

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	Sarita Jones
Application No.	17/00348/FULPP
Date Valid	5th May 2017
Expiry date of consultations	15th August 2017
Proposal	Erection of a new car showroom with ancillary offices to be used for the sale and display of motor vehicles; an associated workshop for the repair, servicing and maintenance of motor vehicles together with associated car and cycle parking, access/highway works, drainage, bin store, landscaping, plant and ancillary works.
Address	<b>Farnborough Business Park Templer Avenue Farnborough Hampshire</b>
Ward	Empress
Applicant	HEREF Farnborough Limited
Agent	Ms Charlotte Hutchison
Recommendation	<b>GRANT</b>

### **Description**

This irregular shaped site is located to the north of Templer Avenue and to the south of Elles Road. It is a component of that part of Farnborough Business Park known as Plot C. It comprises vacant brownfield land currently containing grassland, trees and hardsurfacing which has recently been used as a site compound for the adjoining development site (now Pinehurst I and II). There is a difference in levels across the site with the northern site boundary being some two metres lower than the southern boundary and the eastern boundary being about 0.3 metres lower than the western boundary. There is established structural landscaping on Templer Avenue to the south and established landscaping along the boundary with Elles Road to the north. There are bus stops on Templer Avenue, Fowler Avenue and Pinehurst Road. A demand responsive bus service within the park offers free connections to rail services at peak times and a flexible service to a variety of town centre locations at other times of day.

Costco lies to the west of the site. This comprises a large building, with associated car parking, which is in use as a members only warehouse club. To the east/north east of the application site is an area of vacant brownfield land of similar character and description to the application site. The land to the north east has the benefit of planning permission for two

four storey office buildings (known as Pinehurst III and IV). To the south of this are Pinehurst I and II. These are four storey office buildings with associated surface car parking. These buildings take vehicular from Pinehurst Road and Templer Avenue. All these areas together with the application site comprise Plot C.

The Invincible Road industrial estate lies to the north beyond Elles Road, a major arterial road into Farnborough town centre. There is established tree planting along most of Elles Road. The Farnborough Airport Fire Station lies to the south within the boundary of the airport. There is a further area of undeveloped land which comprises the remainder of 'Area E'. In proximity to the site is The Square incorporating the Historic Core, including the Grade II listed airship hangar, office buildings 250 and Q134 known as The Hub, 110, 120 and 140 Pinehurst Road occupied by Fluor as offices, the Village hotel Pinehurst Road and an office building at 25 Templer Avenue.

Farnborough Business Park, as a whole, has an area of just under 51 hectares with vehicular access from Elles Road (A327) via the Meadowgate roundabout and Meudon Avenue via the Sulzers roundabout. The Southern Access Road enters the park between Government House Road and the Meadowgate roundabout at the end of Templer Avenue. To the east of the park there is a tree/landscaped area (which is within the control of the applicants) and the terraced properties of Pinehurst Cottages. Within the business park there are various office buildings typically four storey in height, a Village hotel, a Costco warehouse club, the Square and The Gloster pub/restaurant. Barons car showroom and housing built by Redrow are located to the east of the park. Farnborough Airport is to the south.

## RELEVANT PLANNING HISTORY

In November 2000, outline planning permission, 99/00744/OUT, was granted for the redevelopment of the former Royal Aircraft Establishment factory site and G1 area to provide up to 155,350 sqm of B1 floorspace with up to 6000 sqm of associated development for subsidiary uses within Classes A1 (retail), A3 (food and drink), D1 (non residential institutions) and D2 (assembly and leisure) with associated car parking, landscaping, access roads and new junction with Elles Road. Permission was also granted for the construction of the southern access road. This permission was subject to a legal agreement which, amongst other matters, required the provision of the southern access road when half the permitted floorspace had been constructed and occupied (this level of construction/occupation has not yet been achieved) and the submission of a green transport plan. An indicative master plan was submitted with this outline application which subdivided the business park into areas designated zones A-H. The application site is within part of zone C.

Reserved matters applications have been approved, implemented and completed for B1 development with associated car parking at 1 Meadow Gate (4146 sqm) and 25 Templer Avenue.

Planning permission has been granted, implemented and completed for works to the Historic Core, and associated development.

In June 2001 variation of condition 4(h) attached to 99/00744/OUT was approved which permitted a variation in the maximum parking provision to 1 space per 30 sq m of gross floor area, 01/00273/FUL.

In March 2003 reserved matters approval, 01/00807/REM, was granted in respect of plots 300-380 for the siting, design, external appearance, access & landscaping in respect of Condition 4 (a)(b)(c)(d)(e)(f)(g)(h)(i)(j) & (k) of five office buildings pursuant to outline

permission 99/00744/OUT. This permission has not been implemented to date but subject to conditions submissions before November 2017 remains capable of implementation. Conditions submissions have been made which are currently under consideration.

In June 2006 a variation of condition 2 attached to 99/00744/OUT was approved which extended the time limit for the submission of reserved matters until 17 November 2017, 06/00362/FUL.

In 2007 planning permissions were granted for the erection of a car showroom on zone F and residential refurbishment/redevelopment of zones G and H, (05/00817/FUL and 06/00633/FUL respectively). Both these permissions were subject to legal agreements which sought to expedite the construction of the southern access road. The car showroom has been completed and is trading as Barons BMW. The residential scheme has been completed and is now occupied.

Planning permission was granted in May 2007 for a revision to the route of the southern access road.

In September 2007 planning permission, 07/00309/FUL, was granted for the erection of a village hotel comprising 120 bedrooms, leisure club and conference facilities, pub and restaurant with associated access, parking and landscaping on land at Area D. This permission was implemented.

Reserved matters approval, 07/00591/REM, was granted in October 2007 for the remainder of Area D in respect of the erection of 4 four storey B1 office buildings, (23,047 sq m) (to be known as buildings Q110, Q130, Q140 and Q150), a single storey café pavilion building (223 sq m) with associated external seating area, a part 5 part 6 storey car park (548 spaces), surface car parking (219 spaces of which 38 identified for disabled use), 204 cycle spaces and 22 motorcycle parking spaces and ancillary electricity substations. Two access points were proposed from Pinehurst Road on either side of the landscaped courtyard with an access point between buildings Q140 and Q150 onto O'Gorman Avenue. Pedestrian access was proposed through the hotel site to the north. The existing pedestrian and cycle ways along the site boundaries with Pinehurst Road and O'Gorman Avenue were shown to be retained and modified to reflect the revised arrangements.

In October 2008 planning permission was granted for the erection of a larger multi storey car park (944 spaces) with associated alterations to surface parking (resulting in a total of 162 surface spaces of which 55 are for disabled use) 08/00504/FULPP. This permission was subject to a condition requiring annual monitoring of the extent of take-up of spaces within the proposed car park, with a parallel requirement that 80% of the vacant spaces are made available for the use of business park employees and visitors other than those permanently based within the area D office buildings in order to encourage effective travel planning and full use of the proposed car park by occupiers of the wider development. The remainder of the site remained as previously approved. The redevelopment of Area D is complete with the offices currently occupied by Fluor.

In December 2010 reserved matters approval, 10/00707/REMPP, was granted for the siting, design, external appearance, access and landscaping in respect of the erection of 4 four storey B1 office buildings, (20110 sq m) of varying sizes (Building A 4685 sq m, Building B, 6050 sq m, Building C 3925 sq m and Building D 5450 sq m) a 4 floor multi storey car park with surface car parking (a total of 670 spaces of which 34 are identified for disabled use), 52 cycle spaces and 27 motorcycle parking spaces and ancillary plant and machinery, on part of the land identified as being within Area C. Two new access points were approved one onto

Pinehurst Road and one onto Templer Avenue following the closure of the existing access points. Alterations to the external appearance of the approved scheme were approved in September 2011, 11/00436/MMAPP. These permissions were not implemented.

In March 2012 outline planning permission, 11/00365/OUT, was granted for the erection of a warehouse building to comprise a warehouse club (Costco), associated car park with 616 spaces and access from Templer Avenue at the western end of Area C. In determining this application it was recognised that the proposal was a sui-generis use for which the Core Strategy provides an overarching positive framework. The key indicator for the function test was whether there would be sufficient land of this type to serve the local area's future needs. In 2009 the Council's floorspace estimates indicated that there would be an over-supply of office floorspace, of which a large proportion would be at Farnborough Business Park.

It was therefore considered that the retention of the application site was not considered vital to meeting the wider employment needs of the Borough as sufficient other high quality office space (or land for office space) would be available elsewhere. It was also considered that subject to appropriate transport mitigation and high quality design the proposal would not adversely effect the operation of the neighbouring businesses and would not undermine the operation of the site in that way. In 2012 reserved matters approval was granted, 12/00539/REM, for the external appearance and landscaping of the development. The building opened in July 2013.

In August 2013, reserved matters were approved, 13/00346/REMPP for a different scheme to that approved under reference 10/00707/REMPP in 2010, on an expanded site (now known as Pinehurst I, II, III and IV). This permission has been part implemented. The approved scheme was for 4, four storey B1 office buildings, (29430 sq m) of varying sizes, 4 floor multi storey car parks with surface car parking (a total of 981 spaces of which 49 are identified for disabled use), 196 cycle spaces and 39 motorcycle parking spaces with ancillary plant and machinery. Access points were approved to serve the development from Pinehurst Road and Templer Avenue.

The development was to be constructed on a phased basis in such a way as to allow buildings to be constructed individually, with interim landscaping and parking provision put in place between phases as necessary. Buildings A and B have been completed (now known as Pinehurst 1 and II). Car parking for Pinehurst I and II has been provided at surface level with the multi storey car parks being built when the latter two buildings are constructed.

## OTHER RELEVANT MATTERS

In 2013 the Government introduced new permitted development rights which allowed offices to change their use to dwellinghouses without the need for planning permission, subject to a prior approval process, considering transport and highway impacts, contamination risk and flooding risk. In this Borough this right also has been considered in light of the development's impact on the Thames Basin Heaths Special Protection Area. Initially intended to be temporary, expiring at the end of May 2016, these rights were made permanent in April 2016 subject to the impact of noise from commercial premises on the intended occupiers of the development being added to the list of prior approval matters to be considered.

Having regard to the above, the Council made an Article 4 direction on 10 February 2017 to remove the permitted development rights that allow developers to change the use of offices, storage or distribution units, or light industrial units to dwellinghouses without planning permission on sites within the Strategic Employment Sites and the Locally Important Employment Sites as identified in the then draft Rushmoor Local Plan (now draft submission

Rushmoor Local Plan). Farnborough Business Park is identified as one of these sites. The local Order has been introduced to protect these key sites for employment uses

Between 10 February and 24 March, the Council held a consultation and invited views on the Article 4 direction. After reviewing the responses received, the Council decided that the direction should come into force. The direction was confirmed on 25 May 2017 and will come into force on 19 February 2018. The Council believe it is important that Aldershot and Farnborough have a strong portfolio of employment sites to support and encourage economic growth and that the Article 4 direction will help retain and attract businesses, jobs and investment.

Rushmoor, Surrey Heath and Hart comprise a single functional economic area (FEA). The site, within Hart, now known as either Hartland Park or Hartland Village, was previously home to the National Gas Turbine Establishment prior to the site being decommissioned in 2000 and has an area of some 47.5 hectares. In 2009 the Secretary of State granted outline planning permission to provide 125,500 sq m of warehouse/distribution floorspace.

In December 2012 the outline permission was extended by 3 years. The scheme was then partially implemented with the majority of the site being cleared and the off site highway works being completed. No subsequent reserved matters applications have submitted to Hart for substantive development relating to this outline permission.

Whilst Hartland Park was included in the previous Employment Land Review (June 2015) and early versions (including the one that was in place when the Costco application was determined), Hart has now designated this site as a new settlement in its emerging local plan to include approximately 1500 dwellings (Policy SC1 Draft Hart Local Plan Strategy and Sites 2011-2032).

Furthermore Hart has also designated Sun Park, Minley Road Blackwater, a vacant bespoke office development of some 10.3 hectares, as being suitable for residential development for approximately 320 new homes (Policy SC4).

Both these sites are the subject of current planning applications for redevelopment for predominantly residential purposes. The Hartland Park application was considered by Hart at a special meeting of its Planning Committee on 24 August 2017 when it was resolved to agree the principle of development and the scale, mass and quantum of development ie for up to 1500 new homes and refer the details of Phase I to their Major Sites Sub-Committee for detailed consideration.

The Sun Park application is awaiting determination.

## THE PROPOSAL

The current proposal is for the erection of a two storey building comprising a car showroom, sales area, servicing area, workshop, parts and office space and a detached outbuilding to be used as wash/valet purposes and smart repair. The proposed occupier is identified as Lookers Audi and is anticipated to generate 134 jobs (full time equivalent). The main building is divided into three key areas. The showroom would be to the south and closest to the road frontage on Templar Avenue together with customer parking and the used car display areas. A display platform for one car is proposed in front of the building. The design and access statement advises that no direct link is required between the showroom and the workshop but the location of the drive-through service reception allows for transition between these areas. This provides an appropriate space for customers to hand over their vehicle for

servicing. The aftersales workshop and the wash/valet building have been located to the rear of the showroom as these areas are not customer facing.

The main building is to be sited forward of the adjacent Costco building fronting Templer Avenue. It is located on the western side of the site and is largely surrounded by car parking areas with landscaping, including two green walls. The main building is generally rectangular in shape and has three separate visual elements. The showroom element would be curtain walling (glazed), with cladding transparent stacking doors. The colour palette is based on grey tones. This would have a height of some 9 metres. The drive- in service area acts as a link between the "front and rear of house" areas. It is finished in metallic silver flat panel cladding with transparent stacking doors. It has a flat roof with a height of about 7 metres. The rear element of the building provides the workshop. It has a flat roof with a height of just over 8 metres. It is proposed to be finished in metallic silver cladding and horizontal ribbon windows. An external ramp, in a galvanised steel finish is also proposed on the west elevation to provide access to roof top parking. Two 2.4 metre high green walls are proposed between the building and the proposed access road separated by a 2 metre gap.

A detached outbuilding is shown adjacent to the northern site boundary. This is square in footprint with a low pitched roof. It has a floor area of some 1,030 square metres and a maximum height of some 6.2 metres. It will be finished in metallic silver Euroclad 20/1066 horizontally laid with fast action and steel doors with the roof finished in grey metal composite panels. As a result of the drainage strategy the buildings will have finished floor levels some one metre higher than site level.

The proposed external lighting includes three 7.5 metre high columns to illuminate the demonstrator parking spaces, twelve 7.5 metres high columns to illuminate the service compound parking area, eleven wall mounted lights, (six on the main building and five on the outbuilding) and six 7.5 metre high columns to illuminate the access road. All luminaires are LED.

Car parking provision to serve the development includes 120 spaces for used car display, 183 spaces for compound parking, 70 spaces for roof top car storage, 30 spaces for customer parking including 3 for disabled use and 18 spaces for demonstrators. A new vehicular entrance is proposed from Templer Avenue. This will necessitate the removal of the existing bus layby. A two-lane access road is provided within the site adjacent to the eastern site boundary. Servicing of the site and staff access would be at the northern end of the site via the new access road. This arrangement has been designed to separate cars and Heavy Goods Vehicles from pedestrians. A new pedestrian entrance is to be provided on Templer Avenue. There would be a single waste/refuse storage area adjacent to the northern site boundary. This enclosure would be finished in timber fencing in a charcoal woodstain. This would be gated and ventilated and accommodate paladin bins with space allocated for oil storage, batteries and used parts.

The proposed opening hours are:

Monday to Friday	9am to 7pm;
Saturdays	9am to 5pm
Sundays/Bank	
Holidays	11am to 5pm

Aftersales

Monday to Friday	7.15am to 9pm;
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Saturday

9am to 5pm

A London Plane tree forming part of the existing landscaping will be removed to create the vehicular entrance from Templer Avenue. Supervised excavation is proposed in respect of the two London Planes on either side of the proposed pedestrian entrance. The submitted tree plan shows a Sycamore, two Oaks (one of which is dead and may be felled in any event) and two Goat Willows in the vicinity of the northern boundary to be removed together with other vegetation identified as Groups 1, 2 and 3. New landscaping is proposed within the site including the planting of two green walls.

The development is proposed to be compliant with the Equality Act 2010 in respect of the provision of disabled access and facilities. The development is also aiming to achieve a BREEAM rating of "Very Good"

The application is supported by a planning statement, an employment report, a design and access statement, flood risk assessment, a transport statement, an arboricultural implications report and method statement in accordance with BS 5837 2012: Trees in relation to design, demolition and construction - recommendations, a Remediation Strategy and Verification Plan, an additional Groundwater Environmental Assessment, a Noise Impact Assessment, a BREEAM 2014 New Construction - Shell Only - Pre-assessment analysis and External Lighting proposals.

### **Consultee Responses**

Surrey Heath Borough Council no views received.

HCC Highways Development Planning no views received

Environment Agency raises no objection to the proposal.

Environmental Health raises no objection subject to conditions

Planning Policy Raise an objection to the proposal on the grounds that the adopted and emerging policy context would support small-scale proposals for changes of use to non-employment uses where they would provide complementary uses (such as cafes and sandwich bars) that are not detrimental to the function and operation of the Key Employment Site (or Strategic Employment Site), or if they enhance the B1(a) offer. The proposed development of a car showroom is not considered to satisfy the policy exception for complementary uses. On this basis, it is necessary to consider whether its implementation would be harmful to the operation or function of the Key Employment Site (or Strategic Employment Site), i.e. with regard to the function test, the role of the site as part of the future supply of B-class employment land in the Borough over the Plan period to 2032.

However, given the role the site plays in the future supply of employment land in the Borough, the loss of

71% of Plot C from this supply would not meet the function test set out in Policy CP8 of the Core Strategy, and emerging Local Plan Policies PC1, PC2 and PC5. A policy objection to the loss of B-class employment land is therefore raised.

Crime Prevention Design Advisor

recommends the use of monitored closed circuit television with external lighting designed to work in conjunction with the cameras. Consideration should be given to the installation of a physical barrier at the road access from the public highway, particularly for use when the site is closed.

Hampshire Fire & Rescue Service

advises that the development should be undertaken in accordance with Approved Document B5 of the Building Regulations and the Hampshire Act 1983. Recommendations are also made concerning access for high reach appliances, water supplies, sprinklers, fire fighting and the environment and timber framed buildings.

Surface Water Drainage Consultations

raise no objection in relation to surface water drainage but seeks further information on water quality

TAG

raises no objection to the proposal.

Transportation Strategy Officer

raises no objection to the proposal.

Arboricultural Officer

raises no objection to the proposal subject to the planting of supplementary landscaping along the Elles Road boundary

Thames Water

raises no objection in relation to sewerage infrastructure. With regard to surface water drainage it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Prior approval is required to discharge to a public sewer. A trade effluent consent will be required for any effluent discharge other than a domestic discharge. The surface connection point is currently unadopted so permission may need to be sought privately. In order to protect public sewers permission should be sought where the erection of a building would come within 3 metres of a public sewer.

### **Neighbours notified**

In addition to posting a site notice and press advertisement as a departure from the local



plan, 144 individual letters of notification were sent to Farnborough Business Centre Eelmoor Road, Eelmoor Road, Flight Safety Farnborough Airport, Fowler Avenue, Invincible Road, Kempton Court, Meadow Gate Avenue, Meudon Avenue, O’Gorman Avenue, Pinehurst Road and Templar Avenue.

### **Neighbour comments**

A representation has been received from 13 Invincible Road stating that, whilst in full support of the development of this part of Farnborough, as a business owner there is concern about the amount of traffic being generated by the office and other developments around Templar Avenue. This is said to have a major negative impact on free traffic flow out of the estate at both onto Elles Road roundabout and Meudon Avenue roundabout. It is requested that options are carefully considered for improving the clearing rate of traffic away from this site.

### **Policy and determining issues**

The site lies within the Farnborough Main Factory site as defined by the development plan. As such policies SS1 (The Spatial Strategy), CP1 (Sustainable Development Principles), CP2 (Design and Heritage), CP3 (Renewable Energy and Sustainable Construction), CP4 (Surface Water Flooding), CP8 (Supporting Economic Development), CP9 (Skills and Training), CP10 (Infrastructure Provision), CP16 (Reducing and Managing Travel Demand) and CP17 (Investing in Transport) of the Rushmoor Core Strategy and "saved" policies FA1 (Major development proposals at Farnborough Aerodrome), FA3 (Main factory site allocated for employment development plus appropriate uses); ENV13 (Trees), ENV16 (Major sites), ENV19-19.4 (Comprehensive landscape plans and long term maintenance), ENV21-22 (Adequate access and facilities/external areas), ENV43 flood risk, ENV48 (Environmental Pollution and Noise), ENV49 (Contaminated land), ENV50 (Amenities of local residents while sites are developed), ENV52 (Light pollution) and TR12 (Rear access and servicing facilities of the Rushmoor Local Plan Review 1996-2011) are relevant .

The Council's adopted planning documents (SPD) on Planning Contributions - Transport' 2008 and 'Car and Cycle Parking Standards', 2012, and the advice contained in the National Planning Policy Framework/Planning Practice Guidance are also relevant. Although having limited weight in the determination of this application, policies PC1, PC2 and PC4 of the draft submission Rushmoor Local Plan June 2017 are also relevant

The main determining issues are:

- 1) the principle of development;
- 2) impact on the character of the area;
- 3) Impact on occupiers in the vicinity;
- 4) Flood risk and the water environment
- 5) Transport and parking issues and
- 6) Sustainable construction and renewable energy

### **Commentary**

#### **Principle of Development -**

There is a difference of opinion within the service over the policy issues in this case, and whether permission should be granted as a matter of principle. This stems from the categorisation of the proposed use as "sui generis" (or outside a use class).

The Use Classes Order (the legislation that establishes use classes and changes between them) contains four main categories:

Class A covers shops and other retail premises;  
Class B covers offices, workshops, factories and warehouses;  
Class C covers residential uses; and  
Class D covers non-residential institutions and assembly and leisure uses.

Within Class B, there is a further breakdown;

Class B1a covers offices;  
Class B1b covers research and development type uses;  
Class B1c covers light industrial uses;  
Class B2 is industrial and manufacturing;  
Class B8 is storage and distribution.

With the current proposal, whilst there are elements of the operation that can be seen as Class B uses, such as the servicing and workshop floorspace, the primary use of the proposed development for motor car sales is regarded under legislation as "sui generis". The site is within Farnborough Business Park which in the Borough's adopted Core Strategy is designated a Key Employment Site, and Policy CP8 (Supporting Economic Development) is relevant.

Policy CP8 states:

Where new development is proposed on the Key Employment Sites (as defined in Policy SS1), the Council will seek a mix of types of flexible space, including smaller units for start-up and young businesses, and support the development of ICT and sustainable transport infrastructure to maximise opportunities for Smart growth.

The Council will look favourably upon the integration of other B-class employment uses into office developments where they are small scale, would be sympathetic to the character of the area and not prejudice the office uses.

The introduction of new non B-class uses will be permitted on Key Employment Sites where they would support, or not be detrimental to, the function and operation of the site. Where possible, non B-class uses should generate employment themselves.

The view of the Planning Policy team is that the proposal would harm the function of the Business Park as a Key Employment Site since it would reduce the future supply of B-class employment land in the Borough over the Plan period. It was certainly envisaged in the past that this site (as part of the wider Plot C) would deliver high-grade Class B1a offices as has been achieved elsewhere on the Business Park. Yet Policy CP8 in the Core Strategy (and the equivalent emerging policy in the new Local Plan) is not so tightly defined to restrict use to Class B1a (offices) only, and the policy does recognise that new non-B-class uses could be acceptable. The underlying principle is to use these sites for employment uses and to create economic activity to the benefit of the Borough.

It is considered that a more flexible approach can be taken in this instance since there are distinct benefits identified with the proposed development:

#### Level and nature of employment

Whilst not falling neatly within a Class B use, the proposed development would generate a significant level of employment appropriate to the Business Park. The employment report submitted with the application anticipates the number of jobs to be 134 (fte). The likelihood is that this would be lower than if the floorspace was in Class B1a (offices) use, but higher than many other Class B uses. The applicant has submitted information from an Employment Density Survey (HCA 2015) to show that the proposal would deliver greater levels of employment compared to uses within Class B1b, B1c and B8 – those sought by the policy. It would also provide a diverse mix of jobs including roles in vehicle servicing, maintenance and repair, supplying and fitting parts, vehicle sales and office support.

#### Active Use of Long Vacant Site and Impact on Land Supply

The application site has remained vacant for at least 15 years despite many marketing efforts, so it does not currently contribute to local economic activity. This proposal, whilst not a B-class use, will bring it back into an economically active use and create a significant level of employment. This in turn should assist with one of the Borough's central aims of regenerating the town centres, particularly since one of the principles of the Civic Quarter proposals is to create better and more attractive links to and from Farnborough Town Centre and the Business Park. If this is achieved then more employment in the Business Park should equate to more footfall in the town centre.

The concern about the impact of the supply of land for future B-class uses has been looked at by the applicants, who point to the evidence base supporting the new Local Plan in the form of the recent Employment Land Review for the Functional Economic Area (Rushmoor, Hart and Surrey Heath). This identifies first, a large surplus of lower-grade office accommodation but a strong demand for modern high-grade stock, and points out refurbishing the lower grade stock is a possible solution; secondly, that the FEA has sufficient vacant floorspace and land available in quantitative terms to meet identified requirements (including space at Farnborough Business Park); and thirdly, that speculative office development is highly unlikely to occur in the current economic climate since such schemes are not viable. This is a position reiterated by the applicants who point to the uncertain political climate (following Brexit) and high construction costs make it uneconomical to build speculatively.

#### Diversity of Uses on the Business Park

Originally, the Business Park was envisaged predominantly as an office location. However, over time it has emerged as a mixed-use area and become a new part of the town of Farnborough. The operators of the Business Park consider it is this diversity of uses that enables it to continue to be one of the most successful, vibrant and attractive mixed office park schemes in South East England, and increases its chances of success in attracting and retaining tenants, particularly in office use. The applicants point out that the Inspector at the Examination into the Core Strategy (June 2011) endorsed greater flexibility and a more positive policy framework for considering the broadest range of uses in our Key Employment Areas that could generate sustainable economic benefits.

#### Skills and Training

Policy CP9 of the Core Strategy states:

Planning permission will be permitted for development which, subject to compliance with other development plan policies, supports educational opportunities by:

- a. Providing improvements to primary and secondary schools and further and higher education facilities;
- b. Providing adult learning opportunities;
- c. Enhancing partnership working between employers and training establishments in the Borough;
- d. Providing new training facilities;
- e. Supporting local skills providers.

The applicants have named Lookers Audi as the intended occupants of the proposed development, and in their application submission explain the company's approach to this issue. They would offer a number of learning and development schemes ranging from entry level apprenticeships for servicing technicians, to leadership in excellence courses for heads of business roles. They also state they would develop links with local colleges and training centres with a particular focus on apprenticeships and traineeship roles. They specifically mention a potential relationship with the local technical college, which is particularly appropriate given that Farnborough College of Technology have an automotive department.

On balance, whilst the policy objection raised is understood, the policy does not prevent the use of land on the Business Park for non-B Class uses, and it is considered that the proposed development is likely to bring significant wider economic benefits to the Business Park and the town. This being so the grant of planning permission can be supported.

### **Impact on the character of the area**

In the illustrative master plan for plot C it was envisaged that seven buildings could be built with a total floor area of around 57,895 sqm. The proposed scheme is just over 6,100 sqm in one small part of that wider area (also occupied by Pinehurst I-IV and Costco). It is considered that the proposed layout would not prejudice the development of the remaining undeveloped land within plot C and is acceptable. In respect of the proposed scheme the main building is laid out as frontage development on Templer Avenue. The design approach for the development is contemporary as with Pinehurst I and II and the Fluor buildings located to the east of the site. The proposed development is considered to be of a design, footprint and height which will be compatible with existing buildings and make a contribution to the evolving character of the business park. Subject to the imposition of conditions relating to external materials the proposal is considered to be an acceptable design solution for this site.

The application is accompanied by an Arboricultural Implications Assessment. The Council's Arboricultural Officer has been consulted on this application and raises no objection to the proposal subject to the planting of supplementary landscaping outside of the site adjacent to the northern boundary on land between the site and Elles Road, which is within the control of the applicant. Having regard to the overall landscaping which is retained on the Templer Avenue frontage and the imposition of conditions to secure appropriate levels of replacement/new landscaping and tree protection, the proposal is acceptable in landscape terms.

The submitted External Lighting Strategy is considered acceptable. The scheme has been designed in compliance with the Institute of Lighting Professionals (ILP) Guidance notes for the reduction of obtrusive light, and will be controlled to allow time programming and zone

control.

### **Impact on occupiers in the vicinity**

The closest residential properties are Kempton Court some 315 metres to the west beyond the Costco building and Pinehurst Cottages some 440 metres to the east beyond the Fluor office buildings and car park. The Invincible Road industrial estate is about 19 metres to the north. The Farnborough Airport fire station is some 60 metres to the south. The adjoining site to the east is vacant. The application is accompanied by a noise report which details a Rating Level that any fixed plant and machinery associated with the proposed development should not exceed. This proposed Rating Level is set at the neighbouring offices, Pinehurst I and II, in accordance with BS 4142:2014. The report also recommends that an Operational Management Plan be adopted by the development to minimise noise from activities relating to car servicing such as operation of hand tools and compressors. Environmental Health are satisfied with the conclusions of the noise report and recommends that a suitable condition be attached to any permission granted requiring that plant noise comply with the proposed plant noise Rating Level. It is considered that, given these separation distances, the commercial nature of the buildings closest to the site and existing/proposed tree planting the proposal would not have an unacceptable loss of amenity to occupiers in the vicinity.

A Remediation Strategy and Verification Plan has been submitted in support of the application. This sets out the recommended remedial strategy for the site and this is based on the findings of previous site investigations. Environmental Health have considered these details and are satisfied with its conclusions subject to the imposition of a condition to address unforeseen contamination.

### **Flood risk and the water environment**

Drainage and flood risk strategies have been approved and largely implemented for the wider business park. Hampshire County Council as Lead Local Flood Authority (HCC), the Environment Agency (EA) and Thames Water have been consulted on this application. HCC confirm that it is their understanding that the surface water drainage for the proposed development is to be drained to an existing surface water sewer and that there will be no elements discharging to the ground. The calculations provided within the FRA indicate that the surface water flows will be attenuated to the existing runoff rates up to the 100 year plus climate change for 40%. Storm water attenuation is proposed in the form of cellular storage crates located beneath car parking areas together with areas of permeable block paving car parking. Storm water discharging from the cellular storage crates and free draining sub base beneath the permeable paving will be restricted using reduced pipe sizes/vortex controls together with a vortex control device located downstream of the final cellular attenuation tank before discharging to the public sewer. They advise that this is an acceptable approach. There is an outstanding query concerning water quality and an update will be given to the meeting

The EA raises no objection to the proposal. Thames Water has no objection to the proposal in relation to sewerage infrastructure and makes recommendations in relation to surface water drainage. Subject to the imposition of a condition to secure the submitted drainage strategy, no objection is raised to the proposal in respect of the water environment.

### **Transport and parking issues.**

The proposed development is for 6017m<sup>2</sup> of car showroom with associated servicing area, workshop parts store and vehicle parking.

From the site layout submitted there is a workshop with 28 bays and a car valet/ wash area with a further 12 bays. A mix of customer parking (30 spaces including 3 disabled), demonstrators (18 spaces), compound (183 spaces), used car display (120 spaces) and roof top car storage (70 spaces) will also be provided on site. The Transportation Strategy Officer is satisfied that this meets the Rushmoor car parking standard.

A cycle store for 16 cycles and a separate store for 4 cycles are shown on the site layout, which is sufficient.

The application includes a tracking diagram for a car transporter with trailer which would seem to be the worst case and confirms that it is able to access the site in a way that its manoeuvring should not conflict with customer access to the site.

An existing bus stop is located at the point where vehicular access is proposed from Templer Avenue to the site. This is envisaged to be replaced and is the subject of discussion with the application. An update will be given to the meeting.

The access arrangements onto Templer Avenue including the provision of visibility sight lines are acceptable.

A transport contribution has already been made associated with the previous consented use of the site, the Transport Assessment has compared the consented B1 use of the site with this proposed use as a car showroom and sufficiently demonstrated that there should be a net reduction in trips for the site, so a further transport contribution is not required.

No views have been received from the County as Highway Authority. Subject to the imposition of appropriate conditions relating to the provision of access and parking provision no objection is raised to the proposal on transport or parking grounds.

### **Sustainable construction and renewable energy -**

Policy CP3 seeks information relating to renewable energy and how they will incorporate sustainable construction standards and techniques into new development. The application is supported by a BREEAM 2014 pre- assessment analysis which indicates a BREEAM rating of "Good" will be achieved. The proposed measures include energy efficient display and general lighting, water recycling system to vehicle wash, smart controlled lighting to include PIR sensors and air source heat pumps to assist with the heating and cooling of the building. However it is noted that this is based on a shell construction rather than shell and fit out which is considered likely to result in the opportunity to gain further credits. Given that policy CP3 seeks a BREEAM rating of "Very Good" it is considered appropriate to impose a condition seeking a verification report which demonstrates the development achieves a BREEAM "Very Good" rating. Subject to this it is considered that no objection is raised to the proposal in terms of policy CP3.

In conclusion it is considered that the proposal will be a benefit to the business community, support the continuing development of Farnborough Business Park and the town and reflect the objectives of the development plan to encourage and guide development within the Borough.

### **FULL RECOMMENDATION**

Subject to any views received from Hampshire County Council as Lead Local Flood Authority

in relation to water quality raising material planning issues by 11 September 2017 and the outstanding issue concerning the bus stop addressed it is recommended that planning permission be **GRANTED** subject to the following conditions and informatives:-

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

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

- 2 Notwithstanding any information submitted with the application, no works shall start on site until a schedule and/or samples of the external materials to be used in the development have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be completed and retained in accordance with the details so approved.

Reason - To ensure satisfactory external appearance.\*

- 3 Notwithstanding any information submitted with the application no works shall start on site until a schedule and/or samples of surfacing materials, including those to access driveways/forecourts to be used in the development have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be completed and retained in accordance with the details so approved

Reason - To ensure satisfactory external appearance and drainage arrangements.\*

- 4 The development shall be undertaken in accordance with the levels as shown on drawing number 101 entitled Drainage and Levels plan.

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

- 5 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.

- 6 Notwithstanding any details submitted with the application, no works shall start on site until a fully detailed landscape and planting scheme (to include, where appropriate, both landscape planting and ecological enhancement) has been submitted to and approved in writing by the Local Planning Authority. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the practical completion of the development, whichever is the sooner. Any tree/shrub removed, dying or becoming seriously diseased within five years of planting shall be replaced by trees/shrubs of similar size and species to those originally required to be planted.

Reason - To ensure the development makes an adequate contribution to visual amenity and to help achieve a satisfactory standard of landscaping.\*

7 No works shall start on site until the tree protection measures as set out in the Arboricultural Implications Assessment and Method Statement dated March 2017 prepared by David Archer Associates have been erected in full and thereafter retained for the duration of the construction period.

Reason - To preserve the amenity value of the retained trees and shrubs.\*

8 The development hereby approved shall not be occupied until the vehicle parking facilities shown on the approved plans have been completed and made ready for use by users of the development. The parking facilities shall be thereafter retained solely for parking purposes (to be used by the occupiers of, and visitors to, the development). \*

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

9 No part of the development hereby approved shall be used or occupied until the means of vehicular access has been completed and made available for use.

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

10 Unless otherwise allowed by this permission no display or storage of goods, materials, plant, or equipment shall take place other than within the building.

Reason - To protect the amenities of neighbouring property.

11 Notwithstanding any details submitted with the application no works shall start on site until details of all screen and boundary walls, fencing or other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed and retained in accordance with the details so approved.

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

12 Provision shall be made for services to be placed underground. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no overhead electricity, telecommunications or service lines shall be erected or placed above the ground of the site without the express written consent of the Local Planning Authority.

Reason - In the interests of the amenities and character of the area.

13 No works shall start on site until a construction method statement has been submitted to and approved in writing by the Local Planning Authority, which shall include:

- i) programme of construction work;
- ii) the provision of long term facilities for contractor parking;
- iii) the arrangements for deliveries associated with all construction works;
- iv) methods and phasing of construction works;
- v) access and egress for plant and deliveries;
- vi) protection of pedestrian routes during construction;



- vii) location of temporary site buildings, site compounds, construction materials and plant storage areas;
- viii) controls over dust, noise and vibration during the construction period;
- ix) provision for storage, collection and disposal of rubbish from the development during the construction period
- x) lorry routing; and
- xi) provision for the on-site parking and turning of construction vehicles

Construction shall only take place in accordance with the approved method statement. \*

Reason - To protect the amenities of neighbouring occupiers and to prevent adverse impact on highway conditions in the vicinity.\*

- 14 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

- 15 The lighting strategy for the development shall be installed in accordance with the report External Lighting proposals issue 1 dated 24 February 2017 and as amended on 30 August 2017 drafted by Shepherd Brombley Partnership prior to the first use of the development and thereafter retained.

Reason - In the interests of visual and residential amenity.

- 16 All wild birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). If any trees are removed during the bird breeding season (March-September inclusive) they should first be inspected by an experienced ecologist to ensure that no active nests are present. If an active nest is discovered it should be left in situ until the young have fledged.

Reason - to prevent harm to breeding birds.

- 17 The rating level of the noise emitted from fixed plant and machinery associated with the development shall not exceed the existing background sound level at any time. The noise levels shall be determined at the nearest noise sensitive premises. The measurements and assessment shall be made according to BS4142:2014

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

- 18 The cycle parking hereby approved shall be provided and properly laid out prior to first occupation of the development and thereafter retained free of any impediment to its designated use unless otherwise agreed in writing by the Local Planning Authority\*

Reason: To encourage access to the site by alternative modes of transport to the car

- 19 The development shall be undertaken in accordance with the drainage measures as set out in the Flood Risk Assessment prepared by Baynham Meikle Partnership Ltd dated August 2017.

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

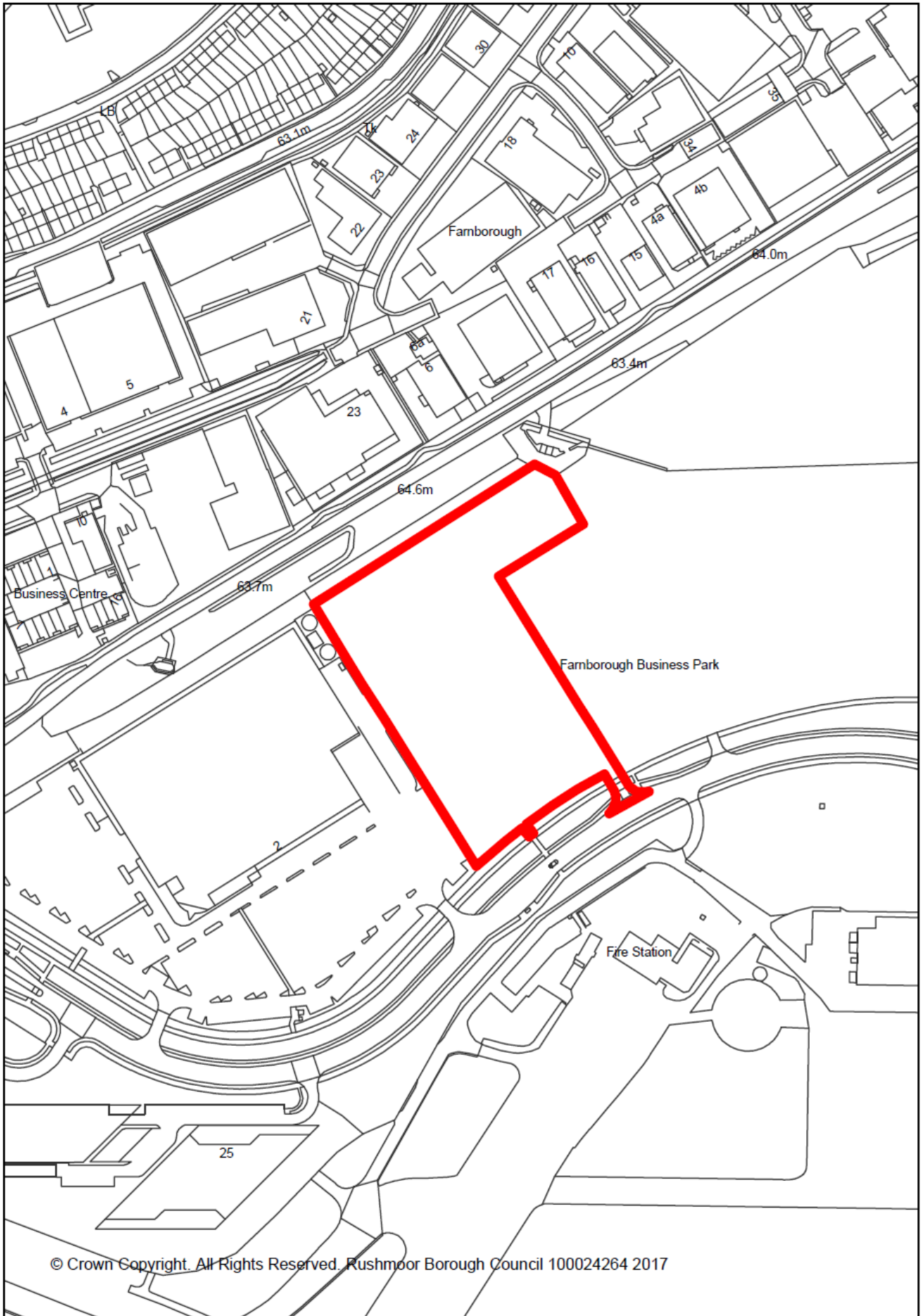
- 20 The permission hereby granted shall be carried out in accordance with the following approved drawings - 5598 001 rev P3, 101 P3, 201 P2, 205 P1, 301 P4, SK 27 P2, 36\_P1, 40 P1, 172799/SK/01 rev A, 101 and 18409a\_T rev O

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

### **Informatives**

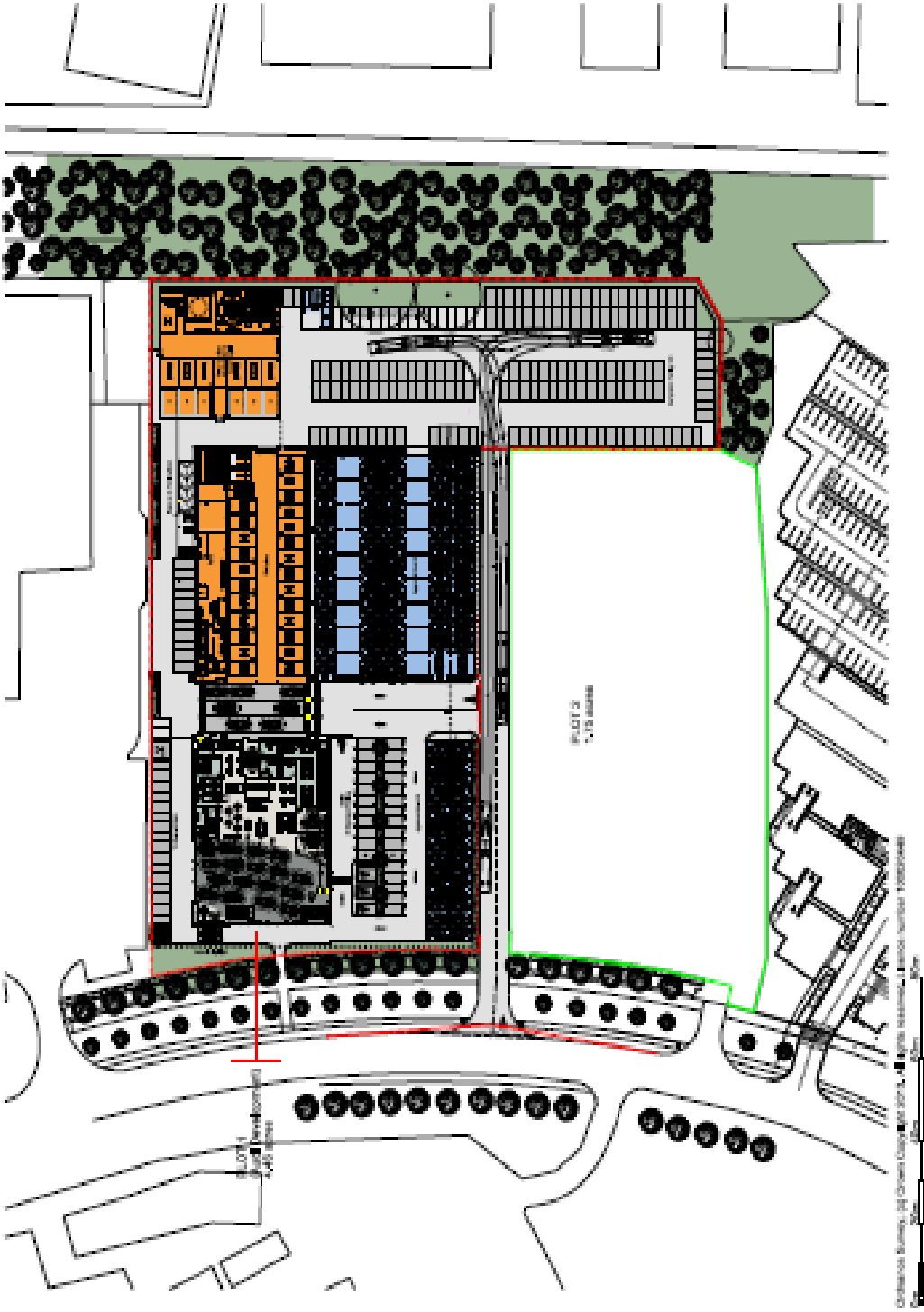
- 1 **INFORMATIVE** – The Local Planning Authority’s commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.
- 2 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because the proposal will be a benefit to the business community, support the continuing development of Farnborough Business Park and reflect the objectives of the development plan to encourage and guide development within the Borough. 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 conditions require the submission of details, information, drawings etc. to the Local Planning Authority **BEFORE WORKS START ON SITE** or, require works to be carried out **BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING**. 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 recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:

- a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
  - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
- 5 INFORMATIVE - Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the highway throughout the construction period.
- 6 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Environmental Health for advice.
- 7 INFORMATIVE - Future occupiers of the development should be made aware that aircraft approaching and departing TAG Farnborough Airport could be seen, and (dependent on weather conditions and ambient noise from other sources) heard from the application site.
- 8 INFORMATIVE - The applicant is reminded that the premises should be made accessible to all disabled people, not just wheelchair users, in accordance with the duties imposed by the Equality Act 2010. This may be achieved by following recommendations set out in British Standard BS 8300: 2009 "Design of buildings and their approaches to meet the needs of disabled people - Code of Practice". Where Building Regulations apply, provision of access for disabled people to the premises will be required in accordance with Approved Document M to the Building Regulations 2000 "Access to and use of buildings". The Rushmoor Access Group would welcome the opportunity to give further advice and guidance.
- 9 INFORMATIVE - It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0845 850 2777.
- 10 INFORMATIVE - The applicant is advised that during the demolition and construction phases of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Head of Environmental Health.

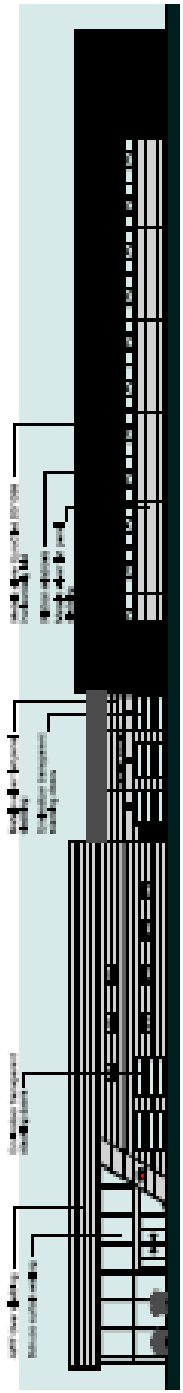


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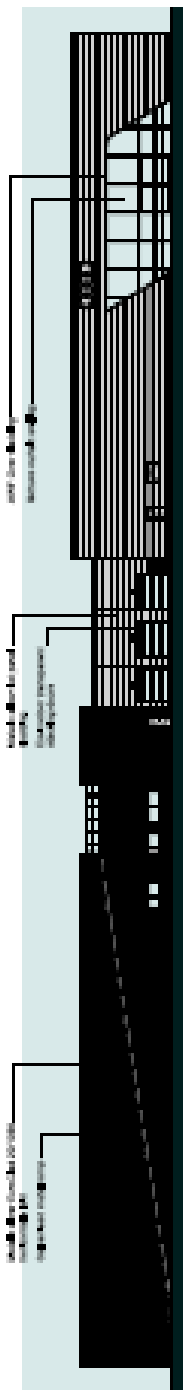
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DATE OF MEETING: [Date]	



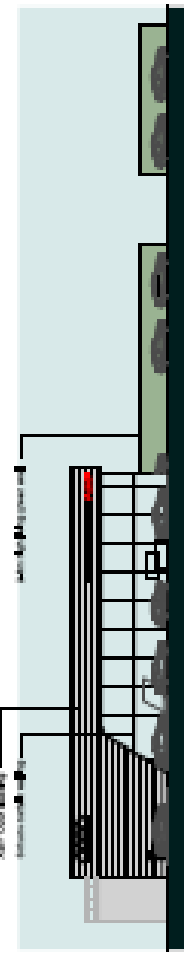
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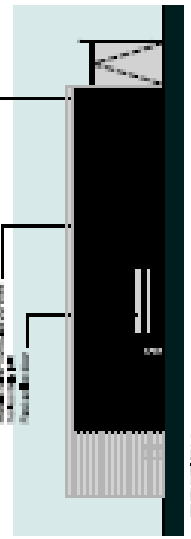
ELEVATION 1



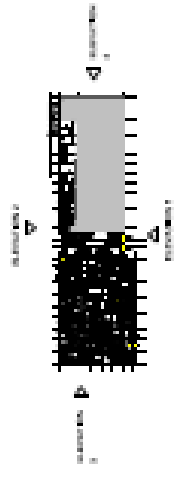
ELEVATION 2



ELEVATION 3

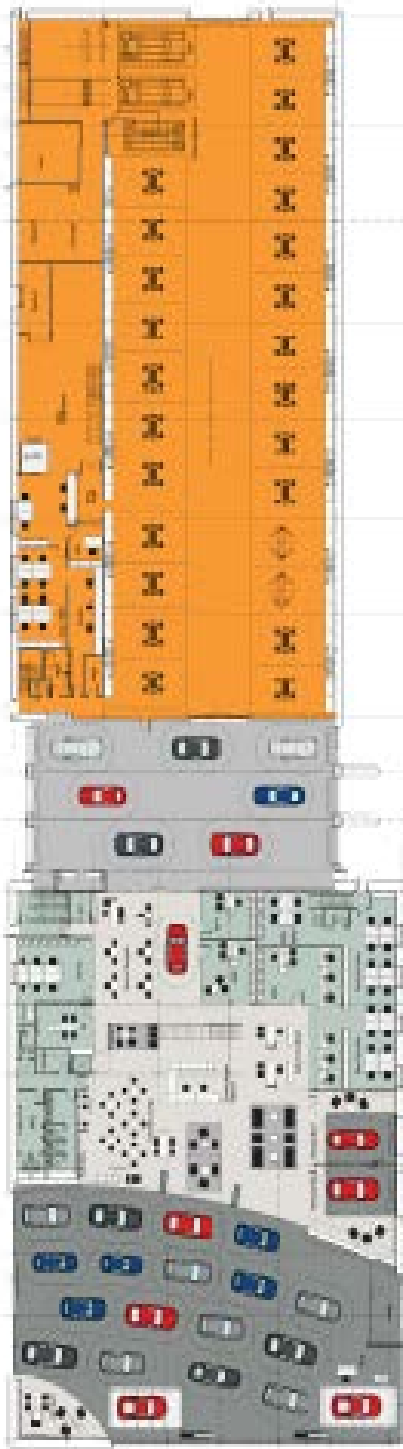


ELEVATION 4

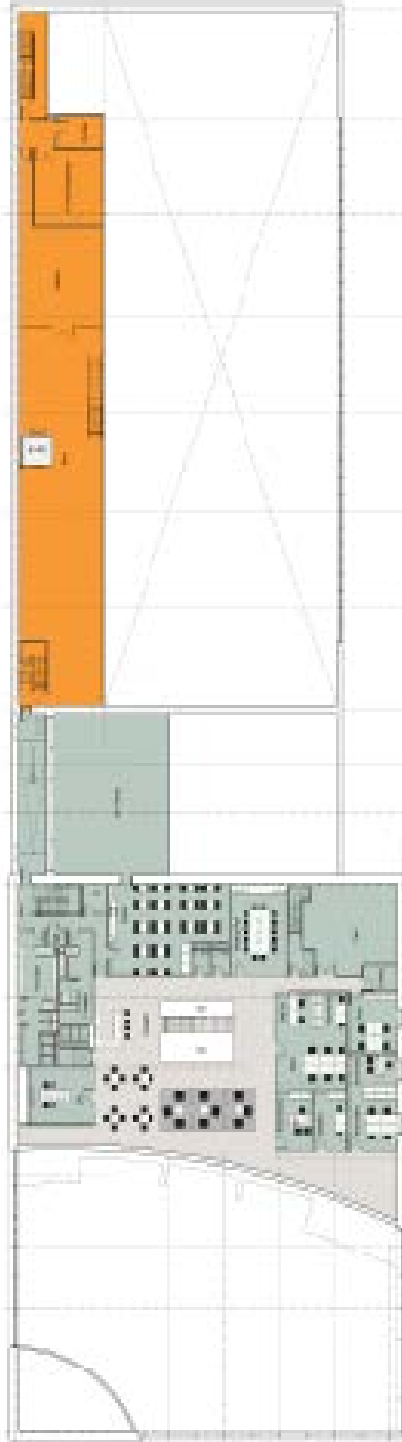


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State:	XXXXXXXXXX
Country:	XXXXXXXXXX
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Date:	XXXXXXXXXX
Scale:	XXXXXXXXXX
Author:	XXXXXXXXXX
Reviewer:	XXXXXXXXXX
Approver:	XXXXXXXXXX
Discipline:	XXXXXXXXXX
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Project Engineer:	XXXXXXXXXX
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Project Drafter:	XXXXXXXXXX
Project Checker:	XXXXXXXXXX
Project Approver:	XXXXXXXXXX

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Client:	Pyraminx
Architect:	Pyraminx
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Project Manager:	
Architect:	
Engineer:	
Contractor:	
City:	
County:	
State:	
Date:	11/20/2023
Drawn By:	
Checked By:	
Approved By:	



Second Floor plan



First Floor plan

