

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

Case Officer	Katie Ingram
Application No.	20/00782/FULPP
Date Valid	12th January 2021
Expiry date of consultations	5 February 2021
Proposal	Rebuilding of garage workshop (following fire damage) in same footprint, other than previous unauthorised eastern side extension (Amended Site Layout Plan received 15 January 2021).
Address	1-7 Elms Road Aldershot
Ward	Manor Park
Applicant	Bernie Scully
Agent	Mr Trevor Harding
Recommendation	GRANT

Description

The application site, measures approximately 820 sqm (0.082 hectares). The site has an 'L' shape with its main frontage on the northern side of Elms Road. The site is less than 100 metres south of the Aldershot Town Centre boundary. The site has a long-standing lawful planning use for vehicle servicing and repair activities, which has variously included general mechanical and bodywork repairs and servicing, tyre fitting and MOT testing under several different operators.

The main part of the 'L' shape is orientated roughly east-west and has a rectangular shape measuring 37 metres long by 12.5 metres wide. This footprint was previously occupied up to the site boundaries by a brick-built part single-storey and part two-storey workshop building (with ancillary offices, staff welfare and storage at first-floor level) of a total of approximately 500 sqm floorspace.

As a result of a fire in February 2020, this building was extensively damaged and the debris has since been cleared from the site, leaving only a two-storey steel building frame and part of a lower side extension located towards the east side boundary of the site.

The rectangular portion of the site formerly containing the garage workshop building abuts part

of the side boundary of No.9 Elms Road, a two-storey residential dwelling; the rear of a three-storey building containing 3 flats at Nos.79-81 Grosvenor Road to the west; the side boundary of No.77 Grosvenor Road, the rear boundary of No.49 Birchett Road and part of the private parking area to the rear of Nos.33-49 Birchett Road to the north; and abuts part of the side wall and the rear yard of No.83 Grosvenor Road to the south. The ground floor layout of the workshop building comprised four service bays with two main roller-shutter entrance doors; and a paint spray booth at the western end. A small single storey reception area extension projected from the front of the main building to the south, measuring 10m wide coming 2 metres out from the wall of the workshop building. There was a more recent two storey side extension enclosing external fire stairs on the eastern elevation of the building built-up against the eastern boundary of the site to provide some secure storage : this structure did not benefit from planning permission.

The other, slightly smaller, portion of the site 'L'-shape measures 21 metres wide by 18.5 metres deep and was an open parking courtyard in front of the workshop building. It is located to the south of the main part of the 'L'-shape and has a frontage onto Elms Road; and abuts the rear boundaries of residential properties at Nos.83-89 Grosvenor Road to the west, and the side boundary of 9 Elms Road to the east.

South of the application site on the opposite side of Elms Road is a light industrial/commercial business yard.

The current application is seeking planning permission to construct a replacement building to allow resumption of the existing lawful use of the site as a vehicle repair and service premises. This use is long established and has not been eradicated by the loss of the previous structure to a fire.

The application is therefore seeking planning permission for the erection of a new workshop building to replace the one which burnt down. The building would be the same width, depth and height, and sited in the same place, as the previous building, including a replacement customer entrance area projecting from the south elevation as before. The two roller shutter entrances and the internal ground floor layout would remain the same as before, with a paint spray booth to be re-provided at the western end, and four service bays (one indicated to be, as before, an MOT testing bay) in the rest of the ground floor. The first floor ancillary office, staff welfare and storage element would be the same size as before, but the office/staff area to be open plan. External materials are indicated to be insulated profiled metal wall panels in a dark grey colour above facing brickwork lower walls; together with a roof of similar height using insulated metal sheet roofing panels in a grey colour and containing glass reinforced polyester rooflights. It is indicated that insulated roller shutter doors would be provided. The application is not seeking to reinstate the previous unauthorised extension on the eastern elevation of the building that, in part, enclosed the external fire escape, this will take the form of an open stair. The flue for the paint spray booth is shown on the existing and proposed elevations as projecting 3.5m above the roof level on the west side of the roof approximately 4m from the site boundary shared with Nos.79-81 Grosvenor Road.

An amended site layout, received on 15 January 2021 shows the open forecourt area of the workshop building modified to provide 15 on-site car parking spaces (5 staff and the remainder for customer vehicles) in a layout that would allow unobstructed access to the workshop doors, a general improvement over the previous blocked parking arrangements. The previously existing external car lift located on the forecourt of the former premises has been deleted from the plans.

Relevant Planning History

The site has a long-standing lawful planning use for a variety of vehicle servicing and repair activities, which have included general mechanical and bodywork repairs and servicing, tyre fitting, MOT testing; and a section of the original garage premises fronting Grosvenor Road was used as a motorcycle workshop until converted into residential flats approximately 17 years ago.

- Application number RSH04130 – Applicant F&N Garage – Erection of a single storey rear extension, Permitted 06.11.84, Implemented [*Officer note: This was the taller eastern end of the building for which the steel frame still remains*]
- Application number RSH041030/1 – F&N Garage – Erection single storey extension of workshop – Refused 02.10.87
- Application number 94/00091/FUL – F&N Garage – Retention of single storey extension to provide reception area and erection external staircase, Permitted 21.04.94, Implemented
- Application number 94/00641/FUL – F&N Garage - Installation of a 12m double flue extract chimney and one intake duct for spray ovens, Permitted 26.01.95, Implemented
- Application number 98/00416/COU – Bernies Bikes – Change of use of part of premises (79-81 Grosvenor Road) for sale of Motorcycles – Permitted 06.08.98, Implemented [*Officer Note: this element of the premises lays outside the current application site as a result of the its residential conversion in 2003 – see next history record below.*]
- Application number 03/00860/COU – Change of use from motorcycle workshop to three self-contained flats, Permitted 22.03.04, Implemented [*Officer Note: This three-storey building remains and fronts Grosvenor Road as Nos79-81 Grosvenor Road. This building is still in residential occupation, subject to resolving any fire damage.*]

Consultee Responses

Environmental Health	No objection subject to conditions
HCC Highways Development Planning	No objection
Hampshire Fire Services	Awaiting comments

Neighbours notified

A site notice was displayed and 24 letters of notification were sent to adjoining and nearby properties in October 2020. As a result of the receipt of amended/corrected plans on 12 January 2021, all those whom made comments as a result of the original notification and application publicity were re-notified.

Neighbour Comments Received

Responses to Original Neighbour Notification & Application Publicity : 23 representations were received from the occupiers of:- 2c, 3-4, 9, 18 and 28 Elms Road; 41, 43 and 49 Birchett Road, 3/73, 75, 77 and 87 Grosvenor Road; 23 York Crescent, 53 Broomhill Road, 8 Amberley Grange, 14 Sheridan Close, 38 Upper St Michaels Road, 33 Northbrook Road, 62 Coronation Road, 38 Luke Road East, 16 Culdrose House Aldershot. Objection was raised to the application on the following summary grounds:-

Unsuitability of a vehicle repair premises in a residential location

- Given how many people live very close to this site, it is not a healthy place to have a commercial garage.
- The site should be used for residential purposes to build much needed houses especially being so close to Aldershot Town Centre.
- Such an industrial operational activity in a residential setting is not conducive to the local neighbourhood.
- This sort of business would be much better on a peripheral industrial area.
- It has been shown, by the previous fire here, that having a commercial operation of such nature in the middle of a residential development is extremely hazardous and dangerous to those living nearby.
- The council has a real opportunity to make this site into more dwellings or something of benefit to nearby residents.
- Planning should take the opportunity to return the area to much needed residential only and keep commercial operations on industrial parks where they belong. It's not like there is a shortage of commercial space.
- Think green, get rid of the pollution, noise and traffic congestion.
- If they really must need a commercial building in here they could build a take away shop some normal offices, or a grocery, off licence shop could be very useful for the locals, there are so many things that they could do, they can't build a commercial garage in the middle of residential place. please do understand and stop.

[Officer Note: The above representations can be given limited weight in the consideration of the current application. The existing lawful planning use of the site is as an unrestricted vehicle repair and servicing workshop and this use remains lawful despite the fire and current disuse of the site. The proposals the subject of the application are solely for the erection of a replacement vehicle workshop building of almost identical size and location, using modern insulated external materials. Furthermore, the Council must consider the proposals that have been submitted and cannot take into material account any suggestions for alternative uses of the site that may be preferred instead.]

Issue of safety

- The fire highlighted how dangerous it is to have a garage so close to residential properties.
- It was a frightening time for residents when the property went up in smoke.
- My daughter owns one of the maisonettes in Grosvenor Road which backs onto the garage, and was extremely lucky to only suffer smoke damage after the horrendous fire. Other poor residents next to her were not so lucky. If gas canisters had caught fire that night, the outcome could have been very different.
- Please stop so our community feels safe in their homes.
- I have never been so afraid for my safety and for the safety of my home.
- We are mainly elderly people who live around here, and we all fear that this could happen again.
- We were lucky that nobody was killed by that fire, had the fire started two hours earlier I'm sure there would have been fatalities. Why take the risk of having a business packed with highly inflammable materials in the middle of a residential area?

[Officer Note: the vehicle repair and servicing use of the site is lawful in planning terms

and is not under consideration as part of the current application. The various safety issues raised in these comments are not a matter for the Council in the consideration of the current application since they fall within the jurisdiction of external agencies : primarily the Fire Service and the Health & Safety Executive. The fire safety of the proposed external building cladding materials is a matter for the Building Regulations. It is clear Government guidance to Local Planning Authorities that matters dealt with by other authorities under other legislative powers should be left to the relevant authorities concerned.]

Impact on neighbouring amenities

- The exhaust fumes, smells from burning oil have an impact on air quality.
- There is noise pollution from the garage.
- The neighbouring residents have suffered long enough.
- My house/ back door is just next to this garage on the north side, lots of problems I have been having always from this & still so we cannot see the sunlight at my back garden & in the kitchen because of the huge party wall on our side! Every day we breath in very bad smell from their exhaust which they put exhaust outlet chimney on our side.
- Spills of oil/fluids that were washed off the forecourt and allowed to pollute our street.
- We are also concerned about the environmental impact, the increased traffic and pollution, associated with this business operation.
- We have had rats from the rubbish. It still has not been cleared from when the fire was caused [*Officer Note: Other than the steel frame and eastern side extension, the site is now cleared*].
- The emissions it produces affects the quality of air and smell.
- Air pollution from car engines running excessively and from huge industrial bins overflowing with stinking rubbish and food waste.
- Repairs should not take place outside on the forecourt or the road.
- This garage has always been problematic. They used to burn something very bad smelly things and send around dusty clouds.
- If a business like this is to operate in what is mainly a residential area some safeguards should be put in place to protect the residents of this road. The hours of operation should be restricted to normal business hours and adequate off-road parking provided. Also intensity of the use of the site should be addressed.
- The intensity of the use and operating hours has caused much concern.
- Repairs or any other business use should take place in the garage and not outside on the forecourt or the road.
- The noisy repairs and vehicle operations especially during night-time is very annoying.
- The noise and disturbance during unsocial hours is detrimental to the neighbourhood.
- Cars with engines running loudly noise late at night (I have been awoken as late as 3am) and early in the morning from workshop shutters opening and closing.
- Disturbance to neighbours from the operation and continual works was very high.

Impact on character of the area

- The maintenance of the building left a lot to be desired.[*Officer Note: the actions of previous occupiers of the workshop building are not a matter that can be taken into material account in the consideration of the current planning application.*]
- The building was a dirty eyesore with an unprofessional roof and lean-to [*Officer note: the proposals the subject of the current application are for the erection of a new building with new external finishing materials; and the unauthorised extension on the side of the*

building is not to be reinstated]

- We believe that the garage's appearance is not in keeping with the historical look of the road.
- The land between the garage and our terraced houses in between Birchett Road and the garage is a dumping ground for the rubbish and cars. [*Officer Note: this is a matter concerning land outside the application site that can have no bearing on the consideration of the current proposals for the erection of a replacement workshop building.*]

Parking and highway safety issues

- The site is on a narrow one-way street where cars are constantly parked. The premises has insufficient room for the vehicles they service. As a result cars are left in neighbouring roads cause inconvenience.
- The narrow one-way road is unsuitable for commercial garage use and will increase traffic congestion and increase on-street parking.
- Abandoned cars, by the garage owners were left on the road for the council to remove.
- Cars parked outside my house often dropping with oil for weeks and even months.
- Parking of vehicles left for repair in resident parking areas and one-hour parking areas for often months at a time.
- Numerous complaints were made to Rushmoor about parking during this time.
- The area has become quieter and less congested since it closed.
- Vehicles travelling into and from the garage at all times of the day and night seven days a week.
- The site isn't big enough to run a well-managed garage and the vehicles spill out into a very small and narrow residential street.

Behaviour of previous tenants

- The previous tenant worked unsociable hours.
- The previous tenant had fires and didn't store hazardous or industrial materials properly.
- The garage was a dumping ground for tyres.
- Speeding cars were associated with the garage.
- I have lived next door to them since May 2005 and in that time the problems arising from the workshops have risen from very minimal disruption to me, to a very high level of disruption culminating with the awful fire in February this year.
- Over the past few years this site and the way the business has been run has caused considerable problems to the local residents. Noise and traffic in and out of the site often carried on late into the night, seven days a week.
- The work practices they use are dangerous.
- The previous business was a problem to the local community, no tax/mot cars left on side roads and car parks.
- Rubbish and rubble piled high against side elevation of my house without any permission. On complaining they painted two thirds of my wall with incorrect paint without my permission.

[Officer Note: These comments relate to the actions/inactions of the previous tenants of the application premises prior to the fire. The current applicants are not the previous tenants and are seeking to redevelop the site for its lawful re-use. The matters raised cannot be taken into material account in the consideration of the current planning application.]

Application form filled out incorrectly

- In regards to Q6 'Contamination', a garage is likely to be contaminated, and there is garage waste and asbestos roofing on the site as well, although they have said no [*Officer note: an amended and corrected application form has been received*]
- In regards to Q20 'Industrial or Commercial Processes and Machinery' and Q21 'Hazardous Substances' the applicant has said no, but surely for a garage industrial processes are carried out and hazardous substances are stored [*Officer Note: an amended application form has been received*]
- Hours of opening are relevant to the proposal in a residential area (Q19) and the applicant has said no.
- The size of site is not 812 hectares. [*Officer note: an amended application form has been received correcting the size of the site to 812sqm*]

Other Matters Raised

- The unlawful extension was built over my right of way to my garden [No.9 Elms Road] despite being told.
- There is no mention of the right of way to the entrance to the rear of properties that front Grosvenor Road that was blocked by garage vehicles most of the time. This has now been recognised when the fencing was erected to demolish the fire damaged buildings but there is no mention of it in the planning application

On 26 November 2020, a petition with 73 signatures was received calling on the Members of the Development Management Committee to 'not approve any development to the site due to the failures of the previous owner to manage, be involved with local people and be environmentally abusive, in a number of ways, to those who lived in the road', and 'request that the Council consider other options for the site and do not seek to reinstate the conditions which were experienced'.

An objection was also received from Councillor Roberts suggesting that the site should be reclassified for housing which is more in keeping with the area's needs.

Response to January 2021 Re-Notification : Seven further representations were received from the occupiers of 2c and 18 Elms Road, 77 Grosvenor Road, 41 & 49 Birchett Road, and Councillor Roberts raising similar grounds to those already raised, but also objecting on the following additional grounds:-

- The only positive comment is that the previous tenant will not be returning.
- I don't know who has approved the parking layout as there is no way that the number of parking spaces indicated can be used for parking in a working garage. Access to and from the site should be in a forward direction without the necessity for vehicles backing on the Elms Road which has caused so many problems in the past.
- Part of the description of the existing established use mentions use as for MOT bay. There is no license granted for MOT inspections on the site at any time as far as I know. This would only increase the intensity of use of the site; which is where most of the problems lies, and the granting of such a licence should never be allowed. The site historically used for car and body work repairs, not mechanical or MOT work. [*Officer Note: in the context of this site the use of part of the workshop as an MOT testing bay does not require planning permission, is not in any event part of the application proposals, and is subject to entirely separate licencing and regulation by the*

Department for Transport.]

- To have a spray booth adjoining a large residential unit is not a sensible idea and there is no indication where the fumes will be discharged. This residential unit was not originally built when established use as a garage occurred. It was built onto the garage. The cause of the fire that destroyed the premises and caused such damage to the adjoining properties emanated from the spray booth that was previously situated in the same position.
- Although reference has been made to the illegal side extension no reference has been made to the lift outside also installed by the previous tenant. This lift was used to enable cars to be worked on outside the garage premises at all hours and caused much noise and nuisance to surrounding residence and should be removed [*Officer Note: A revised plan has been submitted which has removed the lift*].
- Any work should be undertaken inside garage premises.
- There is nothing to allay the fears of surrounding residents that the same situation of nuisance, noise, pollution, parking and traffic problems would be reduced if this garage is allowed to be rebuilt and the intensity of use of the site continued unrestricted day and night as before. The new plans address none of these problems.
- Because of the large wall there is no light into our rear rooms. We can't see the sunlight in our backdoor or garden and there is no natural light in the kitchen. When we are in the kitchen we need to have the light on even when the sun is shining because of the huge party wall attached to my garden. [*Officer Note: this is the existing situation in respect of these neighbouring properties*]

One representation of support has been received from the occupier of 36 York Road, Aldershot, on the grounds that the garage provides a place of work and help when you need your car to be fixed.

Policy and determining issues

The site is located in the built-up area of Aldershot outside the Town Centre Boundary. Policies SS2 (Spatial Strategy), IN2 (Transport), DE1 (Design in the Built Environment) and DE10 (Pollution) of the Rushmoor Local Plan are relevant to the assessment of this application as are the Rushmoor Car and Cycle Parking Standards Supplementary Planning Document (2017) and relevant guidance from the National Planning Policy Framework (2019).

The main issues in the determination of this application are the principle of development, the impact on the character and appearance of the site and surrounding area, the impact on neighbouring amenity and parking and highways considerations.

Commentary

1. Principle of development

The current application is solely for the replacement of a workshop building on a site with a lawful and extant unrestricted planning use as vehicle repair and service premises.

The proposed replacement building would be in the same location and of the same size as the previous building. The planning history demonstrates that a building of this size and design has been in this location since at least 1984 and in continuous use as a vehicle repair and servicing premises

The proposals the subject of the application are therefore considered to be acceptable in

principle

2. Impact on the character and appearance of the site and surrounding area

The vicinity of the application site is mainly residential in character, although there are some commercial uses within the area, many of which, like the application property, have operated for many years. Residential properties in the vicinity comprise predominantly Edwardian/Victorian two storey terraced dwellings. The previously existing and proposed replacement building were/would be sited set back from the road frontage and, as such, have less impact upon the character and appearance of the street scene in Elms Road.

The scale and design of the proposed replacement building on the site is not unusual for a vehicle repair and servicing premises and, in terms of its scale and location on the site, matches the building that previously existed. It is considered that the more modern appearance using external facing materials entirely conventional to workshop buildings nationwide, together with the deletion of the unsightly unauthorised eastern side extension enclosing the fire escape, would improve the visual appearance of the property. Impact on the visual amenities of the area and site.

Several of the issues which resulted in a poor impact on the visual amenities of the area, including dumping of rubbish outside the site and piling up of tyres and storing materials against or near adjoining properties, were as a result of the alleged working practices of the previous tenant and the applicant has confirmed that this tenant will not be returning. It is considered appropriate to impose a condition to require that there is no external storage of materials at the site other than the usual commercial refuse disposal containers.

It is considered the proposed building would have an acceptable visual impact on the character of the site and surrounding area and would thereby comply with Policy DE1 of the adopted Rushmoor Local Plan.

3. Impact on Neighbours

As the site is in proximity to residential properties, one of the main issues raised by objectors is the level of activity and noise that emanated from it during the day and outside normal business hours. The Council's Environmental Health department have a record of numerous complaints over the years relating to noise as a result of activities taking place at this site, some of which related to activities undertaken at anti-social hours.

Unlike the previously existing building, the proposed new building would be clad with insulated metal panels that would provide more effective noise attenuation. Furthermore, there is a condition attached to planning permission 94/00641/FU (relating to the installation of a 12m double flue extract chimney and one intake duct for spray ovens) that restricts the use of the premises to the hours of 07.00 to 20.00 Monday to Fridays, 07.00 to 17.00 on Saturdays and no working on Sundays and Bank Holidays. In the circumstances of the current application it is considered reasonable that an hours of use condition be extended to apply to the use of the whole premises such that the use be restricted to 07:00 to 19:00 hours Monday to Saturdays and at no time on Sundays and Bank Holidays. A condition is also recommended, given the proximity of the site to residential uses, that the shutter doors are kept shut except for the explicit purpose of vehicles and equipment going in and out. Furthermore, the car lift in the forecourt will not be reinstated. Consequently works will no longer take place on vehicles outside the workshop building.

As the forecourt is overlooked by residential properties it is also considered reasonable to impose a condition to require details of any external lighting to ensure that any such installation meets best practice guidance regarding reducing glare and light trespass.

The paint booth flue would be located in the same position as the previous flue, which is 3 to 4 metres from the nearest residential facades. As paint spray technology has changed significantly since the flue and booth were approved in 1994 (ref. 94/00641/FUL) a condition is recommended requiring details of how noise, odours and particulates from the flue will be prevented to be submitted to and approved by the Local Planning Authority before the new spray paint booth becomes operational.

The northern wall of the workshop building formed the boundary wall with the side garden boundary of No. 77 Grosvenor Road, and the application proposes to reinstate the building in the same location and height, albeit with different external materials. However, the proposed development is a reinstatement of the same relationship with what was on the site lawfully for a number of years such that it is not considered that there would be any material change in planning circumstances sufficient to justify the refusal of planning permission in this respect. Similarly, it is considered that the relationships of the proposed replacement workshop building with No.83 Grosvenor Road would not be materially and harmfully altered. As has already been mentioned, the deletion of the unauthorised eastern storage extension would pull the building away from the boundary shared with No.9 Elms Road and, as such improve the relationship with this property. It is considered that no other adjoining or nearby properties would be materially and harmfully impacted by the proposed replacement building.

The amended site layout plan shows that the right of way to the rear of properties on Grosvenor Road would be maintained.

Subject to the above conditions, and considering that application is not for the use of the site, but for the erection of the workshop building, the proposals are considered to have an acceptable impact on the amenities of neighbouring occupants in planning terms and would comply with the requirements of Policies DE1 and DE10 of the adopted Rushmoor Local Plan.

4. Highway considerations

Car workshops should provide 3 spaces per service bay and 1 staff space per 45 sqm according to the current Rushmoor Car and Cycle Parking Standards SPD. The workshop has an area of 380sqm and four service bays equating to a maximum requirement of 21 spaces (9 staff spaces and 12 car spaces) the previously existing provision therefore fell below the maximum standard. Non-residential parking standards are expressed as maximum standards in the Parking Standards SPD (Principle 12), the site is located close to the town centre and the proposal does not enlarge the workshop building or the potential intensity of use of the site. Following the removal of the external car lift from the forecourt and a re-design of the parking layout, it is now proposed that a total 15 spaces on the site, including 5 staff spaces. It is considered that the amended parking proposals would be an improvement over the parking arrangement of the previous operation and it is not possible to identify material harm to the safety and convenience to highway users arising from the current proposal sufficient to give rise to a severe highway impact.

It is considered therefore that the proposed parking is acceptable.

The application has been reviewed by the County Highway Authority and they have raised no objection to the proposal and have found the amended parking layout acceptable.

In the circumstances it is considered that the application would have an acceptable impact on highway safety and in this regards complies with Policy IN2 of the adopted Rushmoor Local Plan.

Conclusions

The application is seeking planning permission for the erection of a new workshop building to replace one destroyed by fire in order to allow resumption of lawful use on the site as a vehicle repair services premises. Subject to imposition of the recommended conditions the proposed development is considered to have an acceptable impact on the character of the area, amenity of neighbouring occupiers and on highway safety. The application therefore complies with Policies SS2, DE1, DE10 and IN2 of the adopted Rushmoor Local Plan.

Full Recommendation

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

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

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

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings, materials schedule 12.01.21 and materials details received on 06.02.21: Drawing numbers: Location Plan scale 1:1250, Existing block plan scale 1:200 dated 12.01.21, Proposed block plan scale Rev 2 1:200 received 15.01.21, 01H Existing elevations, 02H Existing floor layouts, 03H Proposed floor layouts, 04H Proposed elevations

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

- 3 The premises shall not be used outside the following times:
07:00 to 19:00 Mondays to Saturdays
The premises shall not be used at any time on Sundays and Bank or Statutory Holidays.

Reason - To safeguard the amenities of neighbouring occupiers.

- 4 Prior to commencement of use of the premises hereby approved, the Staff and visitor parking spaces shown on Proposed Site Plan Rev 2 scale 1:200 dated 15/01/21 shall be clearly marked out and thereafter retained and used for no other purpose.

Reason – to ensure the adequate provision of parking on site to serve the development

- 5 No use or occupation of the paint spray booth hereby approved shall commence until measures to control emissions to the atmosphere likely to emanate from any such proposed activity within the booth have been implemented 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 measures so approved shall be thereafter retained.

Reason - To protect the amenity of neighbouring property.*

- 6 The roller shutter doors comprising part of the development hereby approved shall be kept closed at all times except for the explicit purpose of ingress and egress of vehicles and equipment.

Reason - To ensure satisfactory impact on neighbouring amenity.

- 7 No occupation or use of the development hereby approved shall take place until a scheme of provisions for the control of noise emanating from the site has been implemented in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. This shall include details of adequate ventilation to ensure doors and windows can remain closed during periods of warm weather. The approved scheme installed shall be thereafter retained.

Reason - To protect the amenity of neighbouring occupiers.*

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

Reason - To ensure satisfactory external appearance.*

- 9 With the exception of conventional waste storage bins, no storage of materials, equipment associated with the use and operation of application site shall take place outside the building hereby approved.

Reason - To ensure satisfactory external appearance and protect amenities of adjoining occupants.

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

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

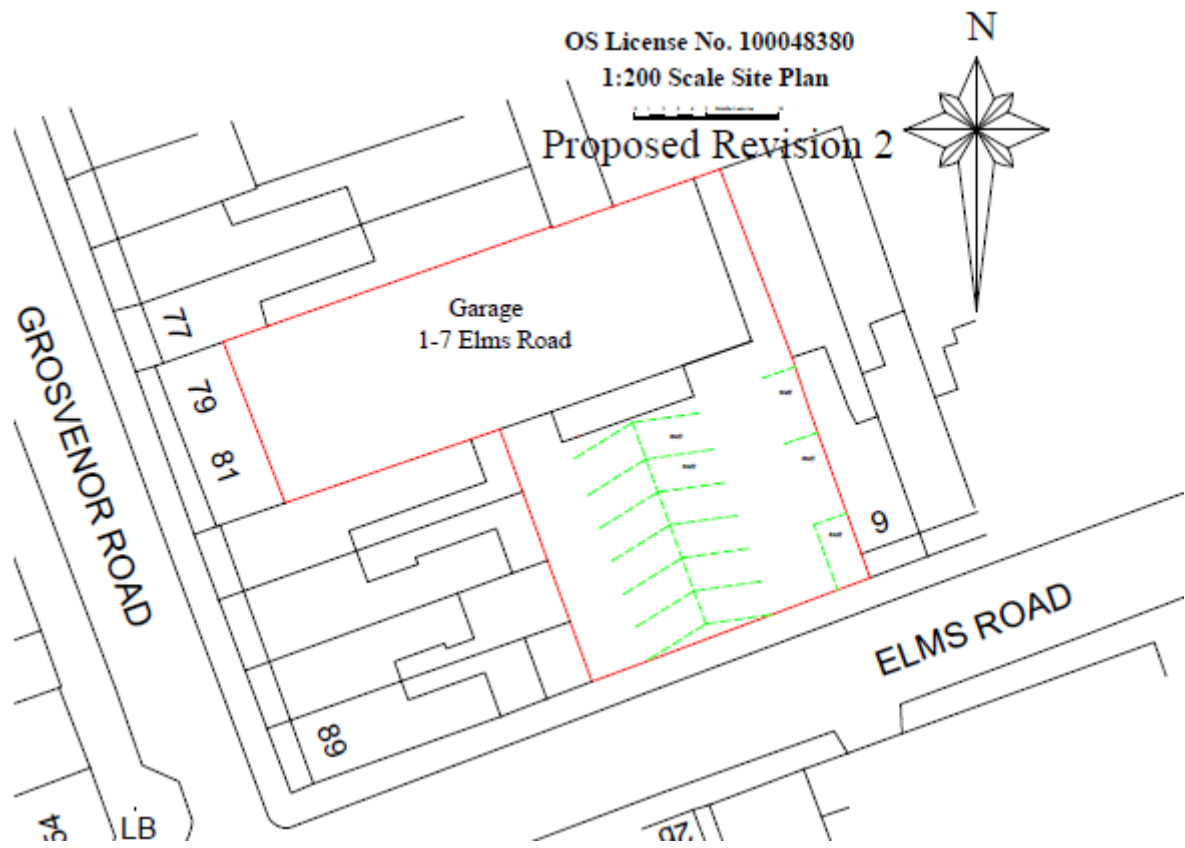
Informatives

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

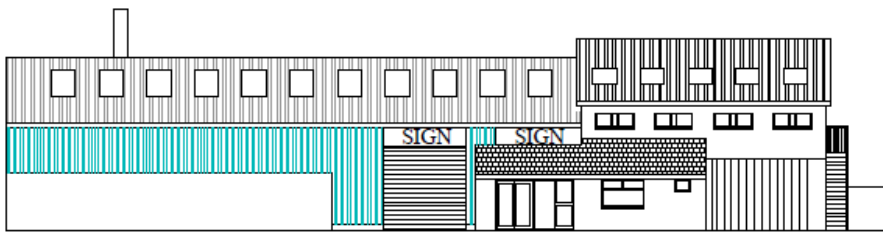
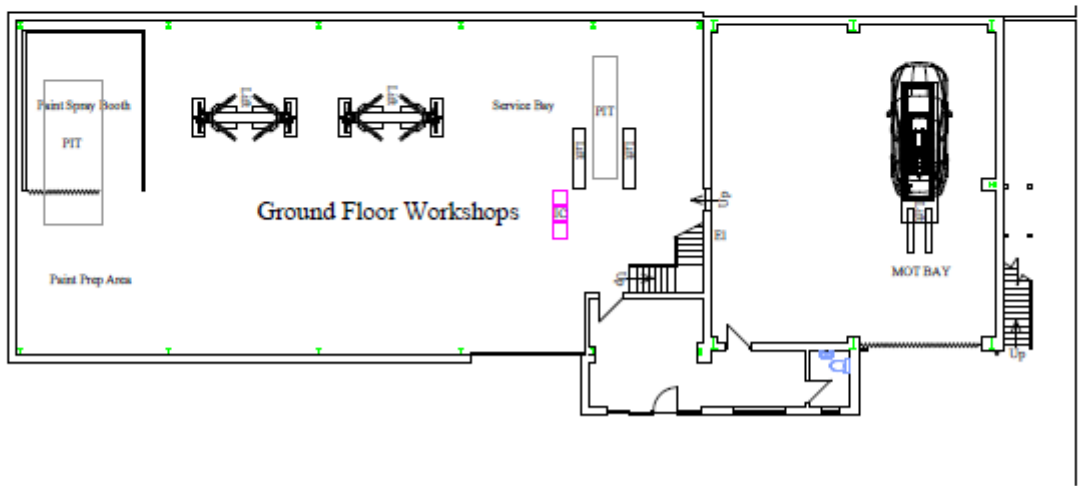
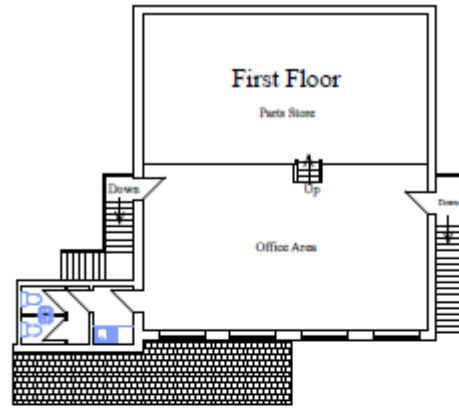
- 2 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because the principle of development is acceptable and proposed development would have an acceptable impact on the character of the area, amenity of neighbouring occupiers and on highway safety. The application therefore complies with Policies SS2, DE1, DE10 and IN2 of the adopted Rushmoor Local Plan.

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

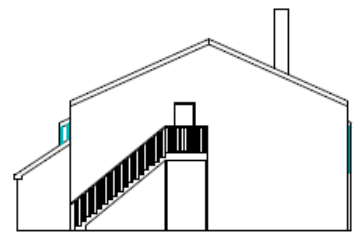
- 3 **INFORMATIVE -** Your attention is specifically drawn to the conditions marked *. These condition(s) require either the submission and approval of details, information, drawings etc.by the Local Planning Authority **BEFORE WORKS START ON SITE, BEFORE SPECIFIC ELEMENTS OF THE PROPOSAL ARE CARRIED OUT** or, require works to be carried out **BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING**. Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out **WITHOUT PLANNING PERMISSION**. The Council will consider the expediency of taking enforcement action against any such development and may refer to any such breach of planning control when responding to local searches. Submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
- 4 **INFORMATIVE -** The applicant is advised that there may be a need to comply with the requirements of the Party Wall (etc.) Act 1996 before starting works on site. The Party Wall (etc.) Act is not enforced or administered by the Council but further information can be found on the Planning Portal website <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance> and you are able to download The party Wall Act 1996 explanatory booklet.
- 5 **INFORMATIVE -** The applicant is advised that no vehicles associated with the repair or servicing of vehicles shall be parked or left on the surrounding streets or yards.



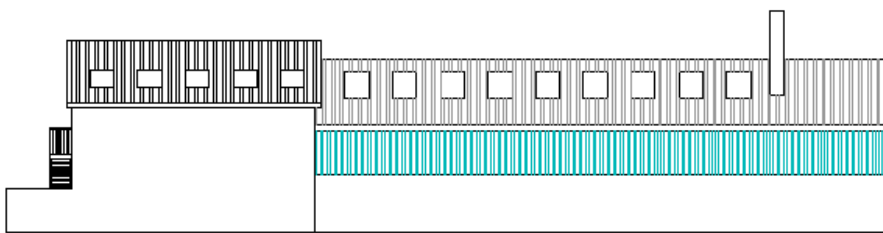
Proposed site plan



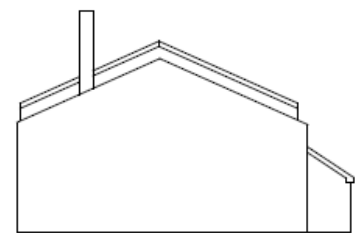
Proposed Front Elevation



Proposed Side Elevations



Proposed Rear Elevation



Proposed floor and elevation plans

