

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

Case Officer	David Stevens
Application No.	20/00287/FULPP
Date Valid	5th May 2020
Expiry date of consultations	27th May 2020
Proposal	Refurbishment, extension and amalgamation of Units 3 and 4 Solartron Retail Park to facilitate new enlarged single retail premises (Class A1) to be used as a 'foodstore' and associated works to Unit 2 Solartron Retail Park, service yard and reconfiguration of the car park; relief from Conditions No.3 (to allow unrestricted servicing) and No 7 (to allow a revised layout of service yard) of Planning Permission 03/00502/FUL dated 10 March 2005
Address	<b>Land at Solartron Retail Park Solartron Road Farnborough</b>
Ward	Empress
Applicant	Legal & General Assurance Society Ltd
Agent	Savills (UK) Limited
Recommendation	<b>GRANT</b> subject to s106 planning obligation and/or Deed of Variation

### Description & Relevant Planning History

Solartron Retail Park (SRP) is located to the west of Farnborough Town Centre and fronting the western side of Solartron Road between Elles Road at the Sulzers (Westmead) Roundabout and Invincible Road at the Solartron Roundabout. To the rear (west) SRP abuts a cycleway/footpath linking between Invincible Road and Elles Road. Beyond this lies the Invincible Road industrial estate, including a Dunelm homeware outlet and Wickes DIY, the Stake Works and the Think Ford car dealership. The nearest residential properties are at Pinehurst Avenue, Marrowbrook Lane and Close, and Victoria Road to the side/rear of the B & Q site, and Empress Court near Northmead.

SRP comprises a terrace of 9 retail outlets (Nos.1 – 9 inclusive) arranged along the long-axis of the site from Unit 1 (DFS) to the south-east close to the Sulzers (Westmead) Roundabout and Unit 9 (Furniture Village) to the north-west near Invincible Road and opposite the current B & Q site. The other Units within SRP are: Unit 2 (Pets at Home), 3 (vacant, previously

occupied by Bathstore), 4 (Carpetright), 5 (ScS), 6 (Dreams), 7 (Natuzzi) and 8 (vacant, previously occupied by Maplin).

The area to the front of the terrace (and a smaller area to the side of Unit 9) is used for the provision of parking (317 spaces), together with the site entrance and exit roads and internal vehicular circulation. The parking spaces are privately owned and managed by the operators of the Retail Park. The sole vehicular entrance for customers is a slip-road from Solartron Road approximately half-way along the frontage. The vehicular exit is onto Invincible Road at a mini-roundabout near to Unit 9. The service yard for the Retail Park is at the rear of the units and has a separate vehicular entrance on Invincible Road. There is a pedestrian footpath/cycleway from the underpass at the Sulzers (Westmead) roundabout and also a Pelican crossing over Solartron Road that provide pedestrian links towards other Town Centre retail outlets at Horizon and the Asda car park.

The original planning permission for SRP was granted in 2005 in two parts. The First Planning Permission (03/00502/FUL granted on 10 March 2005) relates to Units 1-6. This permitted the "Partial demolition of existing building and external alterations comprising of re-cladding, provision of 6 entrance features, rear servicing and access door and relocation of 12 car parking spaces for the disabled". This planning permission is subject to seven planning conditions only, most notably including:-

- “3 *No deliveries shall be taken at or despatched from the retail units outside the hours of 0700 to 2200 hours Mondays to Saturdays or 0800 to 1800 hours on Sundays.*
- 4 *Outside the hours of 0700 to 2230 Mondays to Saturdays and 0800-1830 on Sundays, no activity shall take place within the site that would result in noise being audible at the boundaries with the nearest nearby residential properties.*
- 5 *With the exception of those refuse containers/storage areas and pallet storage areas shown on the approved plans, no installation, display or storage of goods, plant, equipment or any other materials shall take place other than within the building.*
- 6 *No sound reproduction equipment, conveying messages, music, or other sound by voice, or otherwise which is audible outside the premises shall be installed on the site without the prior written consent of the Local Planning Authority.*
- 7 *The turning/manoeuvring and loading/unloading spaces shown on the approved plans shall be kept available and retained clearly marked out at all times thereafter solely for the purposes for which they have been identified.*“

The Second Planning Permission (03/00511/FUL granted on 13 May 2005) relates to Units 7-9. This permitted the "Erection of 3 retail warehouse units (sited on former B & Q garden centre) re-configured car park, new access egress & landscaping, together with highway improvements to Solartron Road & Invincible Road". This planning permission is subject to a more extensive set of conditions including:-

- “9 *The retail units hereby approved shall not be subdivided into units of separate occupation where any of the resulting units would be less than 545 sqm in gross external floorspace.*
- 12 *Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or subsequent replacement legislative provision, the new*

*retail premises hereby permitted shall only be used for the retail sale of non-food bulky goods within the following categories and for no other purpose (including any other purpose in Class A1 of the Town and Country Planning (Use Classes) Order 1987). The following is the permitted range and types of goods:*

*DIY and/or garden goods;  
Furniture, furnishings and textiles;  
Carpets and floor covering;  
Camping, boating and caravanning goods;  
Motor vehicle and cycle goods;  
Electrical goods;  
Pets and pet supplies;  
Office furniture and supplies;*

*Other bulky goods may only be sold with the prior written consent of the Local Planning Authority. Goods falling outside this range may only be sold where they form an ancillary part of the operation of the retail unit(s) in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.*

*Definitions:*

*1. no less than 80% of the net retail floorspace in the units to be used for the sale of the main range of bulky goods (as referred to above);  
2. that the remainder of the net floorspace be ancillary to the main range of goods sold (the "ancillary part of the operation" as referred to above); and  
3. the definition of a bulky good is a product that by reason of its size and/or weight requires a large display area and cannot be readily transported by means of public transport.*

- 13 The parking area of the Retail Park hereby permitted shall be retained solely for parking purposes, and made available to the occupiers and visitors to the premises unless otherwise first agreed in writing by the Local Planning Authority.*
- 16 No additional floorspace (including mezzanine floors) shall be provided or installed within the retail units hereby permitted without the prior written permission of the Local Planning Authority."*

Both Planning Permissions are the subject to restrictions imposed by a s106 Agreement dated 12 May 2005. All 9 of the Units within SRP are thereby subject to restrictions to the nature of the retail activity and limitations on sub-division of units. The s106 restrictions mirror the effect of Conditions 9 and 12 of the Second Planning Permission, 03/00511/FUL. As a consequence, all Units are also subject to retail use restricted to bulky goods within the defined groups of products.

### The Current Application

The application site defined for the current planning application relates to specific areas of land within SRP. It includes Units.3 and 4 (the vacant former Bath store outlet and the existing Carpetright outlet), together with part of the service yard to the rear of Unit 3 and a small section of the building and service yard to the rear of Unit 2 (Pets at Home). The red line also incorporates an irregular-shaped area of the parking area to the front of Units 2, 3 & 4, plus some small outlying areas within the SRP car park.

The proposals comprise three distinct elements:

- (a) Planning permission for physical works to facilitate the creation of a retail space of a size and configuration intended to be marketed for occupation by a discount food retailer (such as Aldi or Lidl);
- (b) Relief from the effect of Conditions.3 and 7 imposed by the original planning permission relating to Units 1-6 SRP (03/00502/FUL) that restrict the servicing hours and require the current extent of the rear service yard of SRP to be retained. Relief from Condition No.3 is sought in order to allow the proposed discount foodstore retail space unrestricted servicing hours. Relief from Condition No.7 is required since the proposals include the erection of an extension to the rear of the existing Unit 3 on land that is currently within the service yard.
- (c) A request to vary the 2005 s106 Agreement to remove the restriction on use of the proposed discount foodstore retail space to enable the sale of foodstuffs.

In terms of the proposed physical works at SRP [Element (a) above] the subject of the planning application, these involve the refurbishment, extension and amalgamation of Units 3 and 4 (currently 1539 sqm of floorspace combined) to facilitate a new enlarged single retail premises (Class A1) of a total of 1,901 sqm. The proposed extension would infill a section of the service area to the rear between the adjoining Units 2 and 4. The proposed extension would provide 261 sqm of additional floorspace. Combined with the addition of 88 sqm of floorspace in the form of an internal mezzanine floor to accommodate back of house functions such as offices and staff welfare facilities, the total proposed increase in floorspace would be 349 sqm. Of the proposed overall gross floorspace, it is indicated that the net sales area would be 1,220 sqm, of which 976 sqm (80%) would be used for sale of convenience goods (i.e.foodstuffs). with the remainder of the floorspace being used for sale of comparison goods.

It is understood that Carpetright (currently occupiers of Unit 4) are to move to the vacant former Maplins unit (Unit 8 SRP).

Since Unit 2 has some service doors and externally-mounted cooling plant facing into this area, the proposals include replacement equivalent service doors be provided for Unit 2 on the rear elevation and re-located plant mounted on part of the roof to the rear of Unit 2. The proposed amalgamated retail space created from Units 3 & 4 would have external plant required for refrigeration and cooling mounted on the roof of the proposed extension. In both cases the proposed roof-mounted plant would be screened from view behind rear-facing parapet walls.

The proposals also involve the following works to the front of the terrace:

- Installation of new shopfront glazing with a new shop entrance. The existing cladding of the building would be retained intact and the current signage structures for Units 3 & 4 replaced with a new single sign (matching those already in place at adjoining units) above the new combined unit entrance doors;
- Alterations to an area of the existing car park area to the front of Units 2, 3 & 4 in order to incorporate a trolley bay, parent & child spaces and an increased number of disabled spaces;

- Provision of a remote trolley bay centrally within the parking area towards the other end of SRP; and
- Provision of an additional pedestrian crossing on the internal entrance road to improve pedestrian access within the wider SRP site.

The application is supported by a Design & Access Statement, Planning and Retail Assessment, and a Transport Assessment including a Framework Travel Plan. The applicants have also submitted some draft Heads of terms for the requested variation to the 2005 s106 Legal Agreement.

### **Consultee Responses**

HCC Highways Development Planning	No highway objections subject to condition requiring the submission of a Construction Method Statement.
Environmental Health	No objections.
Hampshire Fire & Rescue Service	No objections and provides generic fire safety advice.
Planning Policy	No planning policy objections.
Hampshire Constabulary	No comments received during the consultation period, thereby presumed to have no objections.
Thames Water	No objections.
Hart District Council	No objection.
Surrey Heath Borough Council	Consultation acknowledged.
Guildford Borough Council	No objection.
Waverley Borough Council	No objection.

### **Neighbours notified**

In addition to posting a site notice and press advertisement, 33 individual letters of notification were sent to properties in Solartron Retail Park, Invincible Road, Elles Road and Horizon Retail Park including all properties adjoining Solartron Retail Park. Letters were also sent to St Modwen, KPI and Knight Frank Investors as major stakeholders within Farnborough Town Centre; and also Lothbury Investment Management, the owners of Blackwater Shopping Park.

## Neighbour comments

Lothbury  
Investment  
Management  
(the owners of  
Blackwater  
Shopping Park

Objection on the following grounds:

1. Inadequacies of the Transport Evidence. The submitted Transport Assessment (TA) is not believed to be sufficiently robust in terms of its findings and its suitability in understanding the effects of the proposed development. The assumed proportion of new trips to the Retail Park generated by the proposed foodstore has been reduced by the applicants from the 20% advised by HCC Highways to 10% instead, which is too low. *[Officer Note: this is incorrect – the TA uses the 20% additional trips assumption in assessing highways impact.]*

The TA provides no details of the likely distribution and assignment of vehicle trips to the proposed foodstore and, as such, the impact of the proposals on surrounding roads and junctions has not been properly assessed. In this respect, the surrounding roads are already congested and the extent of queuing and junction blocking due to queue lengths at peak times is very sensitive to changes in traffic patterns and volumes. The submitted TA downplays the impact of the proposed new foodstore in these respects. The proposed new foodstore would materially exacerbate existing traffic congestion problems. The findings of the TA cannot be relied upon in the determination of the current proposals and does not follow the pre-application advice provided to the applicants by HCC Highways. It is suggested that further information, including accurate modelling of traffic flows on Invincible Road and Solartron Road be submitted in order to fully understand the traffic implications of the proposals.

In addition, the servicing area to be provided is considered to be inadequate and to compromise the servicing of the adjoining retail unit (Unit 2 : Pets at Home) within the Retail Park. Management of the servicing area would be required. Inadequate servicing area would be retained for the use of Unit 2. *[Officer Note: the consultation response received from the Highway Authority (Hampshire County Council) considers that the submitted Transport Assessment has been undertaken in accordance with the pre-application advice that they provided, is adequate, sufficiently robust, and indicates that the various highways impacts of the proposed development would be manageable and acceptable.]*

2. The Proposed Foodstore is fundamentally undeliverable. In this respect the proposed new foodstore would neither be suitable for a discount food retailer (including due to compromised servicing arrangements and constrained car parking), nor likely to be available within a reasonable period of time.

The proposed servicing arrangements are unsuitable and unacceptable to Aldi and other discount foodstore retailers. The service area is constrained and a dock leveller (used by Aldi at most of its stores) cannot be provided within the current proposals.

The split of customer parking spaces within the Retail Park is uneven, such that the customer parking available to the front of the proposed foodstore

would be insufficient to meet the demand for parking generated by the proposed foodstore. This would lead to congestion within the Retail Park and off-site, especially at peak times.

In terms of availability, Unit 3 is currently occupied by Carpetright and the applicants suggest that an agreement in principle has been reached with this tenant to achieve vacant possession, this differs from the applicant's previous stated position on this matter, that all "the necessary agreements are in place with the relevant tenants to facilitate the delivery of the amalgamation of Units 3 and 4 of the Solartron Retail Park". Carpetright has an existing lease until 2024. A legally binding contractual position to achieve vacant possession for Unit 3 has yet to be obtained and, indeed, commercial circumstances may have changed due to the ongoing COVID-19 pandemic. It is not clear how long it will take, or indeed whether it is possible, to achieve vacant possession of Unit 3.

The proposals require changes to be made to Unit 2 that are essential to the delivery of the proposals and are not fully considered within the application submission. These changes require the consent and cooperation of Pets at Home (a third party), whom has a lease until August 2024. Varying the terms of their existing lease in these respects has not been secured. Pets at Home has an effective ransom position over the implementation of the current proposals. It is likely that it would be both expensive and time-consuming for lease changes to be made; if, indeed, any agreement could be reached at all. This is an important factor when considering if SRP provides a suitable and deliverable opportunity to accommodate a discount foodstore operator, and whether it can be made available within a reasonable period.

Whether proposals can be achieved within a reasonable period is a key requirement of National planning policy when assessing the sequential test to site selection.

*[Officer Note: Whilst the objectors' submissions regarding deliverability of the proposed development may constitute a material consideration, the weight to be given to it in determining this application is limited in the context of planning policy. As in all cases determination of an application on its merits proceeds on the understanding that the applicant will face legal and procedural challenges outwith the planning process in order to implement their scheme. An assertion from a third party objector to the effect that the scheme is 'undeliverable within a reasonable period of time' cannot constitute a reason for refusing planning permission for a development which is acceptable in planning terms. The objector is involved in a similar, as yet undetermined, planning application for development in Blackwater Shopping Park in the form of planning application ref.20/00149/FULPP.]*

3. Adverse implications for their own proposals at Blackwater Shopping Park (BSP) the subject of Planning Application 20/00149/FULPP for an Aldi discount retail foodstore currently also under consideration by the Council.

In this respect the proposed retail foodstore at SRP impacts negatively upon the availability and developability of their own current proposals at BSP. Aldi has confirmed that they do not wish to trade from the proposed SRP

foodstore unit. The SRP proposals are considered to be speculative, disingenuous and restrict competition. The applicants do not name a secured retail operator. Aldi has not been approached by the applicants for the SRP proposals to date to explore whether they would be interested in locating there – which is surprising given that they are a prominent discount food retailer. It is suggested that this means that terms have been agreed with an alternative discount food retailer for SRP– thereby demonstrating that the proposed SRP foodstore unit is not available as a genuine alternative to their proposed Aldi foodstore at BSP.

*[Officer Note: the reason for the applicants submitting their proposals for SRP, and whether the proposals are speculative, are not matters that can be taken into account by the Council in the determination of this application. There is no requirement for applicants to name a secured retail operator for the proposed amalgamated retail unit that they are seeking to create. The matters raised by the objector appear to be from a commercial perspective rather than relevant to planning considerations.]*

It is asserted that the SRP proposals are not located within a Town Centre area in retail policy terms – despite the applicants stating that it is. Because SRP is some 300 metres separated from the primary shopping area of Farnborough Town Centre, SRP is in an out of centre location. As such, SRP is not protected by Planning policy and the proposals should be considered on equal terms to their own proposals at BSP.

*[Officer Note: This assertion is incorrect. All of Solartron Retail Park is located within the defined Town Centre area of Farnborough for retail policy purposes according to the Proposals Maps for the adopted New Rushmoor Local Plan (2019), the current Development Plan for the area. As such, SRP is wholly a town centre site, not an edge of centre or out of centre site.]*

This correspondent makes a range of further points specifically in favour of a rival proposal for an Aldi discount retail foodstore at BSP. It is stated that Aldi has a pressing need for representation in the local area that would be met quickly and with certainty by the other proposal – which would not be realised by the SRP scheme.

*[Officer Note: these are of limited relevance to the consideration of the SRP proposals the subject of this report.]*

Aldi Stores Ltd.

Objection. *I am Property Director for Aldi Stores Ltd (Aldi) and am responsible for new store acquisitions and delivery across the South East.*

*I am writing in Aldi's position in respect of the above application at Solartron Retail Park (SRP), which we have been made aware of through your correspondence and local press reports.*

*Aldi have had a longstanding requirement for enhanced representation in Farnborough and following a thorough review of opportunities have agreed terms (and are under contract) to open a store at Blackwater Retail Park (BRP). As you are aware, this site is currently subject of a planning application (ref:20/00149/FULPP), which we fully support. The proposals have been carefully thought out and planned, having regard to commercial and operational requirements, and we hope to be able to begin trading this store later this year.*



*We have noted the implication in the SRP application that the floorspace proposed could be occupied by Aldi. This is not the case. Firstly, Aldi have never been formally approached regarding potential availability of this location. We understand that terms have already been agreed to let to another operator and therefore it is not available. Furthermore, both Carpetright and Pets at Home both have leases until 2024, meaning it is unclear as to when vacant possession could be provided to enable any planning consent to be implemented. It will be necessary for the owner to document a legal position with both tenants to enable any development to occur and based on our experience, such matters are often highly time-consuming and protracted to agree. The lack of visibility on the timescales for the owner providing vacant possession means it is unlikely any opportunity at SRP would be available in a reasonable period of time. Availability, however, is not the only issue with this site.*

*Notwithstanding that the space is not available, we have reviewed the position at SRP, including Units 3 and 4, and note that it is subject to significant constraints which fundamentally call into question the ability of the site to accommodate a limited assortment discount foodstore operation. These constraints include inadequate servicing, constrained internal configuration, and inadequate car-parking configuration and circulation. Even allowing for a degree of flexibility, this position and arrangement would not be acceptable to Aldi and our operational requirements, and we therefore also conclude that SRP is unsuitable for a limited assortment discount foodstore.*

*Typically Aldi require floorspace of approximately 1,700sqm (gross). Currently, Units 3 and 4 are arranged in an 'L' shape and combined comprise approximately 1,500sqm (gross) of floorspace. The existing space is clearly too small to accommodate an Aldi and it is noted that this shortfall is recognised in the application, which includes an additional 362sqm of space.*

*It is a core requirement for Aldi to have a dedicated servicing area to receive goods securely so they can be unloaded directly into the building and transferred as efficiently as possible to the sales area. Typically, a store will receive at least one 80 tonne HGV delivery before opening. Most Aldi stores have a dock leveller, which is effectively a ramp that enables the HGV to 'dock' directly to the building at floor level and in turn allows goods and pallets to be wheeled off directly and taken straight to the sales area. This is important for all goods, but especially fresh products, which are delivered every morning and the store needs to be fully replenished before opening. It is clearly neither practical nor desirable to be undertaking extensive re-stocking once customers have entered a store.*

*Such servicing arrangements are not currently in place at Units 3 and 4 and it is noted that the proposed plans also do not or rather cannot provide a dedicated servicing dock for the new unit being created. Instead, the implied intention is that goods and pallets would have to be lowered from delivery vehicles into the unsecured shared operational servicing area and then transferred from here into the store and in turn to the sales area. It is noted*

*that there is no justification or rationale given to this arrangement, which would not be acceptable to many operators. From Aldi's perspective this is a fundamental operational constraint as it prevents the efficient servicing of the store and so for this reason alone we would not accept this unit, even if it were available.*

*Notwithstanding the fundamental servicing constraint, it is noted that the applicant's own tracking drawing (194777/AT/E01 Rev. A) acknowledges that there is insufficient room for vehicles to service Unit 2. The drawing also notes that it will be necessary for Units 1 and 2 to have a separate management plan to avoid potential future conflicts, which is further acknowledgement of the significant deficiencies in servicing arrangements. I have already noted that the proposed arrangements at Unit 3/4 would not be acceptable to Aldi in isolation, but the fact that the Applicants themselves recognise that the works will lead to inferior arrangements and thus disruption elsewhere, does not give us any confidence that there are satisfactory servicing arrangements at SRP to meet our operational needs.*

*Aldi also have significant concerns in respect of car parking arrangements. Whilst Units 3 & 4 sit within a wider retail park of 317 spaces, they are towards the southern end of the terrace (9 units). However, the configuration of the park is such that parking provision is split with less than half of these spaces orientated towards Units 1-6 (i.e. majority of the park and part of terrace accommodating Units 3 and 4) and the remaining spaces oriented towards the last 3 units. Given our experience and knowledge of trading patterns at our stores, Aldi seriously question whether the amount of parking in this area, which is to be reduced by a further 10 spaces and also subject of a one-way system, would be sufficient to accommodate demand of both an Aldi and other units in this section of the parade. We have serious concerns that this area would become heavily congested, especially at peak times, which would cause disruption to only to our operations, but also to other tenants and potentially wider highway network.*

*In summary, Solartron Retail Park is not currently an available site to Aldi nor has it ever been offered to us. We have also identified fundamental operational issues, both as existing, and as proposed through the current application relating to Units 3 and 4 which render the site unsuitable for the type of retailing proposed. As such, even if it were available, Aldi would dismiss it due to the fundamental constraints it would impose on their operations and ability to function as a discount foodstore.*

*I trust this clearly sets out our position on the site which I think is important given the perception that Units 3/4 Solartron Retail Park provide a suitable and available location for a limited assortment discount retailer like Aldi; it does not.*

[Officer Note: the points raised in this objection letter largely repeat those made by the owners of Blackwater Shopping Park in seeking to support a different but similar proposal in another location. They have the same limited relevance to the consideration of the current scheme as set out previously. The current applicants' dealings with prospective occupiers are not matters relevant to the consideration of the current application. The proposed new retail space and facilities and their appropriateness for a particular use are

matters for the marketing judgement of the applicants.]

73 Ashley  
Road,  
Farnborough

Objection : The biggest challenge is traffic and the proposed scheme does not address that from Day 1 Currently there is already traffic on Solartron road northbound. There is a huge traffic when there are multiple traffic queues from Asda going into B&Q and thereby the Invincible road traffic builds up. I work in Invincible road and coming in and out of Invincible Road will be a huge challenge. Coming northbound to Solartron road will also create queues up to the Sulzers Roundabout which is not addressed.

## **Policy and determining issues**

Solartron Retail Park is within the defined built-up area of Farnborough. It is also wholly located within the defined Town Centre area of Farnborough for retail policy purposes as defined by the adopted New Rushmoor Local Plan (2014-2032).

Adopted New Rushmoor Local Plan (2014-2032) Policies SS1 (Presumption in favour of Sustainable Development, SS2 (Spatial Strategy), LN7 (Retail Impact Assessments), SP2 (Farnborough Town Centre), IN2 (Transport), DE1 (Design in the Built Environment), DE10 (Pollution) and NE6-8 (Flooding & Drainage) are relevant.

The 'Farnborough Town Centre' SPD (adopted in July 2007) and the 'Farnborough Prospectus' (published in May 2012) are also relevant to the consideration of the current proposals. These set out more detailed guidance, including site-specific development opportunities. The SPD identifies eight strategic objectives, including encouraging and facilitating the revitalisation of Farnborough Town Centre *"by developing a robust retail core with a broad range of shops and services"* and promoting *"the Town Centre as a shopping and leisure destination"*.

The National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) are also relevant. The NPPF aims to ensure the vitality of town centres as follows:-

*"86. Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge-of-centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.*

The main determining issues for the combined proposals relate to the principle of development specifically including the impact on the revitalisation and regeneration of Farnborough Town Centre; the visual impact of the development upon the character of the area and on adjoining occupiers; car parking, traffic generation and other highway considerations; flood risk and the water environment; and access for people with disabilities.

## **Commentary**

### **1. Principle -**

Solartron Retail Park is an established non-food bulky goods retail park in a town centre location as defined by our up-to-date Local Plan the Rushmoor Local Plan (2014-2032). Units 3 & 4 SRP are existing retail floorspace of 1539 sqm Gross Internal Area currently

subject to a restriction imposed by the 2005 s106 Agreement that they be used for the sale of dominantly bulky durable retail goods from a restricted range of product areas. The current planning application seeks planning permission for the amalgamation, reconfiguration and extension of Units 3 & 4 and the variation of conditions relating to servicing hours and use of the existing SRP service area to facilitate the creation of a retail space of a size and configuration aimed at attracting a discount convenience retailer (i.e. foodstuffs).

The proposals would result in a total increase in floorspace of just 349 sqm (Gross Internal Area) resulting from the proposed rear extension and a modest mezzanine floor to provide ancillary office space. The applicants are asking, in parallel, for the Council to agree to the variation of the 2005 s106 Agreement to enable Units 3 & 4 SRP to be used for the retail sale of convenience goods. It is the parallel proposals in respect of the variation of the 2005 s106 Agreement that principally trigger the consideration of retail planning policy and impact issues in this case. The modest additional retail floorspace arising from the proposed extension is not considered to have any significant impact upon the balance of consideration on these issues.

New Local Plan Policy SS2 (Spatial Strategy) outlines a broad spatial framework for the scale and location of development. It states that town centre uses *“will be located within Aldershot and Farnborough town centres to support their vitality, viability and regeneration”*; that new retail development *“must protect or enhance the vitality and viability of the town centres, [North Camp] district centre and local neighbourhood facilities”*; and that retail development *“will be focused in Aldershot and Farnborough town centres, within the primary shopping areas”* in line with Policies SP1 and SP2. The supporting text to Policy SS2 (Para. 6.25) states that retail development will be assessed in accordance with the sequential approach. If sites within the primary shopping area are not suitable, available and viable, sites will be assessed sequentially in accordance with national policy.

The New Local Plan Policy SP2 (Farnborough Town Centre) aims to *“maintain or enhance the vitality and viability of Farnborough Town Centre”* and to contribute to its revitalisation. The Policy goes on to set out the strategy for Farnborough Town Centre to achieve revitalisation, including the following:-

*“a. For the Town Centre to be the focus for development for retail, leisure, entertainment... building on successful investment in the Town Centre;*  
*c. To accommodate future retail growth capacity, which improves the health, vitality, viability and retail attractiveness of the Town Centre;*  
*d. To facilitate linked trips between edge of centre retail development and the primary shopping area.”*

It is considered that it is necessary for the proposals for the variation of the 2005 s106 Agreement to be considered in the light of a Retail Impact Assessment. Local Plan Policy LN7 requires this for any proposals exceeding 1,000 sqm of floorspace that are not located within the primary shopping area of Aldershot and Farnborough Town Centres and the North Camp District Centre. Whilst the proposal predominantly seeks the re-use of *existing* retail floorspace located within the wider defined Farnborough Town Centre area, the proposal is for a significantly different type of retail use than that which currently exists at SRP; and is a form of retailing which is prevented from operating at the SRP as a result of the 2005 s106 Agreement. The applicant has submitted a Planning and Retail Assessment in support of the application assessing whether the proposed re-assignment of Units 3 & 4 SRP to convenience retail use could potentially be located within the primary shopping area of the town centre instead.

Section 6 of the submitted Planning and Retail Statement supporting the proposals looks at a range of vacant premises and development sites within the Town Centres and the North Camp (District centre) and concludes that there are no sequentially preferable sites to accommodate a foodstore of between 1,500 and 2,000 sqm within the primary and secondary shopping areas. The Council’s Planning Policy Team agree with these findings. It is therefore considered that the sequential test is satisfied.

The submitted Planning and Retail Statement (Section 7) estimates that the proposed foodstore would generate a convenience goods turnover of up to £9.6 million at 2025. This is based on 65% of the Gross Internal Area being the net sales area. In addition, it assumes that 80% of the net sales area (976 sqm of 1,220 sqm net sales area) will be used for convenience goods.

The submitted Planning and Retail Statement (Appendix 8 – Table 2) identifies where trade would be drawn from if the proposed foodstore were to be implemented and concludes that 46% of trade would divert from existing town centre convenience retailers (with two thirds of this town centre trade set to be diverted from Asda). A core consideration is considered to be the impact that this divergence of trade would have upon the turnover of existing Town Centre convenience good retailers’ : the forecast for 2026 is detailed below:-

- Asda – 7.4% turnover reduction
- Sainsburys - 4.5% turnover reduction
- Iceland - 5.6% turnover reduction

The policy test is to determine whether the proposal would have a significant adverse impact on the overall vitality and viability of any defined centre. A key piece of evidence available to the Council of relevance to answer this question is considered to be the Litchfields critique of the Planning and Retail Statement supporting a recent planning application for an Aldi discount foodstore of a similar size at Blackwater Shopping Park : Litchfields are retail planning consultants whom were appointed by the Council last summer to examine the retail evidence submitted in support of that proposal because it is a site located in an out-of-centre location – Planning Application 19/00517/FULLPP. The Assessment of Potential Impact section of the Planning and Retail Statement supporting the current application for SRP (at Appendix 7) is based upon the same survey data as that for both the past and current Blackwater Shopping Park applications (19/00517/FULPP and 20/00149/FULPP respectively) and it is noted that the forecast impacts of the SRP and BSP schemes are broadly similar (see Table 1 overleaf):

**Table 1 – Retail Impact Assessment Comparison**

<b>Factor</b>	<b>Current SRP Proposal</b>	<b>Blackwater SP Proposals 19/00517 &amp; 20/00149/FULPP</b>
Gross Internal Area (sqm)	1,901	1,771
Net Sales Area (Sqm)	1,220 (65% of GIA)	1,240 (70% of GIA)
Convenience Goods sales density per sqm	£9,652 (Experian Retail Planner)	£10,232 square metre (Global Data)
Convenience goods projected Store Turnover	2020 - £9.42m	2019 - £13.37m
Trade drawn from existing Farnborough Town Centre convenience goods retailers (%)	45% (2025)	40%
Turnover after proposal Asda (£m)	£35.94 (2025)	£38.92 (2024)
Turnover after proposal Sainsburys (£m)	£24.20 (2025)	£24.05 (2024)

A key consideration is therefore whether the findings of the Litchfields critique of the Blackwater Shopping Park scheme applies similarly to the consideration of the impact of the current SRP proposals, specifically paragraph 4.4, which states that:- *“most of the trade diversion will come from the Asda and Sainsbury's stores, but these stores will continue to trade within the range stores can trade viably, and we would not expect the Asda or Sainsbury's stores to close. The reduction in turnover of the remainder of convenience goods outlets in the town centre is unlikely to cause small convenience shops to close and would not result in a significant adverse impact in terms of the loss of customer choice or the increase in the shop vacancy rate”*. The Litchfields critique considers the impact of the introduction of a discount foodstore upon Farnborough Town Centre and other centres based on evidence submitted with a recent planning application. It is considered that the critique is sufficiently recent and up-to-date to be applied in the consideration of the current proposals.

The proposal in question is located within the Farnborough town centre boundary and therefore it is forecast to divert more convenience goods trade from existing Farnborough Town Centre retailers than the Blackwater Shopping Park scheme. However, it is considered that the diversion of convenience goods turnover from existing Town Centre stores (predominantly Asda and Sainsburys) would not have a significant adverse impact upon the viability of Farnborough Town centre. It is concluded that that the proposed SRP scheme will not lead to an adverse impact on the other centres (notably Aldershot and North Camp). It is also considered that the loss of durable goods floorspace at SRP resulting from the implementation of a food store is potentially likely to divert durable goods trade to existing durable retail outlets within the town centre area. Additionally, it is considered that the proposal will result in the improved vitality of the Solartron Retail Park by increasing occupancy levels at the site. This has the potential to facilitate linked trips to the Primary Shopping Area. In their critique, Litchfields note that they would expect well connected town centre food stores to generate a significant proportion of linked trips and that 50% linked trips are often achieved.

At the time that the planning applications approving SRP were being considered in 2005 the site was outside the defined town centre area for retail planning policy purposes. As a result, it is understandable that the Council sought control over the type of retail uses that could occupy it. Planning policy circumstances have, with the adoption of the New Rushmoor Local Plan (2014-2032) in 2019, changed significantly. SRP is now within the defined retail planning policy area of Farnborough Town Centre. An examination of the retail impacts of the proposed foodstore indicate that it would not give rise to a material and adverse impact upon the overall vitality and viability of any defined centre. It is therefore considered that there are no planning policy objections to the proposed food store in this location.

## **2. Visual Impact -**

It is considered that the proposals would have limited and localised visual impact. The proposals largely seek to re-use existing floorspace within an existing substantial building and Retail Park containing existing sizeable retail outlets. The physical changes to the existing building are the provision of some new shopfronts; within the Retail Park the provision of trolley storage/dispensing bays, and a new pedestrian crossing to the front; and provision of an extension to fill a recessed area using matching external materials between existing sections of building to the rear. There would no doubt be the display of some additional signage for the building and Retail Park that would be the subject of a separate application in the future. None of these features are considered to be unusual or inappropriate in the visual context of the Retail Park and its surroundings. It is considered

that the proposals would have no material and harmful visual impact upon the character and appearance of the area.

### **3. Impact on Neighbours -**

The immediate neighbours to the proposals are the commercial occupiers of the retail outlets within the Retail Park. The nearest residential properties are located some distance away and there have been no significant complaints concerning the operation of SRP in respect of residential amenity impacts since the Retail Park opened.

The introduction of the proposed foodstore is expected to attract additional customers to the Retail Park who would potentially also visit other existing retail outlets, which could be viewed as a benefit of the proposals. Nevertheless, in addition to the potential for vehicle congestion within the car park, there would also be other management issues for the Retail Park relating to the servicing requirements of a foodstore, the nature and volume of refuse and recyclables requiring disposal and the management of shopping trolleys.

Specific objection to the proposals has been raised by the owners of Blackwater Shopping Park on the basis that Unit 2 SRP (Pets at Home) would be adversely affected by the proposals. However the proposals incorporate works to replace existing service doors and re-locate external plant. No representation or comment has been raised by this neighbouring retail use in connection with the application.

Noise emanating from the Retail Park service bay and air-conditioning and cooling plant for the proposed foodstore has the potential to cause nuisance. Whilst there is already servicing activity and the operation of various externally located plant associated with the existing retail outlets, the proposed foodstore would be expected to have more frequent lorry deliveries and refuse collections. Furthermore, air-conditioning and chiller plant would be more extensive and would need to be operated around the clock. In this respect the application proposes relief from Condition No.3 of the planning permission restricting servicing hours for Units 1-6 inclusive, 03/00502/FUL, which states:-

*“3 No deliveries shall be taken at or despatched from the retail units outside the hours of 0700 to 2200 hours Mondays to Saturdays or 0800 to 1800 hours on Sundays.”*

On the basis of the significant separation of the proposed foodstore from the nearest residential properties, the existence of numerous other commercial premises in the vicinity that are not subject to restrictions on servicing times, and the lack of any complaints concerning the operation of servicing and plant at the existing Retail Park, the Council's Environmental Health Team raises no objections to the proposed foodstore operating with unrestricted servicing times. In any event it is considered pertinent that, should any nuisance issues arise nonetheless, these could be pursued by the Council's Environmental Health under Environmental protection legislation if necessary.

It is considered that there would be no material and adverse impacts upon neighbours as a result of the proposals.

### **4. Highway Considerations -**

Solartron Retail Park is located adjoining busy roads and junctions that are prone to traffic congestion at peak times throughout the week. Solartron Road serves both the western side of Farnborough Town Centre, but is also currently the primary route in and out of Invincible

Road Industrial Estate to the west. SRP has a single vehicular entrance from Solartron Road and a separate vehicular exit onto Invincible Road : no changes are proposed to the vehicular access arrangements to and from the Retail Park for both visiting customers and also for vehicles servicing SRP. SRP has 8,149 sqm of floorspace and a car park containing 317 spaces : it is a well-frequented place. There is also notable pedestrian traffic across Solartron Road and Invincible Road as shoppers visit, and come and go between, the various retail outlets in the vicinity. The interaction between traffic approaching and departing the Retail Park with traffic using the surrounding roads clearly has the potential to contribute to traffic congestion on the important road intersections in the vicinity.

The proposed foodstore is expected to attract an additional quantum of customers to the Retail Park, either simply to use or service the foodstore, but also by attracting and encouraging an amount of linked shopping trips to benefit other retailers within the Retail Park. The requested variation to the 2005 s106 Legal Agreement therefore has the capacity to have highway safety and convenience impacts. Accordingly a key consideration for the Council in considering the applicants' request for a variation of the 2005 s106 Agreement is to determine the likely extent of additional traffic that might be attracted to the Retail Park (both customers and delivery vehicles); and whether or not this would be likely to exacerbate any existing highway safety and convenience impacts upon adjoining and nearby public highways to the extent that this amounts to severe harmful impact.

The various elements of the proposals conceivably impacting upon highways issues in this location and, indeed, issues raised by the objectors, are considered in the following paragraphs:-

**Parking** : Parking Standards are derived from a calculation of average parking usage based on historic observations of parking activity with specific types of development and locations nationwide and, as such, there will be sites where higher and lower parking usage can be found. Indeed, SRP is not known to have problems with parking congestion, which has been confirmed by parking use surveys undertaken on behalf of the applicants. As existing, the Retail Park has 317 customer parking spaces to serve a total floorspace of 8,149 sqm; thereby an existing overall parking ratio of 1 space/26 sqm of floorspace. The current proposed development would result in the loss of 16 existing parking spaces to provide space for the proposed foodstore trolley bays, reducing the overall complement of customer parking spaces to 301, such that the resultant overall parking ratio would be 1 space/28 sqm of floorspace. These ratios of parking fall below the Council's current adopted maximum Parking Standard for general and non-food retail of 1 space/20 sqm, but are not unusual for a Retail Park of this size, nature and Town Centre location where there are alternative parking facilities available nearby. The parking within the Retail Park is well related to the retail outlets, being almost exclusively immediately in front of the Units. Notwithstanding the additional parking demand implied by the Council's adopted Parking Standard of 1 space/14 sqm required for a foodstore, this is not a facsimile for parking usage, rather an estimate used to assess whether planning permission should be granted for a development with a certain proposed floorspace and quantum of parking spaces provided. This does not necessarily reflect the actual parking usage that would take place; or the likely enhanced customer draw of a discount foodstore. However, in this location where there is alternative parking available nearby within the wider town centre area, it is not considered that the proposals are likely to result in significant excess demand for the on-site parking available within the Retail Park.

Shopping trolleys are not used within the Retail Park as existing, yet they are a specific and essential requirement for a foodstore. Empty trolleys can compromise parking provision if



discarded carelessly away from designated trolley storage bays. However, it is possible that trolleys can be fitted with coin/token redemption devices to ensure most trolleys are returned to the trolley bays by customers and, whether or not such measures are used, trolleys are clearly a matter that will require on-going management by the owners and operators of the Retail Park. It is considered that a suitably worded planning condition could be used to require the submission of details of parking management measures to be operated within the Retail Park.

**Traffic Generation and Impact upon Road Congestion & Junction Operation** : It is considered that these issues are the principal determining matters in terms of the proposed variation to the 2005 s106 Agreement.

The application is accompanied by a Transport Assessment (TA) which has been examined in detail by the Highway Authority (Hampshire County Council), whom have responded to the Council to raise no objections on highway grounds. In this respect, HCC Highways note that the applicants' TA has appropriately considered the impact of the proposals upon weekday and weekend peak-hour trip rates on the highway approaches to SRP (principally via the Sulzers Roundabout) using the same assumptions for trip rates as those used recently to support the proposed discount foodstore at Blackwater Retail Park (with 19/00517/FULPP) and another recent discount food retail application in Tadley (West Berkshire reference: 19/01063/COMIND) as previously agreed with HCC. This includes assuming a 20% increase in trips associated with the proposed discount foodstore compared to the existing durable comparison goods retail use of Units 3 & 4. HCC also advise that the applicant has carried out appropriate traffic microsimulation modelling work on Sulzers Roundabout, Solartron Road and Invincible Road.

It is considered that the submitted TA demonstrates that vehicle trips generated by the proposed development would not have a significant impact on the highway network operation during the Friday peak hours (16:00 - 17:00 & 17:00 - 18:00), which represent the highest weekday traffic flows. The microsimulation has shown a queue increase of less than 10 vehicles in all assessed routes during this time and a low increase in journey times. HCC Highways do not consider this to amount to a severe highway impact that could justify the refusal of planning permission.

During the Saturday peak hours (the highest weekend traffic flows), the traffic modelling demonstrates that, as a worst case scenario (20% new trips on the highway network), the traffic generation arising from the proposals could increase journey times on Meudon Avenue, Pinehurst Road, Elles Road and Invincible Road; as well as an increase in queue length at Sulzers Roundabout, Invincible Road Roundabout and Solartron Retail Park/Invincible Road junction. The modelling of the relevant junctions indicates that they might expect to experience an increase of between 10-25 vehicles within any queue present. Most notably, it is modelled that journey times may increase by 53% for vehicles travelling eastbound on Invincible Road due to traffic exiting from SRP.

In reviewing the results of the submitted TA, HCC has then considered the significance of these increases given that the vicinity has a high concentration of other retail outlets (including food retail) that result in the local highway network already experiencing queuing during the Saturday peak hours. It is clear Government guidance that denying planning permissions on highways grounds is only justified and appropriate where it is demonstrated to give rise to 'severe' harm to the safety and/or convenience of highway users. As a consequence, refusal on highway grounds is required to exceed a high threshold. In this case it can be argued that weekend impacts are less severe than on weekdays due to the

reduced impact that any traffic delays would have upon people seeking to get to and from work and, by extension, the consequential impact upon business costs to the economy. Accordingly, whilst HCC acknowledge that the proposed development would be likely to increase trip generation and traffic queuing in the vicinity of SRP during Saturday peak hours, they do not consider the increases as negatively impacting on highway safety or resulting in a severe detrimental impact on the operation of the local highway network. HCC do not seek a Transport Contribution in respect of increased traffic generation either.

Finally, HCC also note in reaching their conclusions that the TA traffic modelling does not take account of the positive impacts upon traffic queuing and congestion in the vicinity of SRP, and especially in Invincible Road, that would occur as a result of the impending construction of the Invincible Road-Elles Road relief link road. This was granted planning permission in 2019 (19/00229/FUL) and was scheduled to be implemented this summer. Although construction has inevitably been delayed by the Covid-19 crisis, this project remains ready to proceed as soon as possible and would, in particular, provide an alternative route in and out of Invincible Road and thereby reduce traffic flows on Solartron Road. It is considered that this is an important material consideration in assessing the likely traffic impact and, indeed, in favour of, the current proposals in highways terms.

In the circumstances, HCC are satisfied that the projected increase in trip rates would not result in a material or harmful impact on the operation of the local highway network.

**Servicing Arrangements** : HCC have also considered the proposed servicing arrangements. As existing, the SRP is generously proportioned and has its own dedicated vehicular access to and from Invincible Road well separated from the customer vehicular exit. As a result of the proposals the existing recessed portion of the service area to the rear of Unit 3 would be re-used as the site of the proposed extension. However, vehicle swept path analysis for an articulated lorry has been provided with the submitted TA to satisfactorily demonstrate that an articulated delivery lorry can still safely turn and reverse within the revised service yard to access serving Units 1, 2 and 3. The submitted swept path drawings advise that deliveries would be managed and, indeed, a key element of the applicants' request for unrestricted servicing times is to enable deliveries to be made outside times of peak traffic flow. It is considered that the proposed revised service yard arrangements are acceptable subject to the imposition of a condition to require the submission of details of the proposed management of the service yard and foodstore delivery times.

**Other Highway Matters** : A Framework Travel Plan was provided with the submitted TA. HCC advise that this is still being reviewed by the HCC Travel Planning Team and that comments will be provided in due course. It is considered likely that the outcome will be the developer being required to make financial contributions to HCC in respect of Travel Plan administration and monitoring to be secured with a s106 Planning Obligation. The outcome of this matter will be reported as an update to Members at the meeting.

HCC has requested that planning permission be granted subject to the imposition of a condition requiring the submission of a Construction Method Statement. In principle this is considered to be a reasonable request given that the site is in a busy location and it is likely that SRP outlets would continue to trade during the construction period. However the suggested condition appears to be the standard wording used to deal with large-scale multiple phase developments involving significant site clearance and demolition prior to any building works being commenced. Given that the current proposals involve relatively minor works limited to discrete areas of the Retail Park it is considered that the requirements of the condition should be modified to be proportionate to the scale and scope of the proposed

development involved.

**Conclusions** : Whilst objections have been raised concerning the highway impact of the proposed development it is considered that, for the reasons set out in the previous paragraphs, this would, even without the forthcoming Invincible Road-Elles Road relief link-road, be limited to the weekend peak periods and not amount to severe highways impact overall sufficient to justify refusal on highways grounds. However, it is considered that the construction of the relief road would, in any event, alleviate these issues. It is further considered that the resulting parking provision and servicing arrangements of the Retail Park arising from the proposals would be acceptable. The proposals are therefore considered to be acceptable in highway terms such that: (a) the physical works to SRP the subject of the planning application; and (b) the variation of the 2005 s106 Agreement as proposed are justified.

## **5. Flood risk and Drainage -**

The portions of the Retail Park the subject of the current application are on land at lowest risk of flooding and the proposals do not make any changes to the extent of the site that is hard surfaced. In the circumstances it is considered that the proposals are acceptable having regard to Policies NE6-8.

## **6. Access for People with Disabilities –**

The proposed development should retain or provide access for people with disabilities at least in accordance with Building Regulation requirements. It is considered that adequate means and measures would be incorporated into the development to achieve a good standard of access for people with disabilities, including provision of mobility accessible parking bays.

## **Conclusions -**

Whilst the proposals are subject to objections, these are principally from parties promoting a proposal of a similar nature in another location. Those matters raised by objectors that are pertinent to the consideration of the current application have been considered in this report and found not to amount to sufficient material planning harm to justify the refusal of planning permission. It is considered that the current proposals to enable the introduction of an amalgamated retail space within Solartron Retail Park configured for occupation by a discount food retailer are acceptable in principle, would have acceptable visual and highways impacts, have no material and adverse impacts upon neighbours, give rise to no flood risk and drainage concerns and would provide adequate facilities for people with disabilities. The proposals are thereby considered acceptable having regard to Policies SS1, SS2, LN7, SP2, IN2, DE1, DE10 and NE6-8 of the adopted New Rushmoor Local Plan (2014-2032), the 'Farnborough Town Centre' SPD (adopted July 2007), the 'Farnborough Prospectus' (May 2012) and National Planning Policy and Practice Guidance.

## **Full Recommendation**

It is recommended that subject to the completion of a satisfactory Planning Obligation under Section 106 of the Town and Country Planning Act 1990 and/or Deed of Variation to the 2005 s106 Agreement dated 12 May 2005 to:-

- (a) Secure £16,500.00 for the implementation, evaluation and monitoring of the Travel Plan;

- (b) Vary the terms of 2005 s106 Agreement dated 12 May 2005 relating to Solartron Retail Park to allow the proposed amalgamated retail unit created from Units 3 & 4 to be used for the retail sale of foodstuffs and non-bulky goods

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

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

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

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings Drawing numbers: Geddes Architects Drawing Nos.19.008 (P)110 REV.D, -111 REV.D, -112 REV.F, -113 REV.B, -114 REV.E, -115 REV.D, -116, -117, -118 REV.A , -210 REV.C and -211 REV.A; Design & Access Statement; Savills Planning & Retail Statement; Vectos Transport Assessment; and Saviills Covering Letter.

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

- 3 No development 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:-
- (a) A programme for the approved construction works;
  - (b) The arrangements for deliveries associated with all construction works;
  - (c) Access and egress for plant and machinery; and
  - (d) The location of temporary site buildings, compounds, construction material, and plant storage areas;

Works on site in connection with implementing the approved development shall only take place in accordance with the approved Method Statement.

Reason - In the interests of the safety and convenience of highway users and the amenity of the locality. \*

- 4 The external walls of the extension hereby permitted shall be finished in materials of the same colour and type as those of the existing building. The development shall be completed and retained in accordance with the details so approved.

Reason - To ensure satisfactory external appearance.

- 5 The amalgamated retail outlet hereby permitted shall not be brought into use until details for the management of (a) shopping trolleys; and (b) the modified Retail Park service area, including the unrestricted servicing hours for the proposed amalgamated retail unit hereby permitted, have been submitted to and approved in writing by the Local Planning Authority.

Shopping trolleys and the service area shall subsequently be managed in full accordance with the management measures so approved at all times in perpetuity.

Reason - In the interests of the safety and convenience of highway users and the amenity of the area. \*

- 6 Outside the hours of 0700 to 2230 Mondays to Saturdays and 0800-1830 on Sundays, no activity shall take place within the site that would result in noise being audible at the boundaries with the nearest nearby residential properties.

Reason - To protect the amenities of nearby residential properties.

- 7 With the exception of designated refuse containers/storage areas and pallet storage areas, no installation, display or storage of goods, plant, equipment or any other materials shall take place other than within the building.

Reason - In the interest of visual amenity.

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

Reason - To protect the amenities of occupiers of nearby properties.

- 9 The turning/manoeuvring and loading/unloading spaces within the revised Retail Park service area shown on the approved plans shall be kept available and retained clearly marked out at all times thereafter solely for the purposes for which they have been identified. \*

Reason - In the interests of highway safety and to achieve a satisfactory service area layout.

### INFORMATIVES

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

It is considered that the current proposals to enable the introduction of an amalgamated retail space within Solartron Retail Park configured for occupation by a discount food retailer are acceptable in principle, would have acceptable visual and highways impacts, have no material and adverse impacts upon neighbours, give rise to no flood risk and drainage concerns and would provide adequate facilities for people with disabilities. The proposals are thereby considered acceptable having regard to Policies SS1, SS2, LN7, SP2, IN2, DE1, DE10 and NE6-8 of the adopted New Rushmoor Local Plan (2014-2032), the 'Farnborough Town Centre' SPD (adopted July 2007), the 'Farnborough Prospectus' (May 2012) and National Planning Policy and Practice Guidance.

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

- 2 INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or a Deed of variation to the 2005 s106 Agreement dated 12 May 2005 relating to Solartron Retail Park.
- 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.

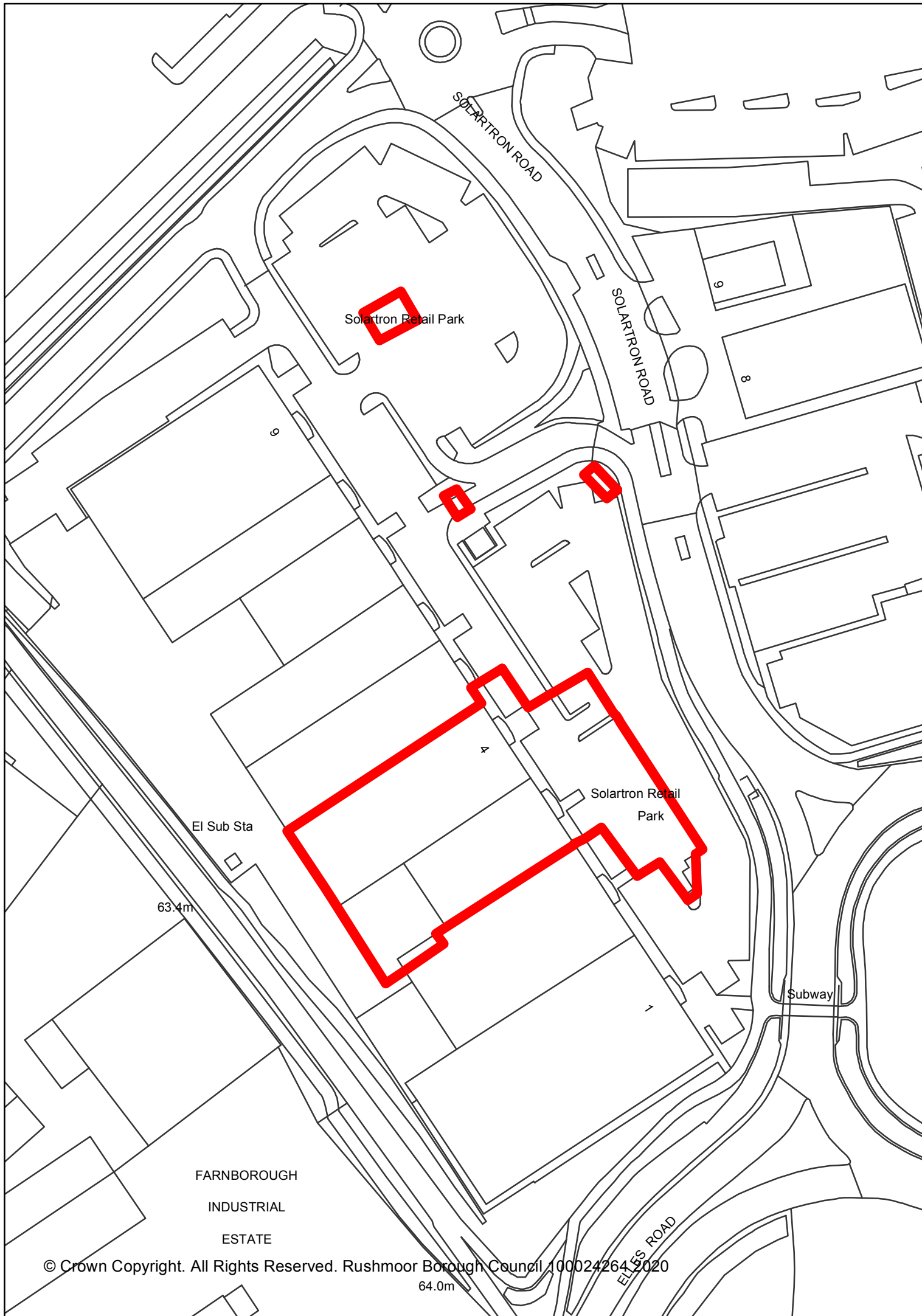
Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out WITHOUT PLANNING PERMISSION.

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 recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:
  - a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
  - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
- 5 INFORMATIVE - The applicant is 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".
- 6 INFORMATIVE - The applicant is advised that during the demolition and/or 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 Operational Services.
- 7 INFORMATIVE - It is a legal requirement to notify Thames Water of any proposed connection to a public sewer. In many parts of its sewerage area, Thames Water provides separate public sewers for foul water and surface water. Within these areas a dwelling should have separate connections: a) to the public foul sewer to carry waste from toilets, sinks and washing machines, etc, and b) to public surface water sewer for rainwater from roofs and surface drains. Mis-connections can have serious effects: i) If a foul sewage outlet is connected to a public surface water sewer this may result in pollution of a watercourse. ii) If a surface water outlet is connected to a

public foul sewer, when a separate surface water system or soakaway exists, this may cause overloading of the public foul sewer at times of heavy rain. This can lead to sewer flooding of properties within the locality. In both instances it is an offence to make the wrong connection. Thames Water can help identify the location of the nearest appropriate public sewer and can be contacted on 0800 316 9800.

- 8 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.



Solartron Retail Park

SOLARTRON ROAD

SOLARTRON ROAD

El Sub Sta

63.4m

Solartron Retail Park

Subway

FARNBOROUGH  
INDUSTRIAL  
ESTATE

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64.0m

ELLES ROAD



INVINCIBLE ROAD



5

Denotes: Refuse skip/bin + unit number

Rev.	Description	Date
A	REVISIONS	09.03.20
B	RELINE AREA INCREASED	13.03.20
C	RELINE AREA INCREASED	13.03.20
D	RELINE MOVED TO INCLUDE ROOF PLANT	26.03.20

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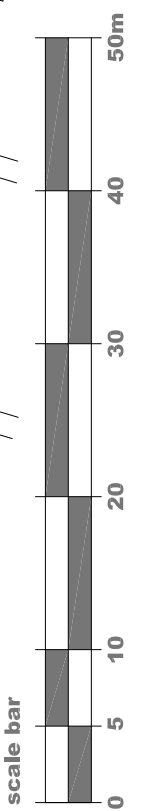
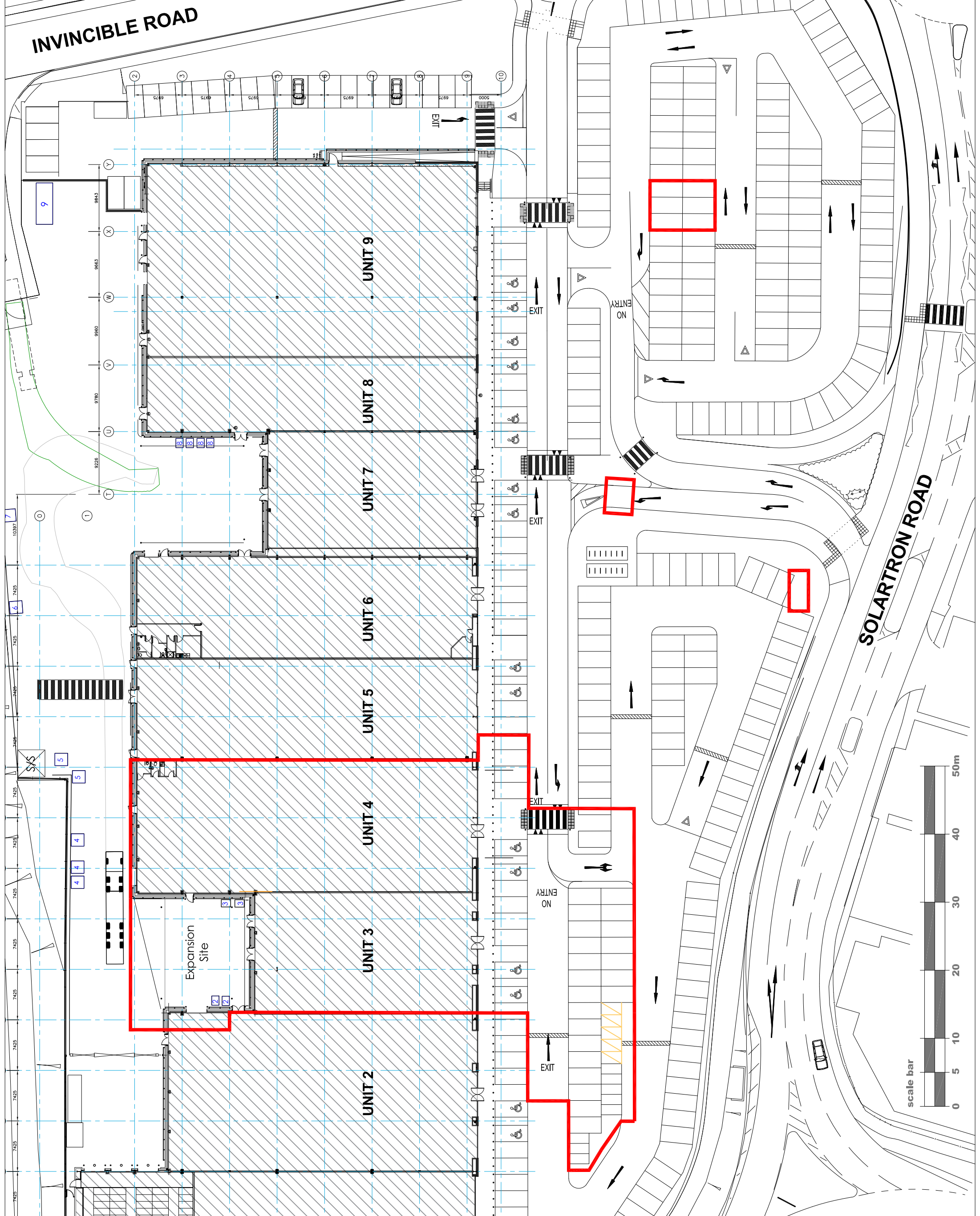
Client: Legal + General

Project: Discount Store  
Farmborough

Site: SITE PLAN AS EXISTING

DATE	04.11.2019	CHECK STAGE	PLANNING
DRAWN	JAR	CHECK DATE	04.11.2019
SCALE	1:500 @ A3	CHECKED BY	JR

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**INVINCIBLE ROAD**



**NOTE:**

Overall loss of 25 standard car parking spaces. This includes area required to accommodate Parent & Child and new trolley bays.

The proposal increases the number of accessible parking spaces by 2, motor cycle spaces by 4 and adds 9 Parent & Child parking bays

Rev.	Description	Drawn	Date
A	PARKING NUMBERS CORRECTED	JR	24.01.20
B	REDLINE ADJUSTED	JR	05.02.20
C	REVISIONS AMENDMENTS	JR	13.03.20
D	FURTHER PEDESTRIAN CROSSING ADDED	JR	13.03.20
E	NEW REAR LOADING DOORS TO UNIT 2	JR	23.03.20
F	CAR PARK TOTALS CORRECTED; REDLINE EXTENDED	JR	26.03.20

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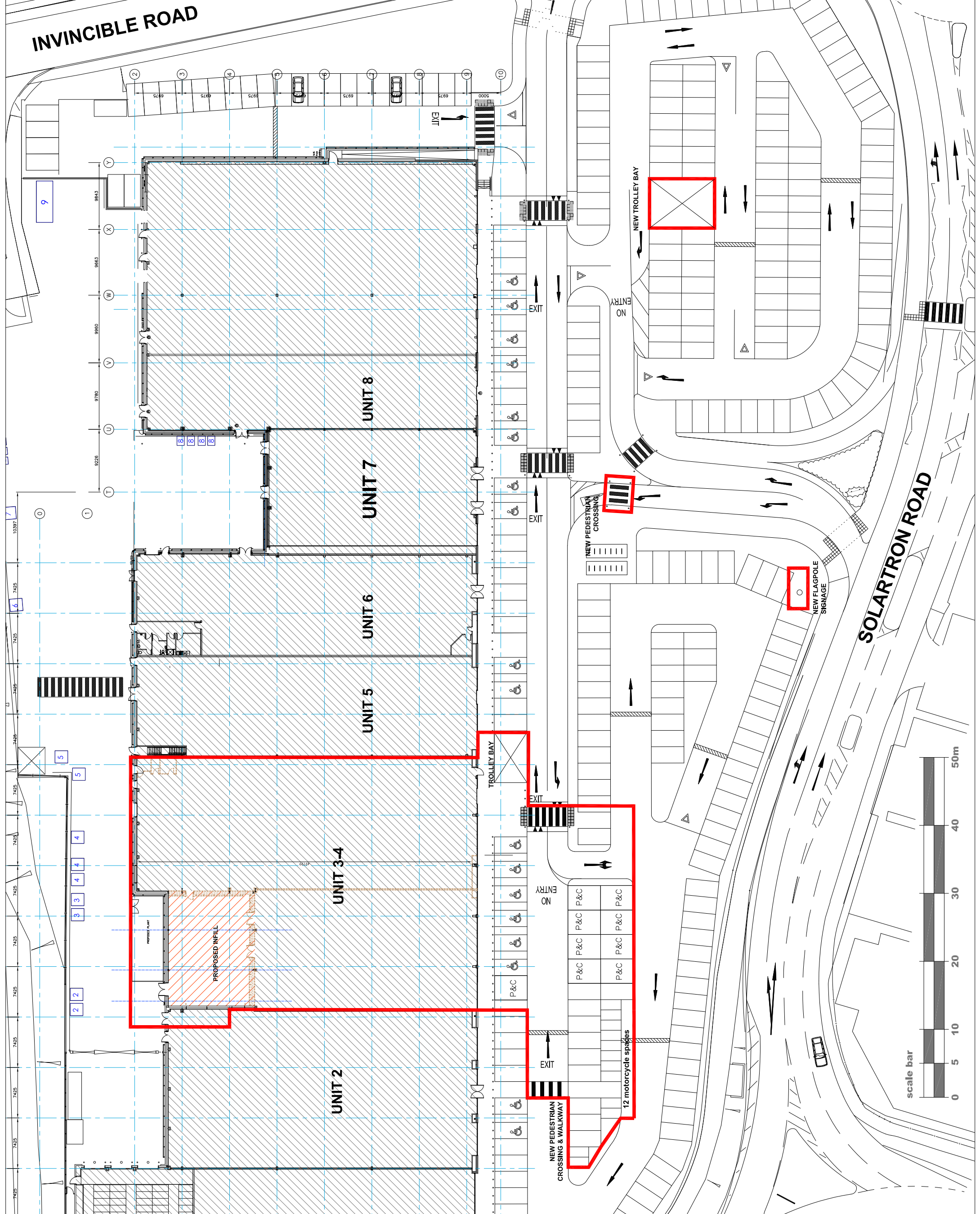
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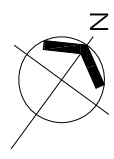
Title: SITE PLAN AS PROPOSED

DATE	CHECK STAGE	PLANNING
05.11.2019	JAR	05.11.2019
1:500 @ A3	JR	JR

**19.008 (P)112** F

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KEY

- UNITS 3+4 combined  
1552 sqm
- PROPOSED REAR INFILL  
216 sqm
- STAFF WELFARE ON MEZZANINE ABOVE  
88 sqm
- PLANT DECK ABOVE  
45 sqm

TOTAL GIA 1901 sqm

Rev.	Description	Drawn	Date
A	MEZZ AREAS UPDATED	JR	28.01.20
B	COLUMN CASING-PARTY WALL AMENDED	JR	10.02.20
C	MEZZANINE ABOVE	JR	03.03.20
D	2 EXISTING INTERNAL COLUMNS REPLACE NEW.	JR	13.03.20
E	REAR ESCAPE DOOR REVISED.	JR	25.03.20
F	PLANT DECK ACCESS NOTED	JR	26.03.20
F	TOTAL GIA FIGURE UPDATED.	JR	26.03.20



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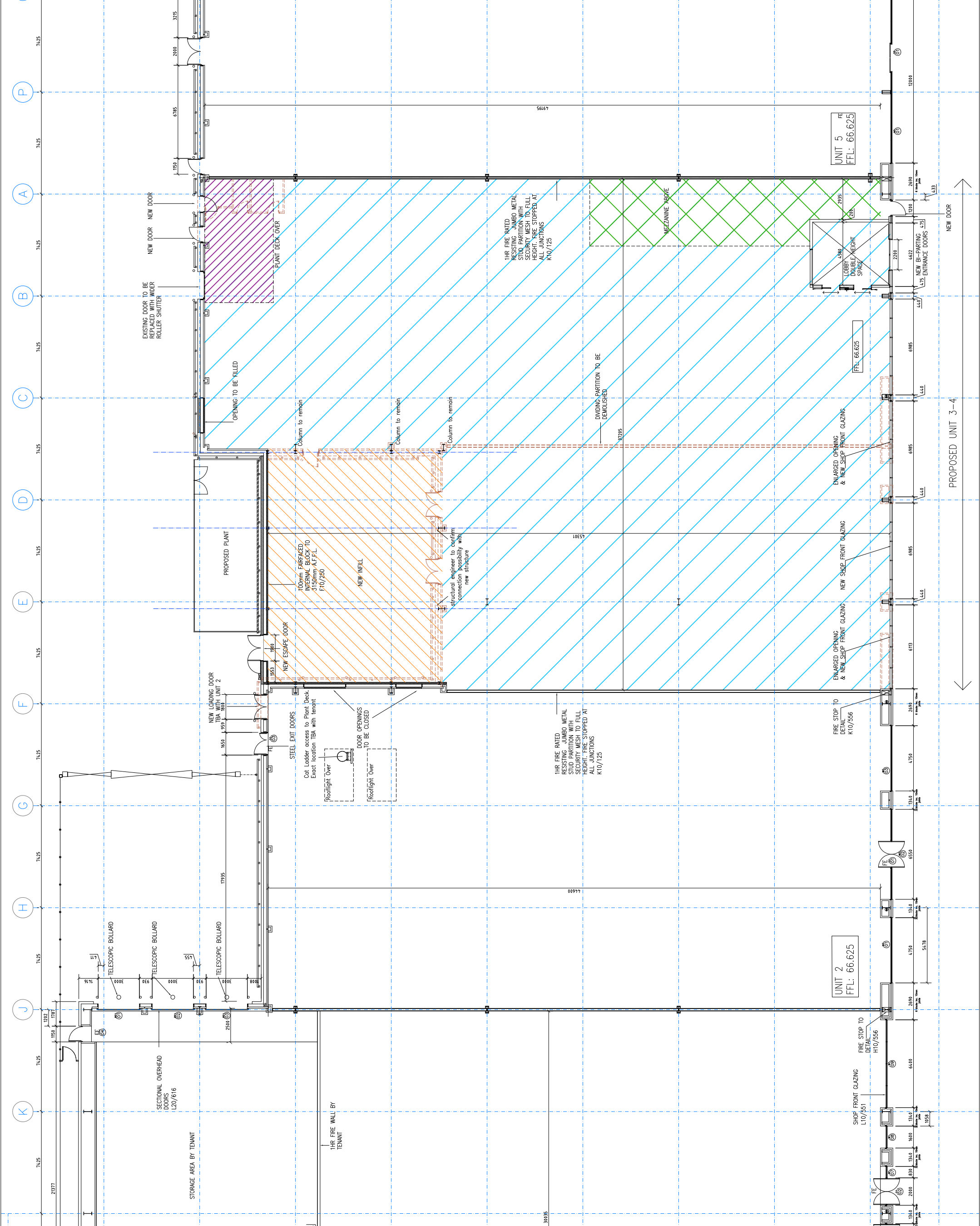
Client: Legal + General

Project: Discount Store Farnborough

Title: PROPOSED GROUND FLOOR PLAN

DATE	CHECK STAGE	PLANNING
05.11.2019	JAR	JR
05.11.2019	JAR	JR

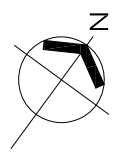
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DRAWN: JAR  
CHECKED BY: JR  
19.008 (P)114 E  
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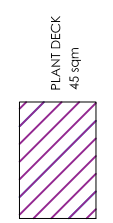
UNIT 5  
FE  
F.F.L.: 66.625

UNIT 2  
FE  
F.F.L.: 66.625

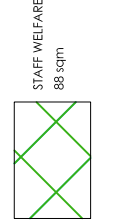
PROPOSED UNIT 3-4



KEY



PLANT DECK  
45 sqm



STAFF WELFARE  
88 sqm

Rev.	Description	Drawn	Date
A	EXISTING CLADDING WALL SHOWN TO FRONT	JR	20.01.20
B	COLUMN CASINGS+PARTY WALL AMENDED	JR	10.02.20
C	LOBBY REVISED	JR	04.03.20
D	SIGNAGE TOTEMS RELOCATED	JR	17.03.20



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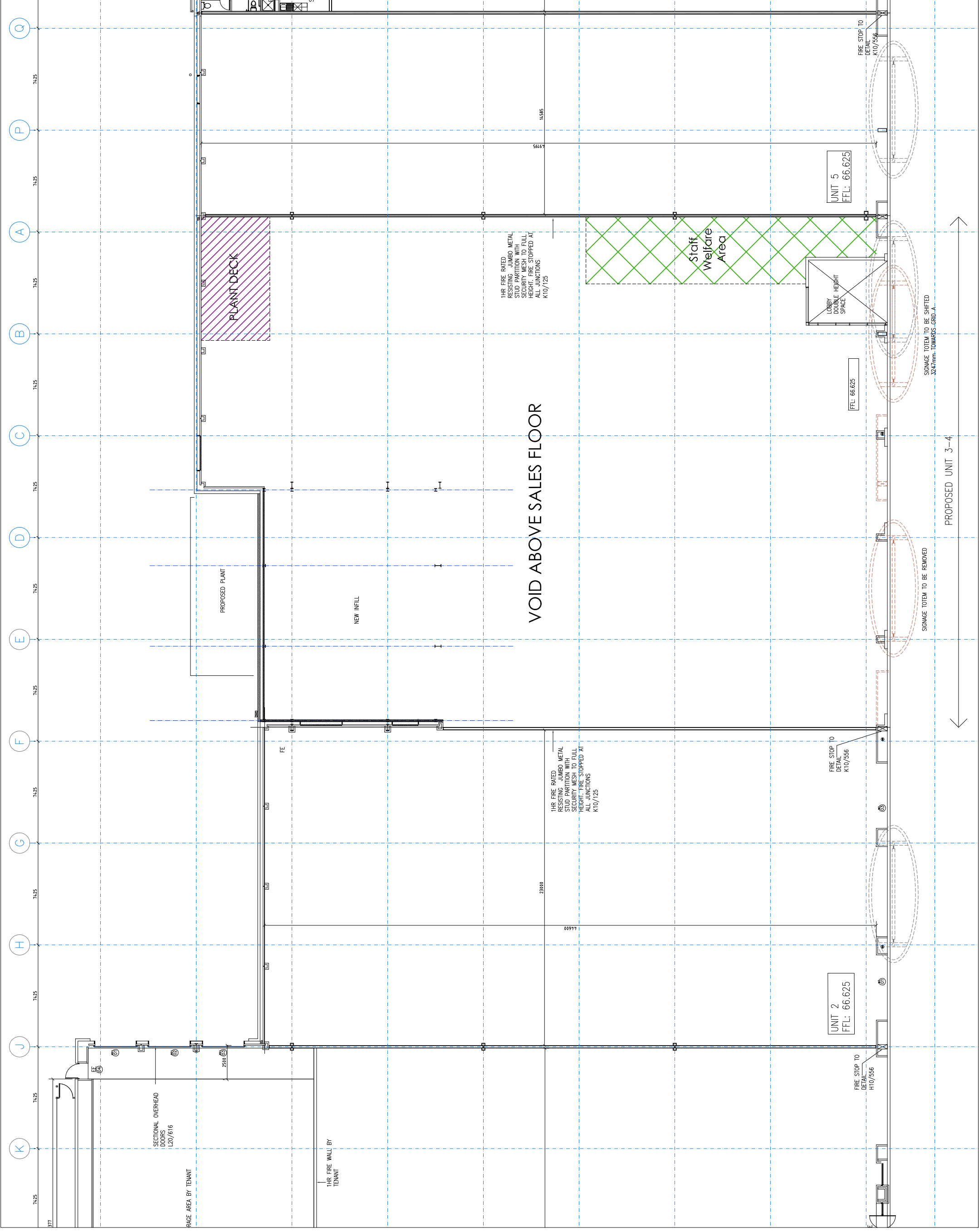
Client  
**Legal + General**

Project  
**Discount Store  
 Farnborough**

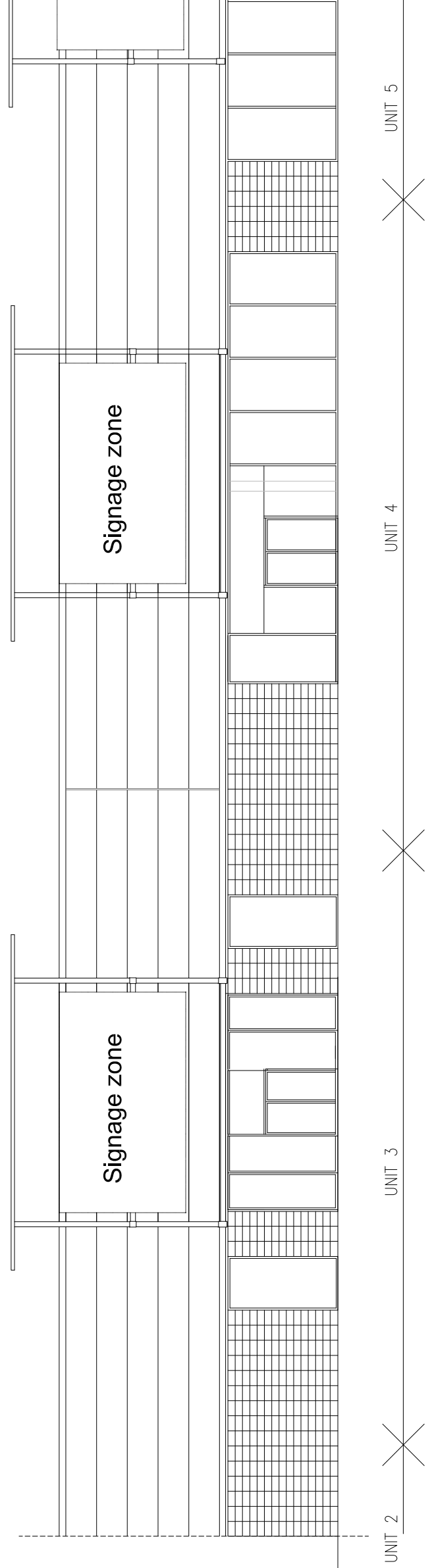
Title  
**PROPOSED MEZZANINE**

DATE	05.11.2019	CHECK STAGE	PLANNING
DRAWN	JAR	CHECK DATE	05.11.2019
SCALE	1:250 @ A3	CHECKED BY	JR

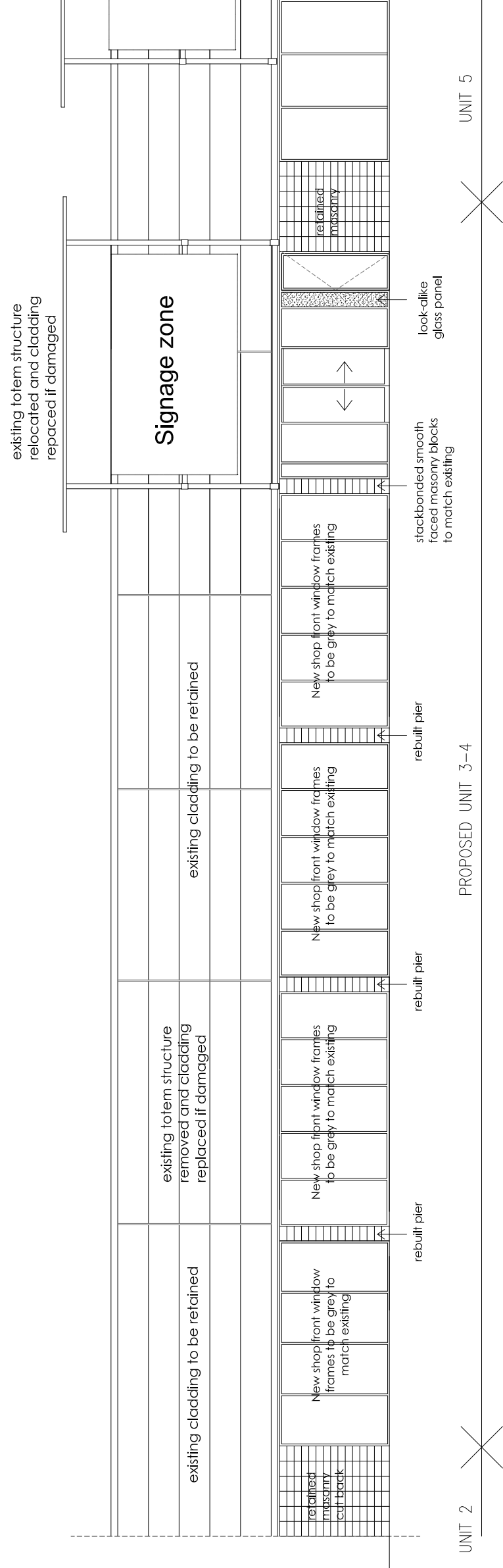
**19.008 (P)115** **D**



PROPOSED UNIT 3-4



FRONT ELEVATION AS EXISTING



FRONT ELEVATION AS PROPOSED

Rev.	Description	Drawn	Date
A	FACTS, MESSAGES, NOTES	JR	20.03.20
B	SMOOTH FACED MASONRY TO	JR	20.03.20
C	SIGNAGE TOTEMS RELOCATED	JR	17.03.20

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**Client**  
 Legal + General

**Project**  
 Discount Store  
 Farnborough

**Title**  
 FRONT ELEVATION  
 EXISTING AND PROPOSED

DATE	05.11.2019	CHECK STAGE	PLANNING
DRAWN	JAR	CHECK DATE	05.11.2019
SCALE	1:150 @ A3	CHECKED BY	JR

**19.008 (P)210** **C**