addressed in section 3 Impact upon the vitality and viability of the Town Centre)**

- Proposal should not be allowed to impact upon the viability of the Wellington Centre/ concerned that it will draw retailers out of the Wellington Centre. Advise conditions to avoid this. Concerns that the proposal does not address root political and economic causes of the Town Centre downfall.
- M&S Aldershot store needs to be put back into operation for the Town Centre to survive. Wellington Centre is subsidised by parking. Need to demonstrate track record before more changes to iconic military based Town Centre.
- Reduction of retail by 60% does not make sense, given population growth via Wellesley – should be encouraging retail/ concern of harming Town Centre.
- Building must be flexible for future uses

*Officer comment: The site is located within the Town Centre and as such no retail impact assessment is required. In this context, issues of competition between retail unit providers is not a consideration material to this application. The choice of occupiers, other than the Use Class of individual units, is also not a matter material to the consideration of this planning application.*

**Highways and parking (See section - 8 Highways considerations)**

- Inadequate car parking – off-site parking, but multi-storey is to be demolished. 1:1 parking is not enough and ignores current parking stress and that other developments are coming forward.
- Refuse arrangements are complex and likely to breakdown in practice/ container refuse store must accommodate proposed uses

- Concerned about suitability of High Street car park to accommodate parking for this development
- Questions whether it is reasonable to cycle to Farnham from Aldershot.

**Sustainability (see section - 10 Public Open Space with regards to the contributions towards play space, and section - 13 Sustainability regarding sustainability).**

- No details of how PBSA and containers will meet BREAM 'Very Good' Standards.
- Life of shipping containers may not comply with NPPF sustainability policies – concerned about building obsolescence.
- No evidence of the provision of play space
- Building must be environmentally conscious now and in the future given climate emergency

**Affordable Housing (see section - 2 Affordable Housing)**

- Misleading to state that affordable housing meets local housing needs

**Other**

- Private sector wins over residents again. (*Officer comment: Planning applications are determined in accordance with the development plan and any other material planning considerations, regardless of whether the developer is from the public or private sector.*)
- Does not constitute environmental sustainability – demolition of buildings is wasteful. (*Officer comment: There is no policy basis to object to the principle of demolishing buildings on environmental sustainability grounds*)
- Viability of student accommodation in the long term is dubious. (*Officer comment: There is no policy basis to determine whether the PBSA is viable in the longer term or not*)
- No support facilities for the Student Accommodation. (*Officer comment: It is not a policy requirement for the student accommodation to have support facilities*)
- Raises that corner unit image in DAS does not match the submitted plans. (*Officer comment: The determination of this application is based on the submitted plans and not illustrative views.*)
- Contrary to government advice and local plan policies. (*Officer Comment: the relevant policies have been addressed within this report.*)
- Requests deferring / need to consider timing of application given COVID-19 and economic climate. (*Officer Comment: it is the statutory duty of the LPA to determine planning applications which have been submitted to them within the recommended timescales regardless of non-planning matters such as economic circumstances.*)
- Community Engagement Report does not include comments of Aldershot Civic Society, Rushmoor Labour Party or other stake holders. (*Officer Comment: The LPA has complied with its statutory and local duties with regards to consultation which have been taken into account in the determination of this application.*)

## Comments

Vitality and viability of Town Centre (**Addressed in section - 3 Impact upon the vitality and viability of the Town Centre**).

- Large shops and online shopping have made Aldershot a fast food outlet and charity centre
- Unless bring good stores on the Town Centre will die
- Wellington Phase 2 had good stores but that has faded.
- Would like a civic-hub for Aldershot
- Always issues with lifts and now 2 car parks are being removed.

*Officer comment: The choice of occupiers, other than the Use Class of individual units, is also not a matter material to the consideration of this planning application. The issues with the operation of car parks is not material to the determination of this application.*

Highways and parking (**See section - 8 Highways considerations**)

- Is there enough parking? - If congestion gets worse than value would be lost in the investment
- Shortfall of parking available to residents/ retail and their visitors made worse by demolition of the multi-story car park. (*Officer comment: this proposal does not involve the demolition of the multi-storey car park*).

Design and character (**Addressed in section - 4 Loss of Heritage Assets and Impact upon character**)

- Student flats – think carefully so that this does not become an eyesore
- Don't leave out trees and greenery

Other

- Would like more public value for this investment
- Hope COVID-19 does not affect it
- Underfunded.
- Is the design fit for purpose for a 1.5-degree global warming scenario/ is it fossil fuel free/ renewable energy built in/ will it meet net zero by 2020 govt ambitions – BREEAM is not fit for purpose.

*Officer comment: It is for the LPA to determine the planning application in accordance with the provisions of development plan and other material planning considerations. As such, issues arising regarding funding, and public value are not material to the determination of this application. Please see section 13 of this report with regards to sustainability.*

## **Policy and determining issues**

The following policies are relevant in the determination of this application: Policies SS1

(Presumption in Favour of Sustainable Development), SS2 (Spatial Strategy), SP1 (Aldershot Town Centre), SP1.1 (Primary Frontages in Aldershot Town Centre), SP1.2 (Secondary Frontages in Aldershot Town Centre), SP1.5 (Union Street East), IN2 (Transport), HE1 (Heritage), HE2 (Demolition of a Heritage Asset), HE3 (Development within or Adjoining a Conservation Area), HE4 (Archaeology), DE1 (Design in the Built Environment), DE2 (Residential Internal Space Standards), DE3 (Residential Amenity Space Standards), DE4 (Sustainable Water Use), DE5 (Proposals Affecting Existing Residential (C3) Uses), DE6 (Open Space, Sport and Recreation), DE10 (Pollution), (Housing Mix), LN2 (Affordable Housing), PC8 (Skills, Training and Employment), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure), NE3 (Trees and Landscaping), NE4 (Biodiversity), NE6 (Managing Fluvial Flood Risk), NE8 (Sustainable Drainage Systems) are relevant to the consideration of this application.

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

The main planning considerations in the determination of this application are;

1. The principle of development
2. Affordable Housing
3. Impact upon the vitality and viability of the Town Centre
4. Impact upon Heritage Assets.
5. Impact upon character
6. Impact upon neighbours
7. The Living Environment Created
8. Highways considerations
9. Environmental Health
10. Public Open Space
11. The water environment
12. Ecological considerations
13. Sustainability

## **Commentary**

### **1. The principle of development**

The objective of Policy SP1 (Aldershot Town Centre) of the Local Plan is to maintain or enhance the vitality and viability of Aldershot Town Centre and to contribute to the

strategy of regeneration. Amongst other things, Policy SP1 supports ‘the development of good-quality urban homes that contribute to the vitality of the Town Centre...’, including the need ‘to prioritise the redevelopment of... Union street East to support Town Centre regeneration and to provide a mix of floor space comprising retail uses...’. The proposed development, in providing residential accommodation on the upper floors and modern flexible retail/commercial/business/community floor space (Use Class A1-A5/B1/D1) at the ground floor level, would accord with this policy.

Policy SP1.5 of the Local Plan sets out in greater detail the housing delivery expectations of the site allocation, requiring at least 140 residential units on the upper floors of the development as part of the Council’s housing supply strategy. The proposal would provide 100 C3 residential units - 40 less than that prescribed by policy SP1.5 - but this is not considered to be harmful, as it needs to be considered in the context of the overall delivery of accommodation in the Town Centre and across the borough as a whole. It is expected that housing supply is likely to exceed that allowed for within the Local Plan, and the proposals would still make a significant contribution towards housing supply in the borough. As a result, there is no objection to the proposal in this respect.

#### Principle of Student accommodation -

The proposal would provide 128 student accommodation units. As the Local Plan does not contain a specific Policy relating to the provision of student accommodation, the ‘presumption in favour of sustainable development<sup>8</sup>’ applies.

Planning Practice Guidance is a material consideration in the determination of this application. It encourages engagement with universities and other higher educational establishments. The UCA (University for the Creative Arts) have identified the site as a good location, and has worked closely with the RDP (Rushmoor Development Partnership) to develop specialist student accommodation in that location. It is also a material consideration that such accommodation may take pressure off the private rented sector and increase the overall housing stock. There is no policy objection to the principle of student accommodation in this location.

#### Housing mix

The Strategic Housing Market Assessment (SHMA) jointly commissioned by Hart, Rushmoor and Surrey Heath estimates the main demand for market housing across the three authorities is for two and three bedroom homes, however the document acknowledges that a range of factors at the local level that will impact the need and ability to provide a mix of market and affordable homes (including site location and type). Local Plan Policy LN1 (Housing Mix) states that the mix of housing types and sizes will have regard to the size of the site and site-specific viability. In light of the nature of the proposal - a mixed-use Town Centre regeneration scheme delivering apartments on upper floors - it is considered that the housing mix (51x 1 bed and 46 x 2 bed units) is appropriate and in general conformity with Local Plan Policy LN1.

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<sup>8</sup> See paragraph 11 of the NPPF, and Policy SS1 of the Local Plan.

## 2. Affordable Housing

Policy LN2 of the Local Plan requires developments of 11 or more dwellings<sup>9</sup> to provide 20% of the proposed residential units as on-site affordable housing. The policy also advises a mix of 70% for rent and 30% for intermediate accommodation. The proposal would provide 20% of the residential units as affordable housing, 14 of them provided as affordable rent and the remaining 6 as shared ownership homes, resulting in a 70/30 mix as required by policy LN2 (see *Figure 2*).

	1 bed	2 bed	% Affordable mix
<b>Affordable Rent</b>	6	8	70%
<b>Shared Ownership</b>	3	3	30%

*Figure 2: Affordable Housing breakdown*

Subject to securing such affordable housing via a s106 agreement or other suitable legal mechanism, the proposal would be acceptable in this respect.

## 3. Impact upon the vitality and viability of the Town Centre

### Loss of retail floorspace

The proposal is located with the Town Centre of Aldershot. Policy SP1 of the Local Plan requires that development should maintain or enhance, and/or accommodate future retail growth which improves the health, vitality and viability of the Town Centre and contributes to the strategy of regeneration. Concerns have been raised by neighbours that the reduction of retail floorspace could harm the Town Centre.

The proposal would provide 2,237sqm of flexible retail/ commercial/ business/ community floor space (Use Class A1-A5/B1/D1). However, it would result in a loss of around 4063sq. m of existing retail floor space on the site.

Whilst the proposal results in a reduction in retail floor space from that which is existing, the proposal is designed to reflect the current and future demands for retail. The Local Plan was informed by a Retail, Leisure and Town Centres Study (2015), but since then there have been significant changes to retail demand for bricks and mortar accommodation nationally. The Council has commissioned a Town Centre Uses Study to provide an up to date position of demand for retail and other commercial floorspace in Aldershot Town Centre, that indicates significantly reduced demand for retail floorspace over the long term compared to the 2015 study.

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<sup>9</sup> This does not include the student accommodation.

Whilst there would be a loss of retail floor space, this takes into account the changing retail context, and would result in the regeneration of this part of the High Street that would help improve the health, vitality and viability of the Town Centre. As a result, the proposal would not conflict with the principles of Policy SP1 of the Local Plan.

### Primary and Secondary Frontages

The site addresses the Primary Frontage towards Union Street, and the Secondary frontage towards the High Street. Policy SP1.5 requires that active ground floor uses of the Union Street East scheme reflect the Local Plan Primary and Secondary frontage designations.

Policies SP1.1 requires that ground-floor uses within Primary Frontages should fall within Use Classes A1-A5 and retain active frontage. In addition, it states that in each frontage, a change of use from A1 should not result in the number of non-A1 units exceeding 30% unless an A1 use is considered to be no longer viable, and would not result in the loss of an A1 unit frontage on a visually prominent site.

Policy SP1.2 requires that ground floor uses within the Secondary Frontage maintain an active frontage and fall within Use Classes A (A1-A5), Class D (D1 or D2), or a similar Sui-Generis use which attracts visiting members of the public.

It is proposed to provide flexible retail/commercial/business/community floorspace (Use Class A1-A5/B1/D1) at ground floor level along the Union Street Primary Frontage and The High Street Secondary Frontage. The proposal for a 'flexible use' in this instance means that express planning permission would not be required for any subsequent changes between those uses<sup>10</sup>.

The proposal, in providing flexibility in the use of the commercial units could result in more than 30% of non-A1 uses in the primary frontage or B1 uses in the Secondary Frontage. However, the application must be considered against changes to retail demand and the overall objective of regeneration and enhancement of the vitality and viability of the Town Centre.

The Rushmoor Local Plan retail evidence base in relation to Town Centre uses was finalised in 2015 and since this time there have been substantial shifts in the demand for retail floor space and therefore the need for Town Centres to adapt. This is reflected in the National Planning Policy Framework (2019) which states that (emphasis added): *'planning policies and decisions should support the role that Town Centre play at the heart of local communities, by taking a positive approach to their growth, management and adaptation...'*

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<sup>10</sup> In accordance with Schedule V of the GPDO.

The use of planning permission to accommodate flexible uses is a positive and adaptive mechanism to aid the growth and revival of the Town Centre, smoothing the route to occupation and providing the manoeuvrability required to adapt to changes in the retail climate. Subject to a condition requiring the creation of active frontages (**Condition** Error! Reference source not found.), the proposal would achieve the objective of enhancing the viability and vitality of the Town Centre, as sought by Policy SP1.1 and SP1.2 of the Local Plan.

As a result, the proposal would not conflict with the general objectives of Policy SP1.1 and SP1.2 of the Local Plan and the NPPF in this regard.

#### **4. Impact upon Heritage Assets.**

##### Loss of Heritage Assets -

The proposal would result in the demolition of the buildings within the application site. The Aldershot Prospectus SPD sets out that numbers 54-56, 58, and 60-62 Union Street, and number 57, 55 and 53 High Street are of some heritage interest. Number 48-48a Union Street is a Building of Local Interest<sup>11</sup>. Concerns have been raised by neighbours that the loss of such buildings would have an impact on the heritage of the Town Centre.

The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes a statutory duty to consider the effect on heritage assets. This is enforced by Policy HE2 of the Local Plan, which sets out that the demolition of a Heritage Asset<sup>12</sup> will not be permitted unless every practical effort has been made to retain it; the loss of the Asset is necessary to achieve public benefits, those public benefits outweigh the loss, and it is demonstrated that the new development will proceed within a reasonable and agreed timescale.

It is also noted that there is a preference for the buildings with heritage interest to be refurbished. The Aldershot Prospectus SPD advises that the Union Street block contains several attractive historic buildings, and that retaining and refurbishing these to bring them back into active use is an important part of the Council's preferred strategy for Aldershot. In addition, Policy SP1.5 states that proposals would be granted planning permission where they retain and reconfigure existing buildings of architectural value on the site and enhance the visual heritage value of the upper floors.

The submission was accompanied by a Heritage Impact Assessment for number 48 – 48a, the Building of Local Interest. 48-48a Union Street is a 3 storey 1931 Art-Deco building of the style typical of a 'Burton House'. The shop front is of no special local interest as it has been modified with late C20th replacements, but the upper floor is of

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<sup>11</sup> Buildings of Local Interest are not classified as Designated Heritage Assets – Designated Heritage Assets comprise A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

<sup>12</sup> Heritage Asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).



interest comprising a richly embellished Art-Deco design. There are also two foundation stones set into the shop front bearing the names of members of the Burton Family.

Number 55-53 High Street has been demolished. Number 57 High Street and 58 Union Street have Victorian facades to the upper floor which whilst of Victorian origin, make a limited contribution to the area's character having been altered at street level by insertion of C20th shopfronts. As a whole, the buildings appear in need of significant restoration, and are considered to have little significance as heritage assets.

Paragraph 199 of the NPPF states that Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost in a manner proportionate to their importance and impact. The submission was accompanied by a Heritage Impact Assessment that detailed the significance of the heritage assets proportionally to their significance.

The loss of the Heritage Assets must be balanced against the public benefits of the proposal. It has been assessed that the refurbishment of the existing buildings would result in a proposal that would not be viable and therefore would not be deliverable, undermining the overarching objectives within the Aldershot SPD and of Policy SP1.5 of the Local Plan. The proposed development is necessary in order to achieve significant public benefits, including the regeneration of this part of the Town Centre delivering new homes, commercial units and a new public realm. Such benefits outweigh the harm resulting from the loss of this Building of Local Interest and those buildings with some heritage interest. A condition has been imposed requiring the development to proceed within a reasonable timescale (**Condition** Error! Reference source not found.). As a result, the proposal would accord with Policy HE5 and would not conflict with the objectives of Policy SP1.5.

#### Impact upon the setting of Heritage Assets

To the west of the application site is The Trafalgar Inn, and to the South is 49-51 Union Street, both Buildings of Local Interest. The Aldershot West Conservation Area boundary is around 6.5m metres from the western boundary of the application site.

Policy HE1 of the Local Plan sets out that proposals for development that affect Heritage Assets (designated and non-designated) should conserve and enhance the significance, special interest and character and appearance of the heritage asset and its setting, particularly those that are recognised as having an intrinsic link to the military or aviation history of the Borough.

Paragraph 197 of the NPPF states that in weighing applications that directly or indirectly affect the non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The closest part of the proposal to the Conservation Area and The Trafalgar Inn would be the Makers Yard and its container based retail units. This site currently comprises the

backs of buildings and does not provide any significant interface with the Conservation area. The proposal would improve the character of this part of the site by opening it up and enhancing the public realm in this location. The container units would not detract from, or affect the significance of any Heritage Asset.

The proposal would also be close to another Building of Local Interest at 49-51 Union Street. This is on the corner of Union Street and Wellington Street where the proposed development would be at its tallest and most prominent. However, most of the surrounding buildings are taller than this Heritage Asset, and any resulting harm is considered to be outweighed by the benefits of the proposal to the character of this part of the Town Centre, the provision of new homes, and a new public realm and pedestrian linkages.

As a result, the proposal would accord policy HE1 of the Development Plan in this respect.

## **5. Impact upon character**

Policy SP1 requires that development proposals support development that demonstrates good design and creates a more attractive Town Centre environment reinforcing the town's historic built heritage and local character.

Policy DE1 requires new development to make a positive contribution towards improving the quality of the built environment, including: high-quality design that respects the character and appearance of the local area; respect the established building lines; takes account of adjacent building heights, fenestration, roof and cornice lines, uses materials sympathetic to local character, and includes a level of architectural detail that gives the building visual interest for views both near and far; and makes a positive contribution to the public realm – facing the street; and has a positive relationship between public and private spaces.

### Design approach

The agents, in response to the initiatives set out in the Aldershot Town Centre Prospectus, undertook a character analysis of the Town Centre, and such analysis has informed the development proposals. The proposal seeks to address these varying characters, creating varying architectural language and ground level experiences on each facade to respond to its immediate context – including the rhythm and language of the Victorian buildings.

Aldershot Town Centre's Victorian Heritage is expressed through the treatment and rhythm of its buildings. Particularly evident along Union Street and South Street, the streets comprise terraces with varied plot widths and roof lines, and in terms of proportions, the ground floors are pronounced whilst the upper floors are more ornate. Generally, the upper floors feature a strong vertical arrangement and regular rhythm of windows. This includes stonework above and around the windows and other such detailing.

In terms of materials, an emphasis on lighter materials above shopfronts and within the centre of the blocks exists, with heavier red brick at the end of terraces, marking the end of blocks and creating an anchor to views along the street contributes to this effect.

Concerns have been raised by neighbours that the proposal would remove the historic value and look of the Town Centre, resulting in the loss of the Victorian aesthetic and the British Army Connection.

The Union Street and High Street elevations have been carefully designed to emulate the plot widths and clear horizontal emphasis prevailing in Union Street. It does this through the use of projecting facades and varied roof heights, with each 'unit' the width of individual flats, breaking up the bulk of the buildings and providing a dynamic and ornate frontage for the street scene. The scheme has been designed to address the pedestrianised street with a series of active and pronounced shop fronts that are varied in their form, providing interest and vibrancy at the level of the street. Such use of plot width rhythm and façade treatment is considered to provide a contemporary reimagining of Aldershot's Victorian Heritage.

The shopfronts would follow this strategy with traditional detailing in a style that suits the architectural language of the host units. The shopfronts are designed to appear as individual plots, and not as a homogenous stretch of entranceways, and would be framed by different materials and colours, highlighting the varying uses to the residential units above and creating interest in the street scene. To ensure the required level of quality in details and materials, conditions requiring detailed plans of the facades (**Condition** Error! Reference source not found.), and samples of materials (**Condition 10**) are recommended.



Figure 3: Union Street Elevation: demonstrating the vertical emphasis, individual units, and varying building heights.

### Provision of a 'Gateway' building

Policy SP1.5 Union Street East requires that proposals enhance an important Gateway into the Town Centre from the Wellesley development in the north. It also addresses a 'key view' from Wellington Street looking north to the Gala Bingo Hall building, as identified by the Aldershot Prospectus SPD.

The Wellington Street/ High Street elevation (*Figure 4*) would comprise the most prominent building of the site. Between 6-7 storeys tall, the bulk of the façade has been

broken up through the use of inset balconies, staggered plots, varied plot widths and different materials to provide a vertical emphasis. It promotes the site and the Town Centre, with its double height shopfront, highly decorated window frames and facades, and a darker material palette – providing a contemporary take on the Victorian forms of the Town Centre. The resulting building is considered to appear impressive, inviting and exciting in the street scene, and as a result, would achieve its intended purpose as a gateway building from the north and addresses the Key View from Wellington Street.



Figure 4: Wellington Street/High Street elevation

### Provision of a new public realm.

The Aldershot Prospectus SPD advises that proposals should provide opportunities for investment in the public realm. In relation to this Union Street East site, these comprise the re-establishment of a link between the High Street and Union Street, with small shops fronting the route. In addition, Policy IN2 requires that development integrates into the existing movement networks, providing suitable and convenient access for all potential users.

The proposal provides a formal connection between Union Street, High Street, and Short Street, enhancing movements through and around the Town Centre. Forming part of such connection, the proposal provides a new public realm (*Figure 5*). The public realm comprises two parts, the first are the maker units based on prefabricated containers, and the second is Union Yard that includes the passage between Union Street and the High Street. The Makers Yard is intended to be an animated space with a more flexible approach to commercial use. Union Yard is intended to be the focal point of the scheme and will be surrounded by non-residential uses (and their frontages) on all sides at ground floor level. It is intended that such public realm would have a sense of intimacy and a place to sit and stay - providing an area for retail, cafes and restaurants as it will be relatively quiet, away from traffic. Details of street furniture, and hard and soft landscaping is key to achieving the right sense of space and the details would be secured by way of recommended **conditions** Error! Reference source not found., **and 0**.

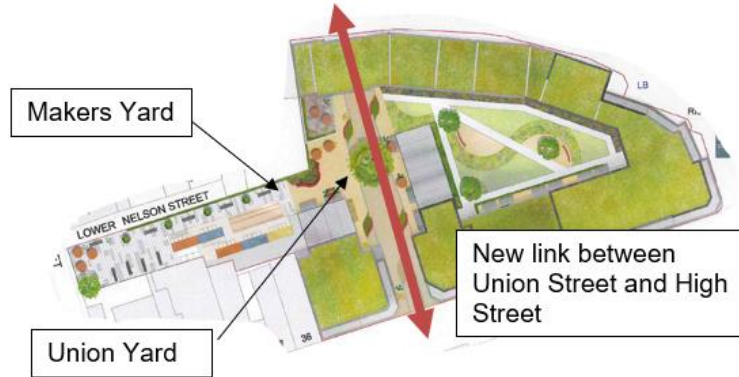


Figure 5: New public realm and new link between Union Street and High Street

The entrance into the public realm from Union Street and Short Street is level and not enclosed, and signage would create a sense of arrival. However, an entrance through the building is proposed from the High Street. This opening from the High Street comprises a tall and wide opening. In order to accommodate the parking area and changes in land levels, steps along with a lift are proposed to take all users from the High Street into Union Yard. The success of this entrance to create a sense of arrival will in part depend on details such as materials and design, and these would be required by **conditions** Error! Reference source not found. **and** Error! Reference source not found.. Large signs would emphasise the entrances from both Union Street, High Street and Short Street. The details of these, including their form, materials, size and location, would be secured by way of **condition 0**.

#### Relationship with the prevailing urban context

The proposal has been designed to respect the prevailing building patterns, lines and forms in the street scene whilst developing a complementary character of its own.

#### *Union Street*

The buildings along Union Street typically range between 2-4 storeys with a rhythm of narrow plot widths and varied roof heights. The relatively narrow width, along with street furniture and the pedestrianised layout, creates a feeling of intimacy.

The proposal would result in a development taller than the adjacent buildings. This is not considered to be harmful. The heights of the proposed blocks step up from the adjacent buildings, increasing in the number of stories as the ground levels drop towards the High Street whilst maintaining a relatively level roof line. The taller buildings here create visual interest to the street scene and build on the useful sense of enclosure and intimacy that is a characteristic of this part of the Town Centre, focusing activities at ground level. The proposal would otherwise accord with the prevailing building line and pattern of development in the area, complementing and enhancing the character of the street scene and area in this location.

## High Street Elevation

The High Street contains a broken rather than continuous frontage with larger stand-alone buildings and no consistent architectural style. The plot widths become narrower towards Short Street. On the corner with Wellington Street / High Street would be the proposal's 'gateway building' where the scheme manages a relatively sharp corner. The bulk and dramatic change in building line direction at the corner are addressed by breaking up and staggering the elevations, use of different materials, and the use of inset balconies as a feature. The proposal complements and enhances the character of the street scene and area in this location. It is also where the proposals are their tallest, matching the height of the Empire Cinema and Gala Bingo Hall on the High Street. The relative height of the buildings in terms of storeys decreases linking with the rising land height and building pattern of the High Street towards Short Street.

## Lower Nelson Street/ Short Street

Lower Nelson Street is entered via Short Street from either Union Street or High Street. Short Street has its own character, with a narrow cobbled carriageway. The Trafalgar Public House sits between sections of inactive frontage.

The development would create a link between Lower Nelson Street and the proposed square - Union Yard, and opening views of the public space and commercial/retail activity beyond. The bulk of the new buildings are set away from Short Street, helping to create a sense of arrival. Details of the treatment of the facades of the container-based units (including materials, colour and fenestration), along with access routes and associated plant, will be controlled by way of proposed **condition 0**. The proposals are considered to complement and enhance the character of the street scene and area in this location.

## Summary

The proposals demonstrate a high-quality architectural and urban design approach which would create a more attractive Town Centre environment whilst reinforcing the town's built heritage and local character. It takes into account the pattern and rhythm of the existing buildings and their architectural detail and makes a positive contribution to the public realm. The proposal is therefore considered consistent with Local Plan Policies SP1 and DE1.

## **6. Impact upon neighbours**

### Daylight and sunlight

The submitted Daylight and Sunlight reports include an assessment of the impact of the proposal on surrounding properties. It sets out that residential units most likely to be affected by the development are 41a, 43-45 and 49-51 Union Street.

### *49-51 Union Street*

49-51 Union Street is a corner property with flats on the first and second floors. The submitted Daylight and Sunlight assessment sets out that the proposal would result in a reduction of the spread of daylight into the Union Street facing windows so that the area lit by the window would be gloomier. The affected windows would serve bedrooms and kitchens. The report sets out that the kitchen and living spaces would receive daylight that would fall within the BRE recommendations. However, three of the bedrooms would experience a reduction that would not meet the BRE's Guidelines. Whilst bedrooms are habitable rooms, given that their primary function is for sleeping that loss of daylight spread is not considered to result in adverse harm to residential amenity to the extent that a refusal of planning permission on that ground would be sustainable.

#### *41 Union Street*

41 Union Street is a corner property with a 6 bed HMO spanning the first and second floors. The proposal would result in a reduction in the spread of daylight into the Union Street facing windows of the HMO, comprising of bedrooms and a living room, below the level recommended by the BRE. As a result, there would be a noticeable reduction in the spread of daylight into these rooms from existing and artificial light would need to be used to supplement the natural light.

It is not considered that such reduction in daylight spread would be harmful in this instance. The living room area and one bedroom, as existing, do not achieve the BRE's recommendations in terms of the spread of daylight and as a result, are already relying on artificial light to supplement the spread of natural daylight. Whilst the proposal would further reduce the spread of daylight into the rooms, this would be accommodated through the existing use of artificial light, and as such this is not considered to be harmful. The remaining two bedrooms will have a noticeable reduction in daylight, but as these areas are used mainly for sleeping, the use of artificial light to supplement daylight is not considered to be harmful.

The NPPF requires LPAs to take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards. It is not considered that the proposal would result in adverse harm to the amenities of the occupants, the proposed development would make efficient use of land and would still result in acceptable living standards. As a result, the proposal would be acceptable in this respect.

#### *43-45 Union Street*

There appears to be a dwelling unit which does not benefit from planning permission on the second floor of 43-45 Union Street and is currently subject to a planning enforcement investigation. The submitted Daylight and Sunlight assessment sets out that the proposal

would result in a reduction of the spread of daylight within a room<sup>13</sup> so that the area lit by the window is likely to appear more gloomy and electric lighting will be required more of the time. However, as it is not lawfully a dwelling unit it should not be considered as such.

### Privacy and outlook

*Distance between Block E, D and C and the adjoining streets.*

The distance between the habitable windows of blocks E, D and C and the residential units of Union Street, and High Street are in excess of 10m and at this distance it is considered that the proposal would not result in a loss of privacy or outlook to the surrounding residential occupiers.

As a result, the proposal would not result in adverse harm to the surrounding residential occupiers and would accord with Policy DE1 of the Local Plan in this respect.

## **7. The Living Environment Created**

### Room size standards:

Policy DE2 of the Local Plan sets out that new residential (Class C3) units will ensure that the internal layout and size are suitable to serve the amenity requirements of future occupiers. Notwithstanding the need to provide additional internal space where flats do not have a private balcony<sup>14</sup>, 99 of the 100 residential units would meet or exceed the Council's internal room size standards. One unit, D31, would fall 0.21 sq.m below this requirement. The shortfall is minimal, and the layout and arrangement is otherwise suitable, the shortfall is not therefore considered to result in a dwelling which fails to offer a satisfactory residential environment to potential occupiers. The proposal is considered satisfactory in relation to Local Plan policy DE2 in this respect.

### *Student accommodation*

The Local Plan and the Nationally Described Space Standards do set out space requirements for student accommodation. The configuration of the accommodation consists of groups of 6 – 8 student bedrooms sharing a kitchen. The area of these rooms and kitchen would meet the space standards if the units were considered as individual dwellings.

### Amenity space

Policy DE3 of the Local Plan states that residential development will be required to provide good-quality usable private outdoor space. The minimum requirement for private balconies for flats is 5sq m, and that in exceptional circumstances, where site conditions make it impossible to provide private open space for dwellings, additional internal living

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<sup>13</sup> VSC – Vertical Sky Component

<sup>14</sup> Policy DE3 refers



space equivalent to the private open space requirement may be added to the minimum GIA of the dwelling.

73 of the 100 residential (C3) units have access to a private balcony or area of garden<sup>15</sup>. Each balcony or garden area is at least 5sq m in area and subject to a condition requiring screening to their sides (**Condition** Error! Reference source not found.) would be sufficiently private.

Given the Town Centre location, it is not possible for all units to have private balcony space. In this instance an exceptional circumstance exists for such balcony space (5sqm) to be provided internally. 27 units require an additional 5sqm to their internal floor to make up for the lack of a private balcony, as set out by policy DE3 of the Local Plan. However, 5 of the 27 provide less than the 5sq m of additional space above that required for internal space standards (DE2). This shortfall is relatively small, and occupiers would have access to a shared amenity area. Given these considerations, it is considered that the proposal would not conflict with the objectives of policy DE2 and DE3 and would not result in a substandard form of accommodation in this respect.

#### *Shared amenity space: Union Gardens*

The proposal provides shared amenity space area for the occupants of the C3 residential development. It is not a policy requirement for the scheme to provide a shared amenity space in addition to the balconies, in what is a constrained site within the Town Centre location. The space would, due to the massing of the southern side of the site, have more than half of its area shadowed during the spring equinox, but like most urban open space it would receive greater sunlight during the summer months when the area is more likely to be utilised. The space is of benefit for the occupiers of the development . As a result, the proposal is considered to provide amenity space of a suitable size in accordance with the principles of Local Plan Policy DE3.

#### *Student accommodation*

The student accommodation does not provide private amenity space for the occupiers and it is understood that such students would not have access to the shared amenity area. The Local Plan and the NPPF do not specify amenity space requirements for student accommodation, and it is not unusual for student accommodation to be without private or shared amenity spaces for occupants. Such accommodation is used in a way which is different from residential C3 uses. Each student room is single occupancy<sup>16</sup> and occupation is linked to enrolment at the University for part of the year. There are other opportunities around the site, and at the University for the Creative Arts, for recreation. It is not considered that the absence of specific amenity provision for the student occupants would result in an unsatisfactory form of accommodation and this aspect of the scheme is considered acceptable in this respect.

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<sup>15</sup> Units D01, D02, C04 have access to a small garden area on the ground floor.

<sup>16</sup> The rooms are occupied by a single student

## Daylight and Sunlight

Policy DE1 requires new development to make a positive contribution towards improving the quality of the built environment and to ensure the proposed users are not adversely affected by limited light, privacy, outlook, or noise. A daylight and sunlight report has been submitted with this application that examines the lighting to the proposed habitable rooms.

### *Proposed residential (C3) units*

92/100 of the residential units meet or exceed the BRE's recommended minimum level of daylight inside a building<sup>17</sup>. The remaining 8 units would each have a kitchen/living/dining room that would fall below this recommended standard, but this is not considered to be harmful or unusual in a Town Centre Location. This is in part due to the layout of the rooms, being open plan and relatively deep, which would require the area furthest from the window – the kitchen – to rely on support from artificial light<sup>18</sup>. However, the living area of these rooms would otherwise meet the required standard, and this arrangement is not unusual for flat development, particularly in an urban location.

The distribution of daylight within habitable rooms was also assessed<sup>19</sup>. 16/ 100 units have at least one habitable room with less than 80% of the room receiving direct daylight, meaning that for these rooms, less than 80% of the room would receive direct daylight and would appear gloomy and supplementary electric lighting would be required. The BRE recognises this and advises that their guidelines need to be applied flexibly and sensibly. The constraints and complexity of the shape of the site means that not all the units can be dual aspect and would result in some rooms being relatively deep and narrow. The prospective occupiers will be aware of the situation, and it is not considered that the distribution of daylight within any of the habitable rooms would be such that it would result in a substandard form of accommodation.

### *Purpose Built Student Accommodation (PBSA) units*

All of the student units (en-suite bedroom and study areas) and shared kitchen/ living room and dining areas would meet the minimum level of daylight within such rooms as advised by the BRE<sup>20</sup>. With regard to the distribution of daylight within habitable rooms<sup>21</sup>, 7/128 student units (en-suite bedroom and study areas) and 2 of the shared kitchen/living/ dining units did not meet the recommendations of the BRE. However, this is not considered to result in a substandard form of accommodation. The affected shared kitchen/ living/dining areas are located on the ground floor of the development, and they have been arranged so that the 'living' areas and 'kitchen' areas are located closer to the windows to achieve natural daylight – the areas requiring most light. The affected student

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<sup>17</sup> Average Daylight Factor (ADF)

<sup>18</sup> Recommended standard is 2% for kitchens, - but it is advised that living rooms should meet 1.5% as per the BRE.

<sup>19</sup> No Sky Line (NSL) test

<sup>20</sup> ADF – Average Daylight Factor

<sup>21</sup> No Sky Line (NSL) test

units are arranged to make best use of light, with the desks and beds located nearer the window and the bathroom to the back. Artificial light would be needed to supplement the natural light to the rear of the rooms, but this is not considered to be harmful or unusual in a Town Centre location. It is not considered that this would result in a substandard form of accommodation.

### Privacy

Policy DE1 requires that new development does not cause harm to the prospective occupiers by reason of privacy. To demonstrate this, the scheme is broken down into 4 separate blocks E, D, C and S which are demonstrated in Figure 6.



Figure 6: Unit breakdown

#### *Between E and D blocks*

The distance between the habitable windows of Block E and D (as shown on Figure 6) on the first to third floors is around 7.5m, and would result in living/kitchen/dining areas would face towards bedrooms. Whilst it is noted that the expectation of privacy is not as great in a Town Centre location, the particular relationship between the rooms would result in the perception of being overlooked. The utilisation of 'one-way glazing' would reduce views between the units whilst still allowing for suitable outlook. The fourth floor would have a distance separation of around 9m and at this distance it is considered that there would not be a loss of privacy in this regard. It is noted that such 'one-way view' glazing can appear reflective or shiny in the street scene. However, views of these windows from the street scene will be oblique and attention is likely to be drawn to ground level where the street is most active and dynamic. As a result, subject to **condition** Error! Reference source not found., the proposal would be acceptable in this respect.

#### *Block C.*

Block C is irregularly shaped to fit the prevailing building line of the plot. This has given rise to a 'right angle' relationship between pairs of units – from ground to fifth floor<sup>22</sup>. The units contain a bedroom with a window. It is considered the angle and distance between the windows could result in the perception of being overlooked. **Condition** Error! Reference source not found. has been imposed for 'one-way glazing' to avoid such impact.

#### *Between block S and C*

Block S, at ground to fifth floors, would have a window serving a habitable room at a right angle to the balcony and kitchen/living/dining room of Block C<sup>23</sup>. Given the size and proximity of the windows and balconies it is considered that it is necessary to require the side facing window of Block S to have one way glazing or similar. This can be secured by **condition 30**.

#### *Between Block S, E, C and D.*

There would be a distance of between 10 and 25m between the habitable room windows and balconies blocks S, and E, C and D which is considered to be of a distance that would avoid a loss of privacy to the habitable windows and balconies.

#### Outlook

Policy DE1 requires new development to avoid harm to the proposed occupiers by reason of poor outlook. All of the habitable rooms within the proposal (including C3 residential and Sui-Generis Student accommodation) are considered to have an acceptable level of outlook given the Town Centre location of the site.

#### Noise impacts

Policy DE1 requires new development to avoid harm to the proposed occupiers by reason of noise pollution. The application site is in a Town Centre where noise from vehicles and activities (such as entertainment, leisure, bars and public houses) and other uses within the site (commercial units) can be expected. The application was submitted with a Noise Report which assesses the impact upon the living conditions within the proposed units and amenity spaces.

The Noise Impact Assessment Confirms that a suitable internal noise environment for all habitable rooms is achievable subject to appropriate mitigation such as glazing, and this can be secured by proposed **condition** Error! Reference source not found.. A mechanical

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<sup>22</sup> E.g., C13 - C13 B, C22 – C14, C23 – C31, C40 – C32, C47 – C41,

<sup>23</sup> E.g., S03 – C01, S16 – C13b, S41 – C14, S75 – C23, KLD next to S110 – C32, S143 – C41.

ventilation system is to be provided to all the proposed residential spaces, and the Noise Impact Assessment has set out internal noise levels this should achieve in order to avoid disturbance (see **condition** Error! Reference source not found.).

With regard to the private and shared amenity areas, the Noise Impact Assessment reports that balconies in the elevations to High Street and Wellington Street are likely to exceed the upper guideline level of 55db as set out by BS 8233:2014. The affected elevations lined below for clarity in Figure 7. These balconies would achieve a noise level of 59 – 66 LAeq16Hour.



Figure 7: blue box demonstrating noise affected balconies

BS 8233 recognises that these guideline values are not achievable in all circumstances where development may be desirable. In higher noise areas, such as Town Centres, compromise is necessary in order to make efficient use of land. Higher noise levels on balconies are not unusual in Town Centre locations and the units in question would also have access to a shared amenity area where noise levels fall within recommended levels. The Council's Environmental Health Officer has raised no objections on this basis.

The proposal is considered to result in a suitable living environment in accordance with policy DE2 of the Local Plan.

## 8. Highways considerations

### Impact upon the local strategic highway network:

Policy IN2 requires that proposals do not have a severe impact on the operation of, safety of, or accessibility to the local or strategic road networks, as a result of itself and/or the cumulative effects of such development.

The proposal would result in a reduction in retail floor space and an increase of 100

residential units, which would have an impact on trip rates. The submitted Transport Statement demonstrates that the trip generation for the whole development would not result in a severe impact on the operation of the local highway network. The County Highways Officer has reviewed the application and has raised no objection in this regard.

#### Vehicle movements and highway safety

Policy IN2 requires that development integrates into the existing movement networks, providing safe, suitable and convenient access for all potential users.

The County Highways Officer is satisfied that there is not an existing highway safety concern which would be exacerbated by the development. The proposal would create a new entrance from the High Street, and make alterations to the existing highway, including the extension of the raised table and the widening of the footway adjacent to the entrance. As proposed the visibility splay to the west of the vehicular entrance is short, measuring 30m rather than the 33m set out in Hampshire County Council's Technical Guidance. Resolving would require removing one car club space, but this is not considered to be harmful. The proposal would still provide a car club space, a disabled bay and loading bay in this location. Recommended **conditions 0 and 0<sup>24</sup>** can secure this amendment.

#### Highways Impact upon other development

Policy IN2 of the Local Plan requires developments to be co-ordinated so that they do not prejudice the future development or design of suitable adjoining sites. The application site is adjacent to the site allocated for development known as the 'Galleries', by policy SP1.4 of the Local Plan. It is considered that the proposal would not prejudice the future development or design of this adjacent site.

#### Servicing

With regards to servicing and deliveries, the commercial units to the High-Street and the units within the public realm area would be serviced using existing loading bays on the High Street. Servicing and deliveries to Union Street would be carried out in the usual way. **Condition 28** is recommended to limit the hours when deliveries can be made in order to safeguard residential amenity.

#### Transport accessibility

Policy IN2 of the Local Plan requires development to promote opportunities for sustainable transport modes and improve accessibility to local facilities and linkages with the surrounding pedestrian and cycle network. Principle 17 of the 'Car and Cycle Parking Standards' SPD requires the submission of a Travel Plan. A Framework Travel Plan has been submitted with this application which sets out how the scheme intends to achieve

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<sup>24</sup> The visibility splay, car club, disabled bay and loading bay are outside of the application site. A Grampian condition is therefore proposed to require such changes.

these objectives. **Condition 0** is recommended to secure this.

### Parking standards

#### *PBSA-*

The student accommodation is proposed to be car free, apart from 4 disabled parking spaces within the lower ground floor parking area for use by disabled students. Concerns have been raised by residents that the students would bring their cars to the site and surrounding area.

Policy IN2 of the Local Plan requires that development provides an appropriate level of parking provision in accordance with the adopted 'Car and Cycle Parking Standards' SPD. The Council's Car and Cycle Parking Standards SPD does not specify parking requirements for Sui-Generis uses such as student accommodation, and it is therefore for the applicant to demonstrate that the parking provision proposed would not result in harm in terms of parking stress or issues of highway safety.

The agents have submitted a Transport Statement and a Planning Statement that sets out how a car-free student accommodation scheme would be appropriate and workable in this location. It is considered that the proposal, subject to securing the arrangement by way of conditions/legal agreement, would not result in harm as a result.

There are a number of factors that would deter students from bringing vehicles to Aldershot. As part of the agreement to occupy the student accommodation, students would need to agree to abide by a Code of Conduct including a clause precluding bringing vehicles to the site and surrounding area. To incentivise the use of public transport, the student accommodation lease would include a free bus pass providing travel to and from the University. The bus stops for this service are located close to the application site. There are also secure bike stores for the students and cycle routes to and from Farnham. There is limited opportunity for students to park vehicles in the surrounding area and the student accommodation units would not be eligible for parking permits.

Travel to the surrounding areas is achievable without use of the private car. The public transport accessibility at Aldershot to the surrounding areas is good. The site is well served by buses including 1 Gold, 4, 5, 7, 17, 18 and 19, along with access to the Aldershot mainline train station within walking distance. There is a car club space provided by the scheme, which can be booked out by the students should the journey call for use of a vehicle. In the Town Centre, students will also have access to shops and other facilities within walking distance. There are no parking spaces available for students on the Farnham College campus, and whilst there are parking spaces located close to the campus, these are chargeable.

Taking these material factors into account, it is considered that subject to securing such provisions by way of **condition 0**, and S106 or other suitable legal mechanism, that the proposal is unlikely to result in issues of parking stress or highway safety as a result of

the car-free student accommodation. As a result, the proposal would be acceptable in this respect.

### Residential parking standards -

Policy IN2 of the Local Plan requires proposals to provide appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted 'Car and Cycle Parking Standards' Supplementary Planning Document. Principle 11b allows, in exceptional circumstances, the off-site provision of residential parking where it is within a walking distance of 200 m and the capacity is spare.

The application site is located within the designated Town Centre and in accordance with Principle 11a of the SPD the proposal would provide a ratio of 1 parking space per one residential C3 unit. The proposal would provide 57 parking spaces within the lower ground floor of the proposal, and 43 spaces provided off site. It is proposed that these 43 off-site spaces will be provided at the adjacent High Street multi-storey car park, which is within walking distance and has the capacity to accommodate this number.

For the proposal to be acceptable, this off-site provision will need to be secured in perpetuity with individual specified parking spaces assigned to and available for the use of residential occupiers of the corresponding flat.

The High Street multi-storey car park forms part of an allocated site known as the 'Galleries'. Should this application come forward and result in redevelopment of the car park, alternative parking to replace those spaces must be made. This can be secured by way of **Condition** Error! Reference source not found. and a S106 or suitable other legal mechanism. Subject to this the proposal would accord with the development plan in this respect.

### Commercial parking -

Policy IN2 of the Local Plan states that proposals shall provide appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted 'Car and Cycle Parking Standards' Supplementary Planning Document. The proposal would provide 2,237sqm of flexible retail/ commercial/ business/ community floor space (Use Class A1-A5/B1/D1). The Council's Car & Cycle Parking SPD sets out requirements for both car and bike parking for commercial, retail and other establishments. The existing retail uses on the site rely on the public car parks which serve the Town Centre. Given that the proposal would provide a reduced commercial floor space over that of the existing provision, it is considered that the existing public parking provision within the Town Centre will be sufficient to accommodate the parking associated with the commercial element of the proposal in this regard. Cycle parking would be secured by **condition 0**.

### Waste and refuse

Policy IN2 Local Plan requires that development provide appropriate waste and recycling



storage areas and accessible collection points for refuse vehicles.

Residential units- The 100 residential units are served by three bin stores on the lower Ground floor towards High Street - 1 serving block D, one serving block C, and one serving block E. These bin stores are for the use of the Use Class C3 residential properties only. The Council's Contracts team have reviewed the submission and are satisfied that the bin stores would accommodate the number of bins required for waste and recycling. This is secured by **condition 0**.

PBSA - The refuse resulting from the PBSA would be collected by a commercial operator who would have their own requirements with regard to rubbish and recycling facilities. It is understood that the number of bins proposed would meet the operator's requirements. A condition is proposed to require confirmation of the refuse arrangements (**Condition Error! Reference source not found.**).

Commercial units - The commercial units fronting Union Street and High Street, or within Union Yard do not have a designated bin store, and instead will need to store refuse within their demise (based on that particular use's needs and the requirements) before collection by a commercial operator. The container units, would have their own designated bin store. However, further details are required with regard to their design, this is the subject of proposed **condition 12**.

## 9. Environmental Health

Policy DE10 (Pollution) of the Local Plan 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.

Contamination: - The application was submitted with a Ground Contamination Desk Study Report that recommends that an intrusive site investigation is to be undertaken, for geotechnical and environmental purposes. The Council's Environmental Health Officer has requested that this should also include an asbestos survey. This has been addressed by way of **conditions Error! Reference source not found. and Error! Reference source not found.**

Air quality: The application was submitted with an Air Quality Assessment. The council's Environmental Health Officer has reviewed the document and is satisfied with its findings.

Pollution and disturbance during construction: - The demolition and construction phases of the development have the potential to cause significant air quality, dust and noise pollution and to manage and mitigate this details of a Construction Environmental Method Statement would be secured by **condition 0**.

Odour: - Planning permission is sought for flexible uses to the ground floor retail units that may result in odour pollution. The submission does not include details of extraction, but the scheme has been designed to enable air extract to be discharged vertically at height. A condition is recommended requiring details of ventilation to be submitted and approved if any A3/A4/A5 uses are proposed within the commercial units (**Condition 4**).

## 10. Public Open Space

The Rushmoor Local Plan (2019) seeks to ensure that adequate open space provision is made to cater for future residents in connection with new residential developments. Policy DE6 states that it will permit new residential development which makes appropriate on-site provision for open space in accordance with the council standards, unless the development is of a size and – or in a location where a financial contribution, for the enhancement and management or creation of open space, for part or all of the open space requirement is considered more appropriate. Due to its size and location within the designated Town Centre, it is considered to be more appropriate to address this via a financial contribution. The financial contributions are as follows;

- Public Open Space Improvements: £100,000
- Playground Improvements: £98,400
- Pitches & Sports Facilities: £59,392

Subject to a S106 or other legal mechanism to secure such financial contribution, the proposal would accord with the development plan in this respect.

## 11. The water environment

Policy NE8 (Sustainable Drainage Systems) of the Rushmoor Local Plan (2019) requires the implementation of integrated and maintainable SUDS, and that the peak run off rate/volume from the development to any drain, sewer or surface water body for the one-in-one year and one-in-100 year rainfall event must not exceed the greenfield run-off rate for the same event. The site is located within Flood Zone 1; i.e. land at least risk of fluvial flooding.

The submitted Flood Risk Assessment and Suds report states that the surface water runoff from the development will be managed through tanked permeable paving and an underground cellar tank, and will be discharged to the public surface water sewer network at the High Street at discharge rates of 2.19 l/s (1 in 1) and 8.23 l/s (1 in 100). This is a brownfield site with underlying geology which is mostly impermeable, making infiltration unfeasible at the site. There is also the absence of a nearby watercourse. The proposed permeable paving and cellular tank will result in a betterment on the existing drainage. Subject to **condition 0**, the proposal would accord with the development plan in this respect.

## 12. Ecological considerations

## Special Protection Area.

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 New Rushmoor Local Plan (2014-2032) Policy NE1 (Thames Basin Heaths Special Protection Area) and Thames Basin Heaths Avoidance & Mitigation Strategy (2019)], 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 100 new residential units and 128 purpose-built student accommodation units (PBSA) within the Aldershot urban area. 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. This includes the student accommodation (PBSA), which whilst not C3 dwelling houses, involve a form of habitation that may give rise to pressure on the Thames Basin Heath.

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 habitable units – dwellings and student accommodation units - within 5 km of a boundary of part of the Thames Basin Heaths SPA. In line with Natural England guidance and adopted New Rushmoor Local Plan Policy NE1 and the Thames Basin Heaths Avoidance & Mitigation Strategy (2019), 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 2019. 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 NE1 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.

In this instance, the contributions amount to £1,044,529.12 towards SPA avoidance and mitigation and access management at Southwood Country Park SANG Mitigation scheme (comprising £962,525.80 SANG contribution & £82,003 SAMM contribution).

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 case the applicants have received an allocation of SANGS capacity from the Council's Southwood Country Park SANGS scheme sufficient for the new C3 residential and student accommodation units proposed.

Such contribution shall be secured by a S106 agreement or through an alternative suitable mechanism. As such, the proposal would accord with Policy NE1 in this regard.

#### Conclusions of Appropriate Assessment.

On this basis, the Council are satisfied that the applicants have satisfactorily mitigated for the impact of their proposed development on the Thames Basin Heaths SPA in perpetuity in compliance with the requirements of Local Plan Policy NE1 and the AMS. Accordingly, it is considered that planning permission can be granted for the proposed development on SPA grounds.

#### Site Specific Protected Species.

This planning application was submitted with a Phase 1 Ecology Survey and during the

processing of the application a Phase 2 Ecology Survey was provided. These reports advise that the proposal would not result in harm to protected species, such as Bats and sets out recommendations for bio-diversity enhancements. Such requirements have been secured by **condition 0 and 15**.

### **13. Sustainability**

Policy DE4 of the Local Plan expects new non-residential development of 1,00sq m gross external area (GEA) or more to provide evidence on completion, through the submission of BREEAM certificate, of achievement of the BREEAM 'excellent' standard for water consumption (or any national equivalent). The proposal would provide more than 1,000sq m of non-residential floor space and provision of the certificate would be secured by **condition 0**.

### **14. Securing Obligations**

The Council is promoting this scheme in partnership and is the current landowner of the site. Accordingly the usual route of securing planning obligations through a s106 agreement would not be available as the Council could not enter into a legally binding agreement with itself. In this circumstance alternative legal mechanisms are necessary to ensure the planning obligations necessary for this development are enforceable. It is possible that the Council will use a development mechanism where the land does not remain in its ownership throughout the implementation, occupation and lifetime of the scheme. Therefore any alternative mechanisms used to secure the planning obligations need to be robust to ensure that these obligations transfer with the land and are enforceable in a timely and robust manner against any party with title or interest in it. Legal advice on the best approach to securing obligations is being sought. It may be determined that obligations are more appropriately contained within conditions. To ensure that the eventual arrangement has this result, delegated authority to the Head of Economy, Planning and Strategic Housing is sought to:

- i) add, delete or vary conditions as is best required for the securing the planning obligations;
- ii) negotiate and agree the terms of any other agreements or arrangements to secure planning obligations entered into with the LPA, as the case may be.

### **Summary and planning balance**

The site has an allocation in the Local Plan and forms a core component of the regeneration strategy for Aldershot Town Centre. The proposal would be in general conformity with the Development Plan and the merits of the proposal need to be considered as part of the planning balance.

Whilst the proposal would not provide 140 C3 dwelling units as envisaged by policy SP1.5, this falls to be considered in the context of the overall delivery of accommodation

in the Town Centre, which is expected to exceed that allowed for in the Local Plan. Whilst the proposal would involve demolition of the existing building on site which Policy SP1.5 seeks to refurbish, this in current circumstances would present a challenge to deliverability of the scheme. The proposal would introduce non-Class A1 units into the primary frontage, however the principle of flexible use is in present circumstances considered more appropriate to support the objective of policy SP1.1 to improve the health, viability and vitality of the Town Centre.

The proposal would change the character of Aldershot as would any major regeneration scheme. In doing so it is considered to provide a modern interpretation compatible with its Victorian heritage that will enhance the character of that part of the Town Centre. It would provide accommodation of a satisfactory standard for prospective occupiers that would not result in harm to the amenities of surrounding property. The proposal is satisfactory in terms of highway impact, ecology, and flood risk.

Subject to recommended conditions and a S106 or other suitable legal mechanism, the proposal would accord with the requirements of: policies SS1 (Presumption in Favour of Sustainable Development), SS 2 (Spatial Strategy), SP1 (Aldershot Town Centre), SP1.1 (Primary Frontages in Aldershot Town Centre), SP1.2 (Secondary Frontages in Aldershot Town Centre), SP1.5 (Union St, East), IN2 (Transport), HE1 (Heritage), HE2 (Demolition of a Heritage Asset), HE3 (Development within or Adjoining a Conservation Area), HE4 (Archaeology), DE1 (Design in the Built Environment), DE2 (Residential Internal Space Standards), DE3 (Residential Amenity Space Standards), DE4 (Sustainable Water Use), DE5 (Proposals Affecting Existing Residential (C3) Uses), DE6 (Open Space, Sport and Recreation), de 10 (Pollution), LN1 (Housing Mix), LN2 (Affordable Housing), PC8 (Skills, Training and Employment), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure), NE3 (Trees and Landscaping), NE4 (Biodiversity), NE6 (Managing Fluvial Flood Risk), NE8 (Sustainable Drainage Systems). The Councils adopted Car and Cycle Standards Supplementary Planning Document (SPD) adopted in 2017, Aldershot Town Centre Prospectus SPD (2016), and Buildings of Local Importance SPD. The advice contained in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).

It is therefore considered that subject to compliance with the attached conditions, and legal agreements, 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.

### **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 or such other suitable alternative legal mechanisms which will secure the following planning obligations;

- 1) Financial Contributions:
  - Public Open Space Improvements: £100,000

- Playground Improvements: £98,400
  - Pitches & Sports Facilities: £59,392
  - SANG: £962,525.80
  - SAMM: £82,003
- 2) Relating to the PBSA:
- Provision within the lease/ Code of Conduct to preclude student occupiers from bringing private motor vehicles to the site or surrounding area
  - A bus pass allowing travel to and from the university at no charge forming part of the lease
- 3) Requirements relating to the C3 residential parking
- The provision of 56 off-site car parking spaces for the lifetime of the development.
  - Each on-site or off-site parking space allocated to a specified individual property within the development, to remain available to the occupiers of that identified property by way of its lease or other equivalent mechanism for the lifetime of the development.

and the following conditions:

- A) The Head of Economy, Planning and Strategic be authorised to **GRANT** planning permission.
- B) The Head of Economy, Planning and Strategic Housing in consultation with the Chairman of Development Management Committee, be authorised, prior to the issue of planning permission, to:
- i) add delete or vary conditions as best required for securing the planning obligations
  - ii) negotiate and agree the terms of any other agreements or arrangements to secure planning obligations entered into with the LPA, as the case may be

### **Conditions**

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 August 2019 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 –



Drawing numbers:

- 01586\_JTP\_EX-PP-001 Site Location Plan P5
- 01586\_JTP\_EX-PP-002 Block Plan of Existing Site P3
- 01586\_JTP\_MP\_PP\_001 Lower Ground Floor Plan P5
- 01586\_JTP\_MP\_PP\_002 Ground Floor Plan P5
- 01586\_JTP\_MP\_PP\_003 First Floor Plan P5
- 01586\_JTP\_MP\_PP\_004 Second Floor Plan P5
- 01586\_JTP\_MP\_PP\_005 Third Floor Plan P5
- 01586\_JTP\_MP\_PP\_006 Fourth Floor Plan P5
- 01586\_JTP\_MP\_PP\_007 Fifth Floor Plan P5
- 01586\_JTP\_MP\_PP\_008 Roof Plan P5
- 01586\_JTP\_MP-PP-009 Site Plan Ground Floor P4
- 01586\_JTP\_MP-PP-010 Block Plan of Proposed Footprint P3
- 01586\_JTP\_MP-PP-011 Site Survey (New Builds) Lower Ground Level P3
- 01586\_JTP\_MP-PP-012 Site Survey (New Builds) Ground Level P3
- 01586\_JTP\_MP-SE-001 Site Sections 01 P4
- 01586\_JTP\_MP-SE-002 Site Sections 02 P4
- 01586\_JTP\_MP-SE-003 Elevations - High Street P5
- 01586\_JTP\_MP-SE-004 Elevations - Union Street P5
- 01586\_JTP\_MP-SE-005 Elevations - Wellington Street P5
- 01586\_JTP\_MP-SE-006 Elevations - Courtyard P5
- 01586\_JTP\_MP-SE-007 Elevations - Courtyard Sheet 02 P4
- 01586\_JTP\_MP-SE-012 Elevations - Short Street P1
- Landscape Master Plan

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

### **Commercial units**

3. The flexible commercial units (marked on the approved plans as CX11, CX12, CX13, CX14, CX15, CX16, CX09, CX08, CX07, CX06, CX05, CX04, CX03, CX02, and the containers) shall be used for purposes falling within Class A1 (shops), Class A2 (financial and professional services), Class A3 (restaurants and cafes), Class A4 (drinking establishments), Class A5 (hot food takeaways), Class B1 (business), Class D1 (non-residential institutions) of the Schedule to the Use Classes Order 1987, (or any other Order revoking or re-enacting that Order)..

Reason – To safeguard the viability and vitality of the Town Centre.

4. Use of any commercial units for purposes falling within use classes A3/A4/A5 shall not commence before means of suppressing and directing smells and fumes and associated extraction noise from the premises, have been installed in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. These details shall include the height, position, design, materials and

finish of any external chimney or vent. The equipment shall be installed in accordance with the details so approved and thereafter retained.

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

5. The flexible commercial uses (marked on the approved plans as CX11, CX12, CX13, CX14, CX15, CX16, CX09, CX08, CX07, CX06, CX05, CX04, CX03, CX02, and the containers) hereby permitted shall not be open to customers outside the following times, unless details of any noise mitigation strategy has been submitted to and approved in writing by the LPA:

7am – 11pm Mondays to Sundays

Reason - To safeguard the amenities of neighbouring occupiers.

6. The shop fronts of the premises shall include a window display which shall be provided prior to occupation of each flexible uses hereby permitted (marked as CX11, CX12, CX13, CX14, CX15, CX16, CX09, CX08, CX07, CX06, CX05, CX04, CX03, CX02 on the approved plans).

Reason - To safeguard the character and appearance of the shopping area

### **Purpose Built Student accommodation**

7. Each student room shall only be occupied by a single person.

Reason: To ensure the level of occupancy of the development does not give rise to significant additional impact on the Thames Basin Heaths Special Protection Area

8. Prior to the occupation of the Student Accommodation, there shall be submitted to and approved in writing by the Local Planning Authority;

Details of an occupiers' code of conduct that includes;

- A provision within the lease to preclude students from bringing vehicles to the site or surrounding area
  - Provision to each occupier of a bus pass allowing travel to and from the university at no charge forming part of the lease
  - Procedure for start and end of term of drop off and pick up
  - A PBSA Travel Plan to encourage sustainable modes of transport
- The details so approved shall be retained for the lifetime of the development.

Reason: in the interest of highway safety\*.

9. Prior to occupation of the student accommodation (PBSA) hereby approved, details of the arrangements for the storage and collection of refuse from the student accommodation shall be first submitted to and approved in writing by the LPA. The facilities shall be implemented and retained in accordance with the details so approved.

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

### **Design Details**

10. No works of construction above ground level shall start until a schedule and/or samples of the external materials to be used in the part of the development to be constructed have been submitted to, and approved in writing by, the Local Planning Authority.

Reason - To ensure satisfactory external appearance. \*

11. Notwithstanding the details on the approved plans, prior to the commencement of works on any part of the development above ground level, detailed drawings (1:50) showing all elevations of the development including;
  - Architectural detailing on the upper floors
  - windows, (including casing, frames, and opening type)
  - Shop fronts
  - Type and position of trickle vents
  - The entrance into Union Yard from High Street,shall be submitted to and approved in writing by the local planning authority. The details shall be implemented and retained as approved.

Reason: In the interest of the character and appearance of the area.

12. Notwithstanding the details on the approved plans, prior to the erection of the container units, the following details shall be first submitted to and approved in writing by the LPA;
  - Elevation and floor plans detailing the position, height of the containers, fenestration details, the location of plant, details of any required railing, steps or platforms.
  - Details of finishing materials and colours
  - Details of the refuse storage area, its location and means of enclosureThe development shall be carried out and retained in accordance with the details approved

Reason - To ensure satisfactory external appearance and in the interest of residential amenity

### **Ecological mitigation**

13. The development hereby approved shall not be occupied until;
- A Sensitive lighting strategy,
  - Bat boxes,
  - Bird nesting features/ boxes,
- as recommended within the 'Preliminary Ecological Appraisal' report by Southern Ecological Solutions have been provided within the development, in accordance with details to be first submitted to, and approved in writing by, the local planning authority. Such provisions shall remain for the lifetime of the development.  
Reason - to protect and enhance biodiversity in accordance with policy NE4 and para 175 of the NPPF.

### **Public Realm and private gardens**

14. The commercial units (CX15, CX13, CX12 or the container units) shall not be occupied until a fully detailed soft and hard landscaping scheme including trees, planting, and details of paving/hardstanding, and external lighting has been submitted to and approved in writing by the Local Planning Authority. Such details shall be implemented prior during the first planting season after such occupation.

Reason - To ensure the development makes an adequate contribution to visual amenity and provides satisfactory drainage arrangements. \*

15. No C3 residential unit shall be occupied until a fully detailed soft and hard landscaping scheme including trees, planting, within Union Gardens (the shared residential garden), along with green roofs and details of paving/hardstanding to the High Street and roofs of the development has been implemented in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

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

### **Hard and soft landscape management**

16. No part of the development hereby approved shall be occupied until a landscape management plan detailing management responsibilities, maintenance schedules has been submitted to and approved in writing by The Local Planning Authority. The development shall be carried out in accordance with the details so approved.

Reason - To ensure the amenity value of the trees shrubs and landscaped areas is maintained. \*

### **Street furniture**

17. The commercial units (CX15, CX13, CX12 or the container units) shall not be occupied until details of street furniture within Union Yard/Makers Yard has been submitted to and approved in writing by the Local Planning Authority, implemented as approved and thereafter retained.

Reason - To ensure satisfactory external appearance. \*

### **Signage**

18. Prior to the opening of Union Yard/Makers Units area to public access, details of the signage at the entrance to Nelson Street, Union Street and High Street shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented as -approved.

Reason - To ensure satisfactory external appearance. \*

### **Highways, Parking and Servicing**

19. No residential unit within the development shall be occupied until:
- The 44 spaces shown on the approved plans have been completed, and
  - 56 offsite car parking spaces have been provided
  - The residential unit in question has been allocated within its lease, exclusive use of a specified car parking space for the lifetime of the development.

Reason - To ensure the provision and availability of adequate off-street parking. \*

20. No residential or student accommodation unit shall be occupied until the loading bay, car club space and disabled parking bay, have been provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision and availability of adequate off-street parking.

### **Travel Plan**

21. Prior to the occupation of the development a Travel Plan for the C3 residential units shall be submitted to and approved in writing by the local planning authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car and provide for periodic review. The travel plan shall be fully implemented, maintained and reviewed as approved.

Reason: To encourage the use of all travel modes. Relevant policy: NPPF Section 4 (Sustainable Transport) and Local Plan policy IN2.

### **Cycle parking**

22. Prior to the commencement of above ground works details of secure and covered bicycle storage/ parking facilities for the occupants of and visitors to the development shall be submitted to and approved in writing by the local planning authority. The cycle storage/ parking shall be implemented in accordance with such details as may be approved before occupation of the development and permanently retained in the approved form for the parking of bicycles and used for no other purpose.

Reason: In order to ensure that secure weather-proof bicycle parking facilities are provided to encourage the use of sustainable modes of travel.

### **Visibility Splays**

23. No part of the development hereby approved shall be occupied until visibility splays have been provided on both sides of the point of access to the car parking area, in accordance with details to be first submitted to and approved in writing by the local planning authority. The splays 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.

### **Off site highway works**

24. No part of the development hereby approved shall be occupied until offsite works to the highway, including: the provision of a disabled bay, servicing bay, and car club bay: alterations to the servicing and parking bays and tabletop, have been carried out in accordance with details which have been first submitted to, and approved in writing by, the local planning authority.

Reason: To ensure adequate means of access is available to the development.

### **Noise mitigation**

25. The Student accommodation (PBSA) or C3 residential units hereby approved shall not be occupied until mechanisms to protect buildings from traffic or other external noise have been implemented in accordance with details, which have been first submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the amenity of the occupiers of the development.

26. Prior to the occupation of the development hereby approved, all plant and machinery (including the mechanical ventilation) shall be enclosed with

soundproofing materials and mounted in a way which will minimise transmission of structure-born 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 the occupiers of the development and the amenity of neighbouring occupiers.

27. No sound reproduction equipment, conveying messages, music, or other sound which is audible outside the commercial premises shall be installed on the site without the prior written consent of the Local Planning Authority.

Reason - To protect the amenity of neighbouring property

### **Delivery times**

28. No deliveries shall be taken in or dispatched from the site outside the hours of 07:00 – 20:00 Monday to Sunday .

Reason: To safeguard residential amenities.

### **Residential amenity**

29. Prior to the occupation of the C3 residential units;
- Privacy screening to the flanks of the residential balconies
  - Boundary treatments to the ground floor residential gardens (units D01, D02, D03), and
  - Boundary treatment between Podium Gardens (shared C3 amenity space) and Union Yard,
- shall be implemented in accordance with details to be first 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 safeguard the amenities of neighbouring property. \*

30. Notwithstanding the details shown on the submitted plans, prior to the occupation of the residential units (C3), privacy windows between blocks S and C, D and E, and C and C shall be installed in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The arrangement shall be retained as approved.

Reason -To protect the amenities of the neighbouring residential properties\*.

31. Prior to the occupation of the residential (C3) development, the amenity area as shown on the so approved plans shall be made available for the use of the

occupiers of the residential development hereby approved and be retained as such for the lifetime of the development.

Reason: In the interest of residential amenity.

### **Refuse details**

32. Prior to occupation of any part of the development hereby approved, the refuse bin storage areas shall be implemented and thereafter retained in accordance with the details approved.

Reason - To safeguard the amenities of the area.

### **Environmental Health**

33. 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 within 3 months of the occupation of the development.

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



34. 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.

### **Construction Environmental Management Plan**

35. No development shall take place, including any works of demolition, until a Construction Environmental Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- the parking of vehicles of site operatives and visitors,
- loading and unloading of plant and materials,
- storage of plant and materials used in constructing the development,
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate,
- wheel washing facilities,
- measures to control the emission of dust, dirt and other emissions during construction,
- a scheme for recycling/disposing of waste resulting from demolition and construction works
- measures to minimise noise and vibrations during construction and demolition

Reason: In the interests of highway safety and neighbouring amenities.

### **Drainage**

36. The drainage system shall be constructed in accordance with the Flood Risk Assessment and SuDS Ref: 7307. Surface water discharge to the public sewer network shall be limited to 2.19 l/s (1 in 1) and 8.23 l/s (1 in 100). Any changes to the approved documentation must be submitted to and approved in writing by the Local Planning Authority and Lead Local Flood Authority. Any revised details submitted for approval must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage calculations.

Reason: To safeguard against surface water flooding.

37. Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings. The submitted details shall include;
- Maintenance schedules for each drainage feature type and ownership
  - Details of protection measures.

Reason: To safeguard against surface water flooding.

### **Employment Skills Plan**

38. Prior to commencement of any works of demolition and construction or the use of any commercial unit within the completed development, training and employment opportunities shall be provided in that aspect of the development in accordance with an Employment and Skills plan to be first submitted to, and approved in writing by, the Local Planning Authority.

Reason - To secure employment and training opportunities for local people in the interest of economic development of the area\*.

### **Sustainability: BREEAM**

39. On completion, and prior to occupation of any commercial unit within the development certification of its compliance with the BREEAM 'excellent' standard for water consumption shall be submitted to the LPA.

Reason - To ensure the development is sustainable

### **Broadband**

40. Notwithstanding any details submitted in the application, no C3 unit or student accommodation unit shall be occupied until details of the telecommunications provision and any aerial or satellite facilities for the development, including high speed broadband, have been submitted to and approved in writing by the Local Planning Authority. The approved system shall then be installed and made operational before the relevant residential C3 units and student accommodation units are occupied.

Reason: To ensure satisfactory external appearance and provide for appropriate telecommunication facilities.\*

### **Informatives**

1. **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because the proposal would be in general conformity with the Development Plan and the merits of the proposal have been considered in the planning balance.

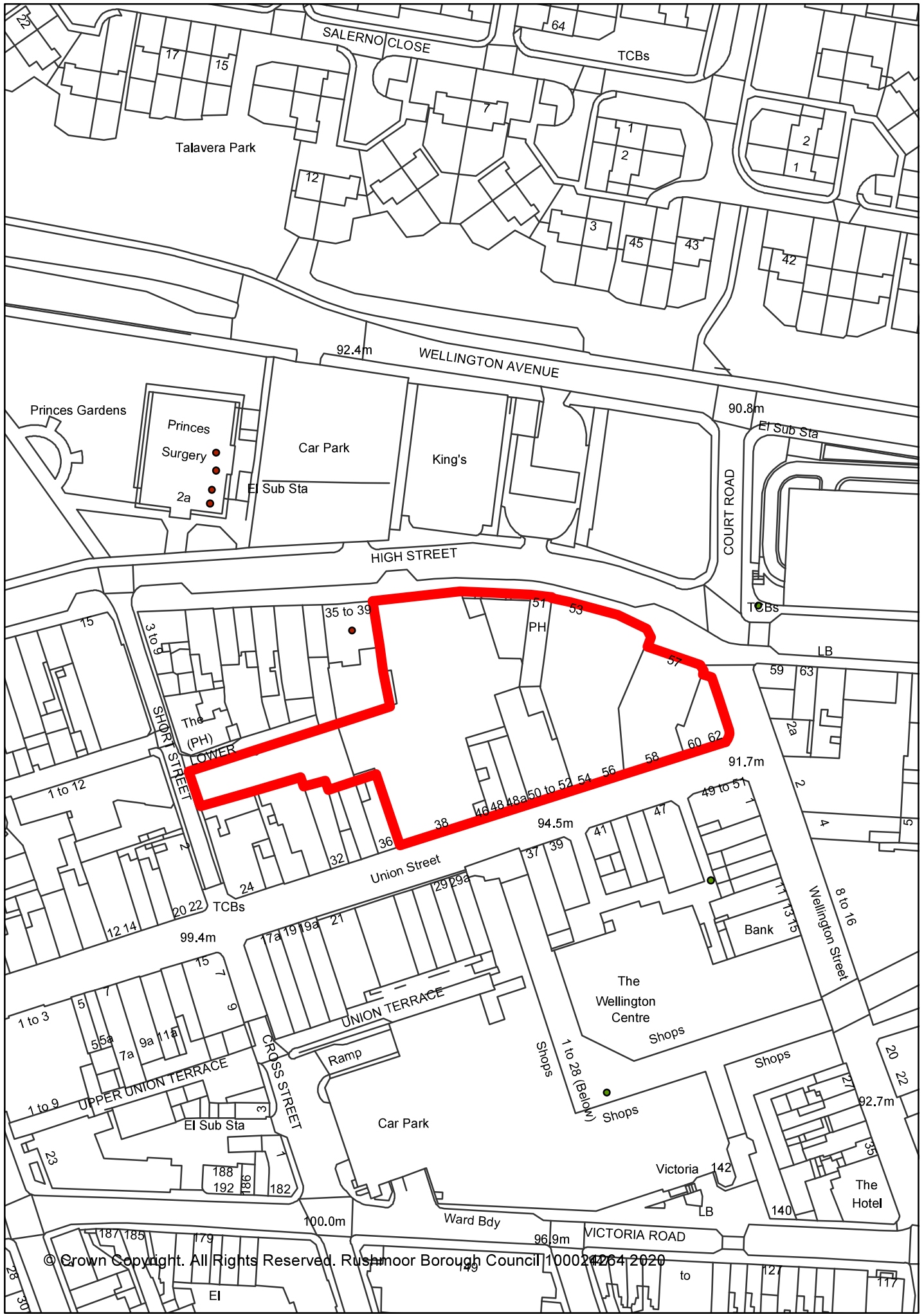
The proposal would accord with the general principles of: policies SS1 (Presumption in Favour of Sustainable Development), SS 2 (Spatial Strategy), SP1 (Aldershot Town Centre), SP1.1 (Primary Frontages in Aldershot Town Centre), SP1.2 (Secondary Frontages in Aldershot Town Centre), SP1 .5 (Union St, East), IN2 (Transport), HE1 (Heritage), HE2 (Demolition of a Heritage Asset), HE3 (Development within or Adjoining a Conservation Area), HE4 (Archaeology), DE1 (Design in the Built Environment), DE2 (Residential Internal Space Standards), DE3 (Residential Amenity Space Standards), DE4 (Sustainable Water Use), DE5 (Proposals Affecting Existing Residential (C3) Uses), DE6 (Open Space, Sport and Recreation), de 10 (Pollution), LN1 (Housing Mix), LN2 (Affordable Housing), PC8 (Skills, Training and Employment), NE1 (Thames Basin Heaths Special Protection Area), NE2 (Green Infrastructure), NE3 (Trees and Landscaping), NE4 (Biodiversity), NE6 (Managing Fluvial Flood Risk), NE8 (Sustainable Drainage Systems). The Councils adopted Car and Cycle Standards Supplementary Planning Document (SPD) adopted in 2017, Aldershot Town Centre Prospectus SPD (2016), and Buildings of Local Importance SPD. The advice contained in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).

It is therefore considered that subject to compliance with the recommended conditions, and obligations, 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) may require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE WORKS START ON SITE ABOVE GROUND LEVEL 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.

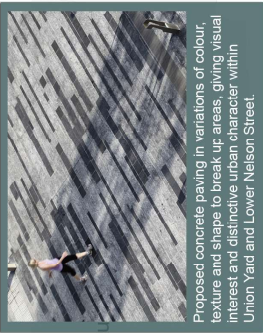
3. INFORMATIVE - The applicant is advised to contact the Recycling and Waste Management section at Rushmoor Borough Council on 01252 398164 with regard to providing bins for refuse and recycling. The bins should be:
  - 1) provided prior to the occupation of the properties;
  - 2) compatible with the 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.
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 - 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.
6. 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. If bats or signs of bats are encountered at any point during development then all works must stop immediately and local Natural England office and Rushmoor Borough Council must be informed.
7. 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.



Proposals to transform the Union Street town centre into a lively new public space. The design principals are:-

- To provide an open and unobstructed space to accommodate the widest variety of uses.
- To provide a sustainable infrastructure that simply and economically captures and treats most of the site rain water.
- To provide an identity for the new landscape that is sensitive, yet distinct, from the surrounding town centre.

EI S



Proposed concrete paving in variations of colour, texture and shape to break up areas, giving visual interest and distinctive urban character within Union Yard and Lower Nelson Street.



Proposed public planter with integrated bench for seating and social interaction.



Proposed Alder tree to create a focal point and to provide green vertical element within the square. The proposed tree to be a component of the management of stormwater in the square with an integrated bench feature.



The Podium Garden will provide a landscape for year-round interest. Evergreen planting will provide screening where necessary and multi-stem trees offer diversity with structure and colour.

TCB

Shelters

HIGH STREET



Rising Bollard



Proposed high quality public benches.

61a  
59 to 61

2b

91.7m



The Podium Garden will be planted with wildlife friendly decorative shrubs providing nectar and pollen for bees and insects. A variety of berry bearing plants will also provide resources for insects.

60 15 11

17

41

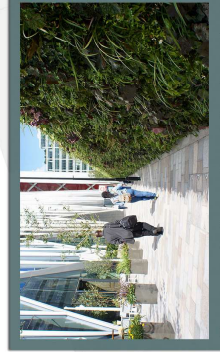
94.5m

39

37



Natural elements of play combined with additional sensory planting will provide a number of play experiences.



The green wall will connect people to nature and improve their sense of well being. The wall will reduce pollution and improve biodiversity.

14

UNION STREET

21

19a

19

17a

17

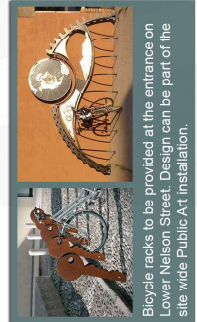
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20

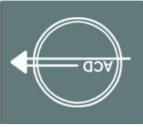
22

99.466

15



Bicycle racks to be provided at the entrance on Lower Nelson Street. Design can be part of the site wide Public Art installation.



COURT ROAD

SHORT STREET

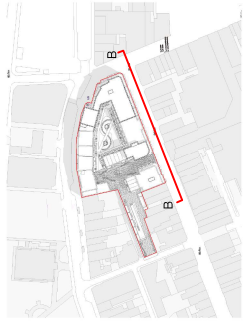
LOWER NELSON STREET

The Trafalgar (PH)

BANK

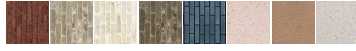
**Notes**

Do not scale from this drawing.  
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**Key Plan**  
 1:2000

**MATERIALS KEY :**



**Union Street Elevation**  
 1:200

PL	02.02.19	PLANNING SUBMISSION	DEC
PA	20.02.20	Based for comment	DEC
P2	21.02.20	Issued for information	DEC
P3	02.02.19	Draw for information	DEC
P4	02.02.19	Draw for information	DEC

Rev	Date	Description	Drawn	Check

**Client**  
 Rushmoor Development  
 Partnership



JTP  
 25-27 Great Stone Street  
 London, EC1V 0DN  
 Tel: 020 7463 1100  
 www.jtp.co.uk

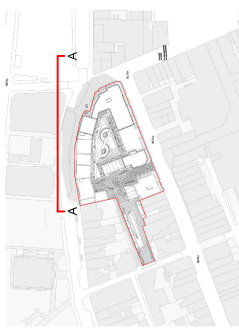
**Project**  
 Union St East, Aldershot

**Drawings Title**  
 Elevations - Union Street

Scale: As Indicated Job Ref: 01596  
 Drawing No: MPS-SE-004 Revision: P5  
 Scale Bar: 0 2 4 6 10 m

**Notes**

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**Key Plan**  
1:2000

**MATERIALS KEY:**

- RED BRICK
- BUFF BRICK
- LIGHT BRICK
- BROWN BRICK
- BLUE GLAZED OR ENGINEERING BRICK
- PINK TINTED GRC OR SIMILAR
- ORANGE/BROWN TINTED GRC OR SIMILAR
- BEIGE TINTED GRC OR SIMILAR



**High Street Elevation**  
1:200

Rev	Date	Description	Drawn	Check
P5	02.02.19	PLANNING SUBMISSION	LT	DEC
P4	26.02.19	Issued for comment	RMW	DEC
P3	21.02.19	Issued for information	RMW	DEC
P2	14.02.19	Issued for information	RMW	DEC
P1	02.02.19	Drawn for information	RMW	DEC
P0	02.02.19	Drawn for information	RMW	DEC

Client: **Rushmoor Development Partnership**

Project: **Union St East, Aldershot**



Drawings Title: **Elevations - High Street**

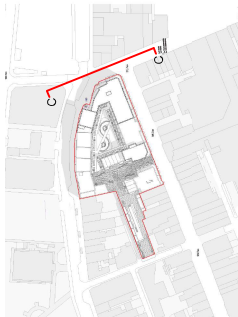
Scale Bar: 0 2 4 6 10 m

Drawn: **LT** / Date: **02.02.19** / Job Ref: **01596**  
 Checked: **RMW** / Date: **21.02.19** / Revision: **P5**  
 Scale Bar: 0 2 4 6 10 m



**Notes**

Do not scale from this drawing.  
 The architect and/or contractor must visit the site and be responsible for taking and checking dimensions. All dimensions are given in millimetres unless otherwise stated.  
 All dimensions between brackets represent approximate dimensions.  
 This drawing is for information only and is not to be used for any other purpose without the written consent of the architect.  
 This drawing is prepared for the specific project stage in the Drawing Status schedule and is not intended to be used for any other purpose without the written consent of the architect.  
 No liability is accepted for any claims arising from the use of this plan by anyone other than the intended recipient.



**Key Plan**  
1:2000

**MATERIALS KEY:**

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- BEIGE TINTED GRC OR SIMILAR



**Wellington Street Elevation**  
1:200

PL	02.03.20	PLANNING SUBMISSION	DEC
RA	20.02.20	Revised for comment	DEC
P2	21.02.20	Issued for information	DEC
P3	22.02.20	Issued for information	DEC
P4	02.03.20	Draw Final Issue	DEC

Rev	Date	Description	Drawn	Check
Drawing Status				
Planning				

**Client**  
 Rushmoor Development Partnership



**Project**  
 Union St East, Aldershot

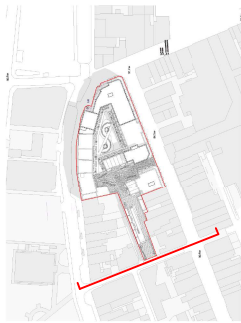
**Drawings Title**  
 Elevations - Wellington Street

Scale	As indicated	Job Ref.	01596
Drawn	N.M.P.-S.E.-005	Revision	P5
Scale Bar	0 2 4 6 8 10 m		

1245 Great Stone Street  
 London, EC1V 0DN  
 Tel: 020 7463 1100  
 www.jtp.co.uk

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**MATERIALS KEY :**

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- BEIGE TINTED GRC OR SIMILAR



**Elevations - Short Street**  
1 : 200

P1 06/23/18 PLANNING SUBMISSION JMW DBC  
Rev | Date | Description | Drawn | Check

Planning

Client  
**Rushmoor Development Partnership**



Project  
**Union St East, Aldershot**

Drawings Title  
**Elevations - Short Street**

Scale given As indicated Job Ref: 01586  
Drawing No: MPS-SE-012 Revision: P1  
Scale Bar 0 2 4 6 8 10 m

- Area Key
- 1BCP (W)
  - Bike Store
  - Communal Room
  - Disabled Studio
  - Flexible Non-res. Units
  - Plant
  - Studio



Courtyard Elevation DD  
1:250



Courtyard Elevation EE  
1:250

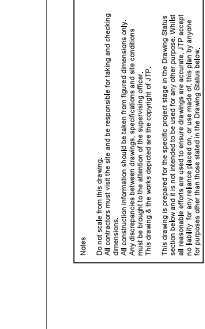


Courtyard Elevation FF  
1:250

**Notes**

Do not scale from this drawing. All dimensions must be taken from the original drawing. All dimensions must be taken from the original drawing. All dimensions must be taken from the original drawing.

This drawing is intended for the specific project stage in the Drawing Status schedule and is not intended to be used for any other purpose without the prior written consent of JTP. It is not to be used for any other purpose without the prior written consent of JTP.



Key Plan  
1:2000

MATERIALS KEY:

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- BEIGE TINTED GRC OR SIMILAR

Rev	Date	Description	Drawn	Check
P5	02.03.20	PLANNING SUBMISSION	LT	BEC
P4	20.02.20	Based for comment	AWW	BEC
P3	16.02.20	Based for comment	AWW	BEC
P2	31.01.20	Issued for information	AWW	BEC
P1	02.02.19	Draw for information	AWW	BEC
P1	02.02.19	Draw for information	AWW	BEC

Drawing Status  
Planning

Client  
Rushmoor Development Partnership



Project  
Union St East, Aldershot

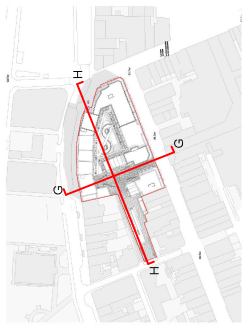
Drawings Title  
Elevations - Courtyard

Scale Bar  
0 2 4 6 8 10 m

Scale Bar  
0 2 4 6 8 10 m

**Notes**

Do not scale from this drawing.  
 The architect must visit the site and be responsible for taking and checking all measurements. The architect is responsible for the accuracy of the drawing. Any discrepancies between the drawings, specifications and site conditions shall be the responsibility of the architect.  
 This drawing is provided for the specific project stage in the Drawing Status column and is not intended to be used for any other purpose. It is not to be relied upon for any other purpose. It is not to be used as a basis for any other drawing. It is not to be used as a basis for any other drawing. It is not to be used as a basis for any other drawing.



**Key Plan**  
1:2000

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- BEIGE TINTED GRC OR SIMILAR

Rev	Date	Description	Drawn	Check
P1	02/03/20	PLANNING SUBMISSION	LT	DEC
P2	11/02/20	Issued for information	RHW	DEC
P3	31/03/20	Issued for information	JMW	DEC

**Client**  
Rushmoor Development Partnership



**Project**  
Union St East, Aldershot

**Drawing Title**  
Elevations - Courtyard Sheet 02

Scale	As indicated	Job Ref.	015985
Drawing No.	MP-SE-007	Revision	P4
Scale Bar	0 2 4 6 8 10 m		



**Courtyard Elevation GG**  
1:250

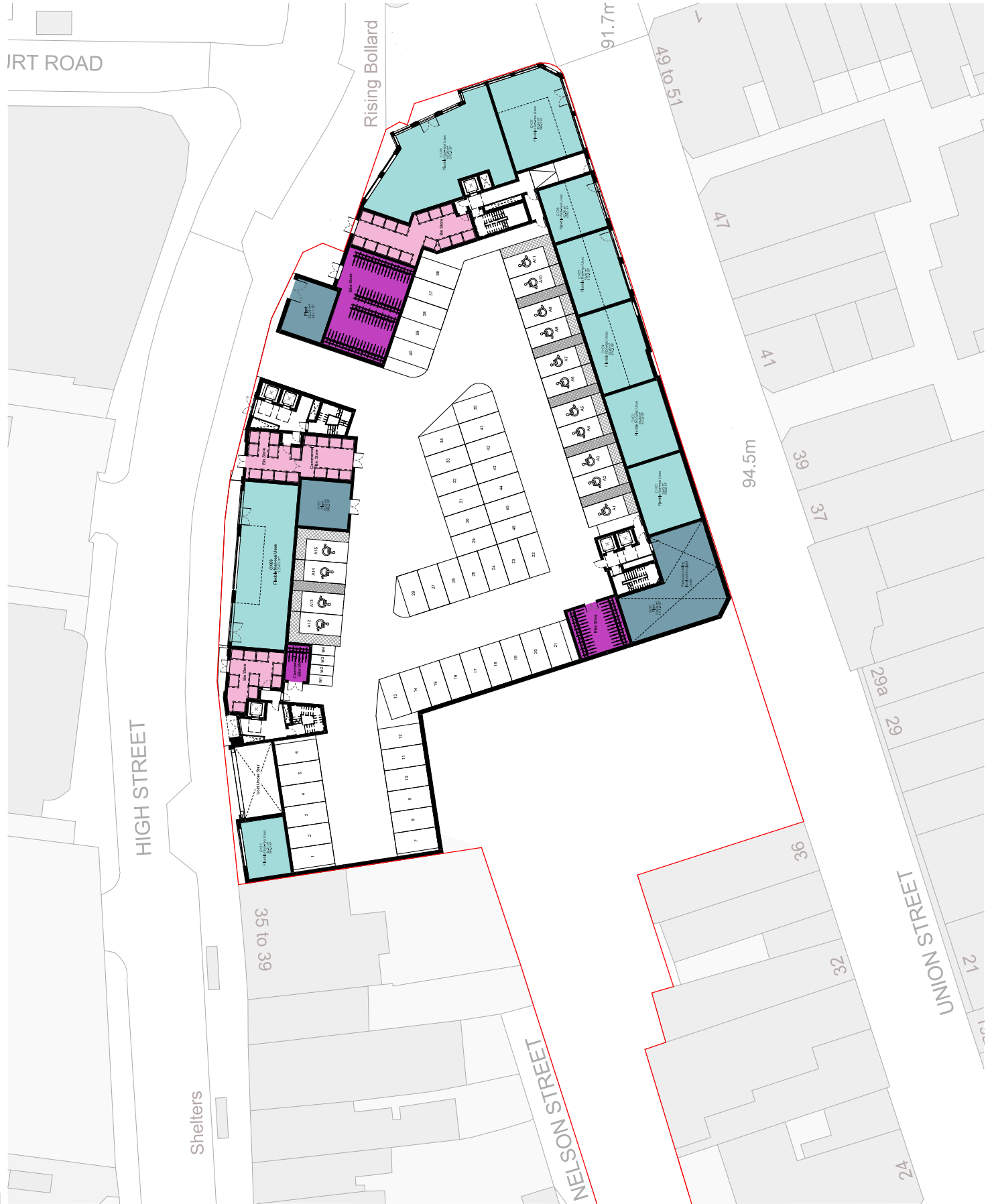


**Courtyard Elevation HH**  
1:250

**Notes**  
 Do not scale from this drawing.  
 The client and the contractor must visit the site and be responsible for taking and checking all measurements. The contractor must verify the accuracy of all measurements and dimensions. Any discrepancies between the drawings, specifications and site conditions must be reported immediately to the client and the contractor. This drawing is intended for the specific project stage in the Drawing Schedule and should not be used for any other purpose. It is not to be used as a basis for any liability for any claims, damages, costs or expenses, including reasonable attorneys' fees, arising out of or in connection with the use of this drawing by anyone other than the client and the contractor.



**SCHEDULE SUMMARY**  
 ACCESSIBLE SPACES: 15  
 PARKING SPACES: 48  
 CYCLE SPACES: 276 (ACROSS GROUND & LOWER GROUND)  
 MOTORCYCLE SPACES: 4



Rev	Date	Description	Drawn	Check
LT	02.03.20	PLANNING SUBMISSION	AWW	DEC
RM	20.02.20	Revised for comment	AWW	DEC
P1	21.02.20	Issued for information	AWW	DEC
P2	21.02.20	Issued for information	AWW	DEC
P3	27.11.19	Issued for information	AWW	DEC
P4	27.11.19	Drawn for issue	JTP	DEC

**Client**  
 Rushmoor Development Partnership



**Project**  
 Union St East, Aldershot

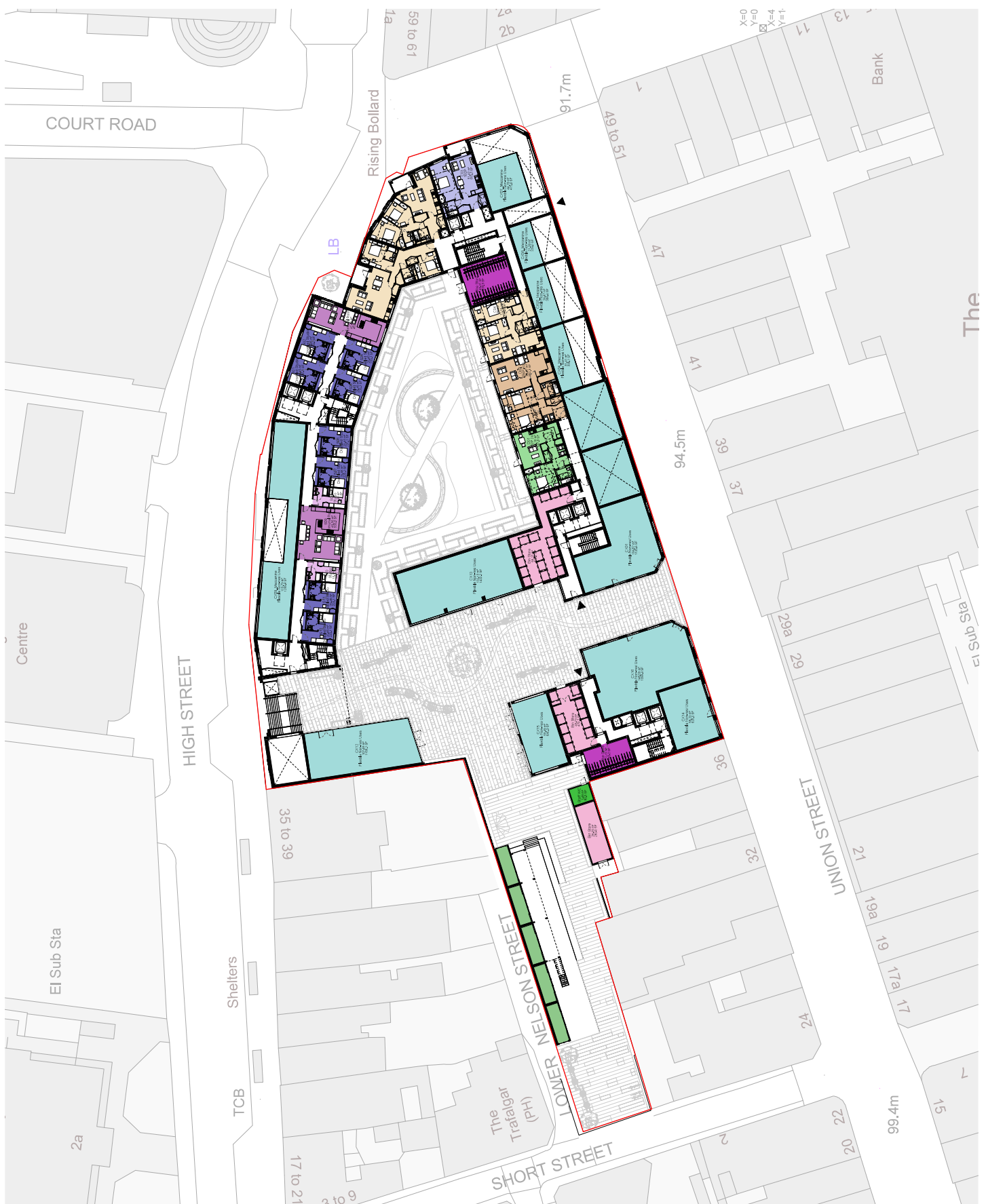
**Drawing Title**  
 Lower Ground Floor Plan

Scale: 1:200  
 Job Ref: 01586  
 Drawing No: MPA-PP-001  
 Revision: P5  
 Scale Bar: 0 2 4 6 8 10 m



**Notes**  
 Do not scale from this drawing.  
 The client and the architect must visit the site and be responsible for taking and checking all measurements. The architect must verify all measurements and dimensions.  
 All dimensions are given in millimetres. All dimensions are to the centre of the wall unless otherwise stated.  
 This drawing is prepared for the specific project stage in the Drawing Status schedule and is not intended to be used for any other purpose without the written consent of the architect. The architect is not responsible for any errors or omissions in this drawing. The architect is not responsible for any errors or omissions in this drawing. The architect is not responsible for any errors or omissions in this drawing.

- Area Key**
- 16DP
  - 16DP (W)
  - 25AP
  - 25AP (W)
  - Bike Store
  - Bin Store
  - Communal Room
  - Disabled Studio
  - Flexible Workspaces
  - Shipping Container
  - Staff WC
  - Studio



**Client**  
 Rushmoor Development Partnership

**Project**  
 Union St East, Aldershot

**Drawing Title**  
 Site Plan\_Ground Floor

**Scale Bar**  
 0 2 4 6 8 10 m

**Scale**  
 1:250

**Revision**  
 P1 31/03/20 Issued for information  
 P2 11/02/20 Issued for information  
 P3 02/02/20 Issued for information

**Planning**  
 LT DEC  
 P1 02/03/20 PLANNING SUBMISSION  
 P2 11/02/20 Issued for information  
 P3 02/02/20 Issued for information

**Drawn** / **Checked**  
 JRM / DEC



**Client**  
 Rushmoor Development Partnership

**Project**  
 Union St East, Aldershot

**Drawing Title**  
 Site Plan\_Ground Floor

**Scale**  
 1:250

**Revision**  
 P1 31/03/20 Issued for information  
 P2 11/02/20 Issued for information  
 P3 02/02/20 Issued for information

**Drawn** / **Checked**  
 JRM / DEC



**Notes**  
 Do not scale from this drawing.  
 The architect and/or contractor must visit the site and be responsible for taking and checking all measurements. All dimensions are given in meters and rounded to the nearest millimeter. All dimensions between brackets, separated by and are approximate. All dimensions are given in meters and rounded to the nearest millimeter. This drawing is intended for the use of the architect and contractor only.  
 This drawing is prepared for the specific project stage in the Drawing Status column and is not intended to be used for any other project stage. It is the responsibility of the user to ensure that the drawing is used for the correct project stage. The drawing is not to be used for any other project stage without the written consent of the architect and/or contractor. The drawing is not to be used for any other project stage without the written consent of the architect and/or contractor. The drawing is not to be used for any other project stage without the written consent of the architect and/or contractor.

**Area Key**

- 1B2P
- 1B2P (W)
- 2B2P (W)
- 2B4P
- Communal Room
- Flexible Non-res. Uses
- Shipping Container
- Studio

Rev	Date	Description	Drawn	Check
LT	02.03.20	PLANNING SUBMISSION	AWM	DEC
RA	20.02.20	Revised for comment	AWM	DEC
P1	23.02.20	Issued for information	AWM	DEC
P2	23.02.20	Issued for information	AWM	DEC
P3	27.01.19	Drawn for issue	JTP	DEC

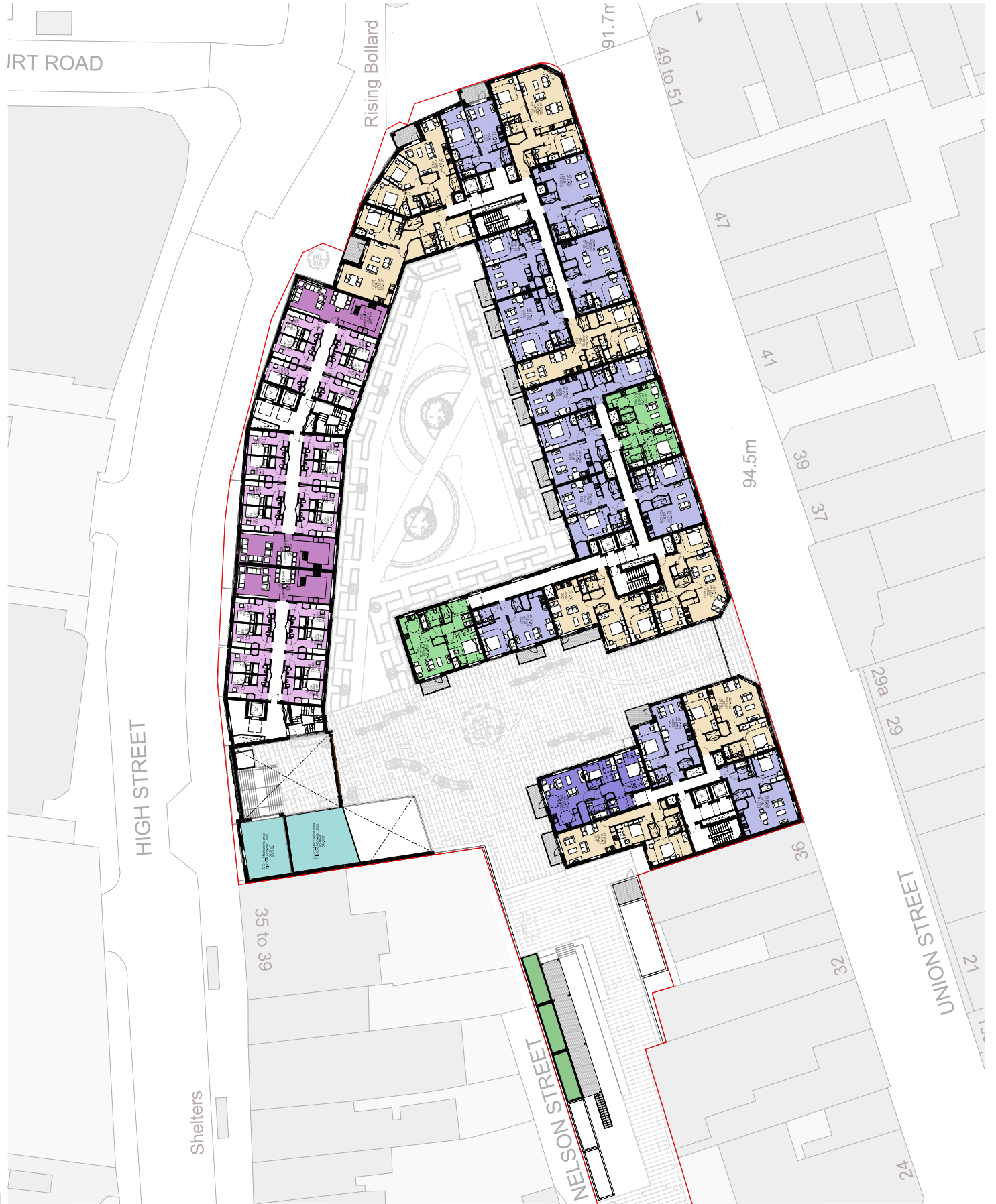
**Client**  
 Rushmoor Development Partnership



**Project**  
 Union St East, Aldershot

**Drawing Title**  
 First Floor Plan

Scale: 1:200 Job Ref: 01586  
 Drawing No: MPA-PP-003 Revision: P5  
 Scale Bar: 0 2 4 6 8 10 m



**Notes**

Do not scale from this drawing. All dimensions must be taken from the approved drawings. All dimensions must be taken from the approved drawings. All dimensions must be taken from the approved drawings.

This drawing is prepared for the specific project stage in the Drawing Status column and is not intended to be used for any other purpose. It is not a contract document and does not constitute an offer of any services. It is the responsibility of the client to ensure that the drawing is used for the intended purpose.

For further information, please contact the project manager. The drawing is subject to change without notice. The drawing is subject to change without notice. The drawing is subject to change without notice.

Scale: 1:200  
 Drawing No: N/A-PP-004  
 Revision: P5  
 Scale bar: 0 2 4 6 8 10 m

Client: Rushmoor Development Partnership  
 Project: Union St East, Aldershot  
 Drawing Title: Second Floor Plan

Rev | Date | Description | Drawn | Check

Planning

17 02/03/20 PLANNING SUBMISSION  
 18 03/03/20 Based for comment  
 19 21/03/20 Issued for information  
 20 27/03/20 Final Issue

17 DEC  
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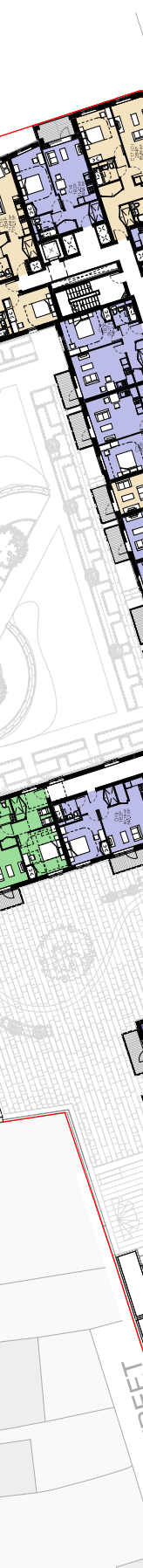
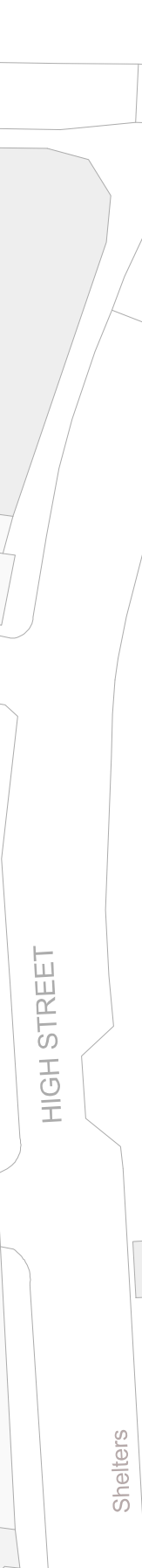
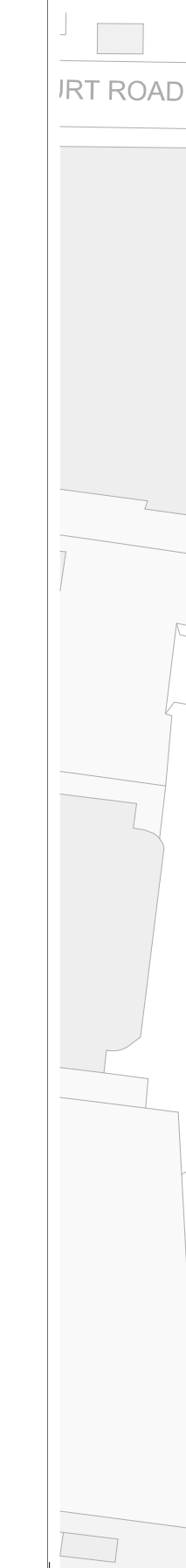
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**Notes**

Do not scale from this drawing. The architect and/or contractor must verify the site and be responsible for taking and checking all measurements. The architect and/or contractor must verify the site and be responsible for taking and checking all measurements. The architect and/or contractor must verify the site and be responsible for taking and checking all measurements.

This drawing is prepared for the specific project stage in the Drawing Status schedule and is not intended to be used for any other purpose. It is not to be used for any other purpose. It is not to be used for any other purpose.

**Area Key**

1BGP	1BGP (W)	2BGP (W)	2BGP (W)	Communal Room	Studio
[Blue]	[Green]	[Purple]	[Yellow]	[Pink]	[Light Purple]



**Revision**

Rev	Date	Description	Drawn	Check
P5	02.03.20	PLANNING SUBMISSION	AWW	DEC
P4	20.02.20	Issued for comment	AWW	DEC
P3	24.02.20	Issued for information	AWW	DEC
P2	27.01.20	First Issue	JTP	DEC

**Client**  
Rushmoor Development Partnership



**Project**  
Union St East, Aldershot

**Drawing Title**  
Third Floor Plan

**Scale**  
Scale bar: 0 2 4 6 10 m

**Scale**  
Scale: 1:200

**Job Ref**  
Job Ref: 01586

**Revision**  
Revision: P5



3455 Great Stone Street  
London, EC1V 0DN  
www.jtp.co.uk

**Notes**  
Do not scale from this drawing. All dimensions must be verified on site and are the responsibility of the client and architect. All dimensions must be verified on site and are the responsibility of the client and architect. All dimensions must be verified on site and are the responsibility of the client and architect.

- Area Key**
- 1BGP
  - 2BGP
  - Communal Room
  - Studio

This drawing is prepared for the specific project stage as the Drawing Status shows. It is not to be used for any other purpose without the prior written consent of JTP. It is the responsibility of the client to ensure that the drawing is used for the correct purpose and that all necessary permissions are obtained. The client must verify all dimensions and details on site and are the responsibility of the client and architect.

**Planning Status**

Rev	Date	Description	Drawn	Check
P5	02.03.20	PLANNING SUBMISSION	AWK	DEC
P4	20.02.20	Issued for comment	AWK	DEC
P3	24.02.20	Issued for information	AWK	DEC
P2	21.01.20	First Issue	JTP	DEC

**Client**  
Rushmoor Development Partnership

**Project**  
Union St East, Aldershot

**Drawing Title**  
Fourth Floor Plan

**Scale**  
Scale: 1:200  
Drawing No: MPA-PP-005  
Revision: P5  
Scale bar: 0 2 4 6 8 10 m

**Scale bar**  
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**Notes**  
Do not scale from this drawing. All dimensions must be verified on site and are the responsibility of the client and architect. All dimensions must be verified on site and are the responsibility of the client and architect. All dimensions must be verified on site and are the responsibility of the client and architect.

**Area Key**

- 1BGP
- 2BGP
- Communal Room
- Studio

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**Planning Status**

Rev	Date	Description	Drawn	Check
P5	02.03.20	PLANNING SUBMISSION	AWK	DEC
P4	20.02.20	Issued for comment	AWK	DEC
P3	24.02.20	Issued for information	AWK	DEC
P2	21.01.20	First Issue	JTP	DEC

**Client**  
Rushmoor Development Partnership

**Project**  
Union St East, Aldershot

**Drawing Title**  
Fourth Floor Plan

**Scale**  
Scale: 1:200  
Drawing No: MPA-PP-005  
Revision: P5  
Scale bar: 0 2 4 6 8 10 m

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**Scale bar**  
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**Notes**

Do not scale from this drawing. The architect and/or contractor must visit the site and be responsible for taking and checking dimensions. All dimensions must be checked on site. Any discrepancies between the drawings, specifications and site conditions must be reported immediately to the architect. This drawing is provided for the specific project stage as the Drawing Status shows and is not intended to be used for any other purpose without the prior written consent of the architect. The architect shall not be held liable for any planning refusal or for the granting of this plan by anyone other than the relevant authority.

- Area Key**
- 1BGP
  - 2BAP
  - Communal Room
  - Studio



Rev	Date	Description	Drawn	Check
PT	02.02.20	PLANNING SUBMISSION		
PA	20.02.20	Issued for comment		
P2	23.02.20	Issued for information		
P3	27.02.20	Final Issue		

**Client**  
Rushmoor Development Partnership



**Project**  
Union St East, Aldershot

**Drawing Title**  
Fourth Floor Plan

Scale: 1:200  
Drawing No: MPA-PP-005  
Revision: P5



Scale Bar: 0 2 4 6 8 10m

**Notes**

Do not scale from this drawing. The architect and/or contractor must verify the site and be responsible for taking and checking all measurements. The architect and/or contractor must verify the site and be responsible for taking and checking all measurements. The architect and/or contractor must verify the site and be responsible for taking and checking all measurements.

**Area Key**

- BCP
- 2B4P
- Communal Room
- Studio



Rev	Date	Description	Drawn	Check
1	22.03.20	PLANNING SUBMISSION	AWW	DEC
2	26.03.20	Revised for comment	AWW	DEC
3	31.03.20	Issued for information	AWW	DEC
4	07.04.20	Revised for information	AWW	DEC
5	27.11.19	Final Issue	JTP	DEC

**Client**  
 Rushmoor Development Partnership



**Project**  
 Union St East, Aldershot

**Drawing Title**  
 Fifth Floor Plan

Scale: 1:200  
 Job Ref: 01586  
 Drawing No: MP-PP-007  
 Revision: P5  
 Scale Bar: 0 2 4 6 8 10 m



**Notes**

Do not scale from this drawing.

The client and the architect must visit the site and be responsible for taking and checking the measurements. The architect must verify the measurements and the site conditions. Any discrepancies between the drawings, the site conditions and the measurements must be reported to the client and the architect immediately.

This drawing is prepared for the specific project stage in the Drawing Status schedule and is not intended to be used for any other purpose without the written consent of the architect. It is the responsibility of the client to ensure that no liability for any claims arising from the use of this drawing shall be accepted by the architect.



Rev	Date	Description	Drawn	Check
LT	02.03.20	PLANNING SUBMISSION	DEC	DEC
RM	20.02.20	Based for comment	RMW	DEC
P2	21.02.20	Issued for information	RMW	DEC
P1	27.11.19	Final Issue	JTP	DEC

**Client**  
 Rushmoor Development Partnership



**Project**  
 Union St East, Aldershot

**Drawing Title**  
 Roof Plan

Scale: 1:200  
 Job Ref: 01586  
 Drawing No: MP-PP-008  
 Revision: P5  
 Scale Bar: 0 2 4 6 8 10 m