

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.	24/00441/FULPP
Date Valid	2nd August 2024
Expiry date of consultations	26th August 2024
Proposal	Erection of a 48-bedroom 5-storey extension with link bridge connecting to existing Village Hotel Farnborough, including reconfiguration of the existing car park, landscaping and associated works
Address	Village Hotel Pinehurst Road Farnborough Hampshire
Ward	Empress
Applicant	VUR Village Trading No. 1 Limited
Agent	Pegasus Group
Recommendation	GRANT subject to s106 Legal Agreement

Description

The Village Hotel is a 'gateway site' at one of the entrances into Farnborough Business Park (FBP). The Hotel is located on the south-east side of Pinehurst Road with its sole vehicular entrance approximately 120m from the junction with the Sulzers'/Westmead Roundabout. It is a mainly two- but part five-storey building comprising an 123-bedroom hotel, health and fitness facilities including a 25m swimming pool, spa, sauna, steam room, aerobic studios and gymnasium, a pub, a restaurant and conference facilities. The Hotel (and other facilities) building has a rectangular footprint measuring approximately 68 metres wide by 52 metres deep (3,536 sqm or 0.354 hectares in area) and is situated in the south-east corner of the site. The overall site is roughly triangular in shape measuring approximately 1.5 hectares. Other than the Hotel building itself, the remainder of the site mainly comprises the associated car park, together with cycle and motorbike parking. Two semi-circular external seating areas are located at the front of the building. Servicing of the Hotel takes place to the east side of the Hotel frontage, with access gained via the car park area from the sole vehicular access to/from the site in Pinehurst Road.

The Hotel building is of contemporary design with a flat roof and the upper floors of the front elevation of the 5-storey hotel accommodation element are characterised by a central glazed section, incorporating a laddered window design, framed by a black clad surrounds with a

slatted brise soleil system on either side.

The Pinehurst Road frontage of the site is bordered by a combined cycleway and pedestrian footpath which provides links into the Business Park to the south-west; and to the town centre and railway station to the north-east. There is a bus stop immediately outside the site. Farnborough Business Park Ltd (FBP) also operate a demand responsive bus service which 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 depending on user requirements.

To the south, the Hotel site abuts commercial property in the form of office buildings at Nos.110 and 130 (Fluor) Pinehurst Road, together with a multi-storey car park situated directly to the rear of the Hotel building. All are 5-storey in height. To the east there is a wooded/landscaped area (which is within the control of FBP), with terraced residential properties known as Pinehurst Cottages and at Elles Close, both off Pinehurst Avenue, situated beyond. This group of residential properties flank the application site on the east side and have vehicular access from Pinehurst Road less than 100metres from the Hotel vehicular access and within approximately 50 metres of the nearest pedestrian access into the Hotel site.

The proposal the subject of the current application is a re-submission of proposals considered and refused planning permission by the Council in 2018. The proposal is for the erection of a five-storey 48-bedroom extension positioned at an angle to the west side of the existing Hotel building, to which it would be connected via a link bridge.

The proposed Hotel extension would be rectangular in footprint; and match the height and modern design aesthetic of the main hotel, including having a flat roof. The ground floor would be used to provide some undercroft car parking, together with some bicycle racking; and also enclosed staircase emergency access, plant and store areas. The upper four floors would provide 12 new hotel rooms per floor. The proposed external materials are shown to match the existing Hotel, including black metal cladding panels, tinted glass and black spandrel panels. Air conditioning plant would be located on the flat roof area concealed behind a parapet wall. New landscaping is proposed for visual amenity and Biodiversity Net Gain purposes.

Vehicular access into the site remains unchanged. However, the proposals would require the reconfiguration of part of the existing car park, landscaping and associated works in the immediate vicinity. Although some car parking would be re-provided within the ground floor area of the proposed extension, the proposals would result in the net loss of 6 parking spaces (19 spaces lost but 13 re-provided) from the Hotel site, which, in theory, has a total of 298 parking spaces overall. In addition to the six car parking spaces to be lost as a direct result of the construction of the proposed extension, no additional parking would be provided to account for the additional hotel rooms proposed – indeed, there is no space available on site that could accommodate any additional parking.

The existing pedestrian path that crosses the Hotel from the office building site to the south (No.130 Pinehurst Road) would be retained and continue beneath the link bridge of the proposed extension and be provided with undercroft lighting.

The application is accompanied by a Planning Statement, a Design & Access Statement, a Transport Statement including parking surveys, a Flood Risk & Surface Water Drainage Strategy (updated in response to consultation comments from the Lead Local Flood Authority on 10 September 2024), a Noise Impact Assessment, statement, a Phase II Ground Investigation Report, an Arboricultural Survey & Impact Assessment, a BREEAM Pre-Assessment, a Sustainability Statement, a Preliminary Ecological Appraisal, an Employment

& Skills Plan, and Biodiversity Net Gain submissions including a BNG Design State Report, BNG Metric and BNG Statement Form. Amended Landscaping Plans were submitted on 7 October 2024 to reflect changes made at the request of the Ecology Officer.

Relevant Planning History

Planning permission was originally granted for what was to become the Village Hotel in September 2007 with 07/00309/FUL for “erection of part two storey part five storey building of 9258 sqm comprising an 120 bedroom hotel, health and fitness facilities to include a 25m swimming pool, spa, sauna, steam room, aerobic studios and gymnasium, a pub, a restaurant and conference facilities with associated car, cycle and motorbike parking”. In January 2009 a part retrospective planning permission, 08/00761/FUL, was granted for the reconfiguration of external plant buildings. In February 2009, planning permission, 08/00769/FUL, was granted for an amendment to planning application 07/00309/FUL for changes to the external design, internal layout (including 3 additional bedrooms) and an extension to accommodate an external water tank. These permissions were implemented.

In August 2018 planning permission was refused by the Council’s Development Management Committee for proposals for the “Erection of a 48-bedroom extension with link bridge connecting to the existing building including reconfiguration of the existing car park, landscaping and associated works”, 18/00397/FULPP. The Council’s reason for refusal was as follows:-

“The development is unacceptable in highway terms in that no car parking has been provided and existing car parking provision is to be removed. As such the proposal conflicts with the objectives of Policy CP16 of the Rushmoor Core Strategy and the Council’s adopted Car and Cycle Parking Standards 2017. Regard has also been had to Policy IN2 of the Rushmoor Local Plan Draft Submission June 2017.”

This refusal was not subsequently appealed and the current application is clearly a re-submission of this previous refused application proposal.

Consultee Responses

RBC Regeneration Team	No comments received.
Lead Local Flood Authority (Hampshire County Council)	More Information Requested 28 Aug 2024 : The applicants submitted an updated Flood Risk & Surface Water Drainage Strategy and response to the LLFA’s comments on 10 Sep 2024. The LLFA has been re-consulted in this respect and, at the time of writing this report, a further response from the LLFA is awaited.
HCC Highways Development Planning	<p><u>#1 Response 4 Sep 2024</u>: The Highway Authority wish to make the following comments.</p> <p>Access: There are no changes proposed to the existing access onto Pinehurst Road.</p> <p>Parking: A reduction of 6 parking spaces is proposed as a result of the development, providing a total of 292 parking spaces for the hotel guests and staff. However, a parking survey has been undertaken showing that a worst-case scenario estimates that 84% of spaces would be occupied, leaving 49 residual spaces available.</p>

Considering the 0.52 parking spaces required per room, the site can adequately accommodate the proposed increase in parking even with a net reduction of 6 parking spaces and avoid any overspill parking onto the wider public highway network. However, the parking quantum is a matter to be considered by Rushmoor Borough Council as Local Planning Authority to ensure that the parking arrangements accord with their adopted parking standards.

Traffic Generation: As per our previous consultation response dated 26th July 2018 for application 18/00397/FULPP, a highways developer contribution is requested due to the accumulative impact of development on the highway network. However, to account for inflation, the sum requested is now £30,394 This will be allocated to highways schemes in the local vicinity that will be of benefit to the users of the site and/or will mitigate against the additional multimodal trips associated with the additional development.

Construction Site Management Plan: Again, as outlined in the previous consultation response dated 14 June 2018, it is requested that a condition be put in place which requires a CSMP to be submitted and approved by the Local Planning Authority prior to commencement of any construction works on site.

Recommendation: Therefore, the Highway Authority would have **No Objection** to the proposals subject to the following:-

- (a) Highway developer contributions are secured and collected to the value of £30,394; and
- (b) imposition of a condition requiring the submission of a Construction Management Plan.

#2 Clarification Response received 5 Sep 2024:

In this instance, a Travel Plan is not required as the proposals fall below the threshold. The requested Transport contribution will be allocated to highways schemes in the local vicinity such as a bike share scheme and schemes outlined in the Rushmoor LCWIP (in particular Route 240 which runs along the A325 corridor).

Ecology Team	No objection subject to statutory biodiversity net gain being secured with a s106 Legal Agreement and the imposition of conditions. [Officer Note: amended landscape planting proposals have been submitted to reflect some recommended amendments to the originally submitted scheme and the Ecology Team's comments on these are awaited.]
Environmental Health	Environmental Health have no objections subject to condition.
RBC Planning Policy	There is concern that the proposal could be contrary to Policy IN2 (Transport) of the Rushmoor Local Plan and the requirements as set out in the Car & Cycle Parking Standards SPD dated March 2024, therefore the case officer would need to be satisfied that the proposed provision is acceptable.
Aboricultural Officer	No objection as there would be no significant tree loss and the proposals involve replacement planting.

Thames Water	No comments received.
Environment Agency	This planning application is for development we do not wish to be consulted on.
Scottish & Southern Energy	No comments received.
Southern Gas Network (Formerly TRANSCO)	No comments received.
Hampshire Fire & Rescue Service	Unfortunately, due to circumstances outside of HIWFRS control we are currently unable to engage in non-statutory consultation work. We will therefore not be able to issue a formal consultation response on this occasion. Please note that this is a temporary measure and we anticipate that we will be able to engage with non-statutory consultations again in the near future.
Farnborough Airport	I can confirm that Farnborough Airport would have no objection to this application. Due to the proximity of the development in relation to the airport early engagement on the use of cranes during construction would be great fully appreciated.

Neighbours notified

In addition to posting a site notice and press advertisement, 96 individual letters of notification were sent to the occupiers of properties in Pinehurst Cottages, Pinehurst Avenue; Elles Close; Pinehurst Road; Solartron Road; and Invincible Road; including all adjoining neighbouring properties.

Neighbour comments

1 Pinehurst Cottages, Pinehurst Avenue	Objection: This would be a huge add on to an already busy area and the noise from the hotel is already excessive when they host events. The disruption this would cause when being constructed would also be a huge inconvenience. We have 2 young children who it would disturb.
28 Pinehurst Cottages, Pinehurst Avenue	Objection: We had a similar application to this one a few years back the same applies today as it did then we have had major issues with noise & parking issues especially when there is a televised event because when their car park is full everyone parks in Pinehurst Avenue! I feel the application should be refused as it is quite simply over development of the site and will only lead to more parking issues and an increased noise nuisance!
63 Pinehurst Cottages, Pinehurst Avenue	Objection: #1 : The plans look good and I hope they come to fruition shortly. However, I would like to record and have the Council note a small objection to the proposed plans with regards to parking. The transportation statement mentions nothing of the use of Pinehurst Avenue as an overflow and also a regular use parking to avoid

parking charges. This regularly blocks deliveries and restricts access to our homes on Pinehurst Avenue and Cottages, I do worry about emergency access specifically fire engines. I appeal to the council to fully double yellow the access road to Pinehurst Avenue and resident only parking signs, whilst ensuring the parking at the Village Hotel is actually fit for all activities that take place there. Gymnasium, restaurant and hotels.

#2: I have no objection to the Village Hotel upgrading and extending its accommodation. My objection is to the parking restrictions and statements in the planning application. The Village Hotel operates a restaurant, gymnasium and other events as well as hotel accommodation and users must pay to use their car park. Users avoid this charge by parking on Pinehurst Avenue throughout the day and evening. The people who park there also do so to avoid any charges from other car parks close by (office workers?).

33 Elles Close, off
Pinehurst Avenue,
Farnborough

Objection on the following grounds:-

- With no further land being utilised, I don't believe right balance between parking & facilities will be struck. Our roads (EllesClose/PinehurstAvenue) struggle for parking with non-residents utilising the streets & my fear is that increased room capacity at the hotel will worsen this
- Having lived nearby for 4 years & living through the development of Moorfield Place, I imagine the same level of disruption, debris & dust wafting into our homes

Policy and determining issues

The site lies within the built-up area of Farnborough. Policies SS2 (Spatial Strategy), SP2 (Farnborough Town Centre), IN2 (Transport), DE1 (Design in the Built Environment), PC1 (Economic Growth & Investment), PC2 (Farnborough Business Park), PC8 (Skills, Training & Employment), NE2 (Green Infrastructure), NE3 (Trees & Landscaping), NE4 (Biodiversity), and NE6-8 (Flooding & Drainage Issues) of the adopted Rushmoor Local Plan (2014-2032)

Also relevant to the consideration of this application are the advice contained in the National Planning Policy Framework/Practice Guidance; and also the guidance contained in the Council's Supplementary Planning Documents on Farnborough Town Centre and associated Prospectus (both 2007) and Farnborough Civic Quarter Masterplans (2015), Planning Contributions - Transport 2008, Biodiversity Net Gain (2024), and Car and Cycle Parking Standards 2024.

The existence of the Council's 2018 refusal for identical proposals, albeit not subsequently tested with an appeal, is pertinent to the consideration of the current application. In this respect it is necessary to consider whether or not there have been any material changes in Planning circumstances since this previous decision was taken by the Council.

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

- (a) the Principle of Development;
- (b) Design and Visual Impact, including impacts on trees and landscaping;
- (c) Impacts on Neighbours;
- (d) Highways Considerations;
- (e) Flood Risk and Drainage Issues; and

(f) Ecology and Biodiversity Net Gain.

Commentary

1. Principle -

The site lies within the built-up area of Farnborough wherein the principle of development is acceptable as a matter of general principle.

The application Planning Statement sets out a sequential analysis of sites, as required by the NPPF and Local Plan policy. Not all of the Applicants' conclusions in respect of the sequential analysis are accepted. However, as accepted in 2018, it is agreed that, sequentially, a hotel extension is acceptable in this location given that the proposal is for an extension to an existing hotel and hotel business model, location on the Farnborough Business Park and strong market link serving the needs of the Business Park. In addition, the site is located in proximity to the town centre, in a relatively accessible location to sustainable transport and in particular to the hotel business model target market.

Arguably the opportunities provided by the proposed Farnborough Civic Quarter development (22/00193/OUTPP) provide a sequentially preferable location for new hotel development and, indeed, the FCQ proposals actually include an proposed hotel. However, the current application proposal is for an extension to an existing hotel with strong links to the Business Park market and the hotel business model would not support the construction of new hotel to provide for these additional bedrooms. In addition, the Farnborough Hotel Investment Prospectus 2017 identified that all indicators point to continuing growth in demand for hotel accommodation in Farnborough led by the Farnborough International Exhibition and Conference Centre. There are some benefits associated with the proposed development in providing additional tourist facilities and provide employment during and post construction. The proposed Hotel extension could also provide some further economic benefits in terms of support for local shops and services through visitors using the site.

Taking account of all the above factors it is concluded that, in principle there are no planning policy objections to the extension of the existing Hotel on sequential grounds. On this basis there is no policy objection to the principle of development. However, comment is also made in the Policy Team comments in respect of the detailed acceptability of the proposals in terms of the adequacy of on-site car parking provision, the sole reason for refusal of the 2018 application. This matter is considered in the Highways Consideration section of the Report below.

Whilst the Council's Environmental Health Team notes that the submitted Phase II Ground Investigation Report does not actually consider contamination of the site and is purely a geotechnical analysis of ground conditions, they are content that the site history does not indicate a previous land use that may impact on current site conditions. Furthermore, site investigations undertaken at nearby development sites in recent years indicate that the contamination risks are minimal. The Environmental Health Team therefore have no concerns that the site is unsuitable for the proposed development.

With the caveat set out above it is considered that the proposals are acceptable in principle.

2. Design and Visual Impact, including impacts on trees and landscaping –

The existing building has the appearance of a black rectangular box with clean and simple lines reflecting its contemporary design. The proposed extension would continue this design ethos in

its scale, form and use of materials. The proposed extension would physically be a subordinate element to, and seen in the context of, the existing hotel. Whilst the existing Hotel building is large and tall and would be even larger as proposed to be extended, it is situated in a Business Park containing other large buildings of modern design and similar height.

The application is accompanied by an Arboricultural Impact Assessment containing Tree Survey information for all trees on site and, revised in October 2024, landscape proposals. The tree survey indicates the loss of a total of 8 trees, comprising 2 x C-Grade and 6 X U-Grade trees from the site. However, the U-Grade trees are simply recommended for removal in the submitted Report on grounds of their declining health in line with sound Arboricultural practice having been identified for completeness with the Tree Survey even though their removal is not necessitated by the proposed development the subject of the current application.

Just two trees, both of which are of Grade C (poor) condition, are actually required to be removed to facilitate the proposed development. These are Tree 155 an *Acer platanoides* (Norway Maple) and Tree 156 a *Prunus schmitti* (Schmitt's Cherry), which are both small trees planted with the landscaping of the development adjacent to the west side of the existing Hotel building and are less than 3 metres and 5 metres in height respectively. Together with the loss of some associated landscape planting in the form of hedging and shrubs from the immediate vicinity of the proposed extension, it is considered that the tree loss would have limited impact on visual amenity. Further, in any event, it is proposed to provide replacement landscape planting following the completion of the proposed extension works.

On this basis, as previously concluded in 2018, the proposals are considered to be acceptable in visual amenity terms.

3. Impacts on Neighbours –

It is evident from the representations received that some residents in Pinehurst Avenue, the nearest residential properties to the application site, that there are concerns about overspill parking in Pinehurst Avenue arising as a result of the proposed hotel extension – these are considered in the following Highways Consideration section of this report. However, this is in addition to concerns about exacerbation of existing noise, disturbance and activity associated with the operation of the Hotel and associated facilities, especially at busy times; together with concerns about the noise and other impacts of the construction period for the proposed development.

It is not considered that the existing use and operation of the Hotel evident to the residential neighbours would be materially worsened as a result of the proposed Hotel extension. If any such arose, it would be shielded from Pinehurst Avenue properties by the existing Hotel building and the intervening area of woodland east of the site. In any event, it is not considered that it is the Hotel accommodation specifically that gives rise to the majority of the noise and activity associated with the operation of the Hotel site – this is generated by the operation of the bar, restaurant and gymnasium elements of the site that are not affected by the proposed Hotel extension. The Noise Impact Assessment submitted with the application setting out these conclusions has been examined by the Council's Environmental Health Team, who conclude that the Assessment is satisfactory and acceptable. It is considered that the proposed Hotel extension will not have any material impact in itself on noise levels from the Hotel site as a whole.

Although planning permission cannot reasonably be withheld on account of any likely construction phase impacts, the Council's Environmental Health Team recommend imposition of the usual condition to regulate hours of construction work. Given the clear potential for this

proposed development to give rise to nuisance and inconvenience to neighbours in this location is also considered that it would be appropriate to require submission and prior approval of a Construction Environmental Management Plan prior to works commencing to set out measures to minimise noise, vibration and dust generation as far as is practicable.

No representations have been received from the owners or occupiers of the office buildings situated south of the Hotel site. In any event, it is not considered that the proposed extension would have any material planning impacts upon these commercial neighbours.

It is considered that, subject to the conditions identified, the proposed development would have an acceptable impact upon neighbours.

4. Highways Considerations –

Vehicular Access Arrangements : These would remain unaltered and the Highway Authority (Hampshire County Council) has raised no concerns about the safety and capacity of the junction of the site access with Pinehurst Road; and also those of the junctions of Pinehurst Road with the Westmead (Sulzer) Roundabout and the roundabout junction with Fowler and Templer Avenue.

Parking Provision : The application is supported by a Transport Statement and associated car parking surveys. The original development as proposed in 2007 generated a car parking requirement of 354 spaces and 298 spaces were subsequently provided for the Hotel as built and as it currently exists. In this respect, a car parking accumulation exercise was undertaken at the time of the original planning application which demonstrated that that this level of on-site parking to serve the Hotel site would be sufficient to meet the functional needs of the Hotel and associated facilities. It is also noted that a small number of existing parking spaces are not currently available for use as a result of being used long-term for the siting of portable buildings. It is further noted that there are a few parking spaces that are more difficult to access, often due to poor parking in adjacent spaces and, as such, appear to be remain habitually unused. However these under-use issues affect a very minor amount of the overall parking provision, approximately 0.034%, which is considered to be typical of most car parks of any size.

The existing hotel comprises 123 guest bedrooms with ancillary facilities including a bar & grill (circa 290sqm of dining space), a Starbucks café (circa 40sqm of floorspace), a gym and workout studios (circa 865sqm of hall space), a swimming pool (circa 185sqm) and meeting/event room space. The Applicants advise that the majority of trip movements throughout the day are associated with the on-site leisure activities. Check-in and check-out times for the Hotel rooms are 15:00 hours and 11:00 hours respectively; and the Applicants advise that Hotel guests generally check-in between 1600- 2000 hours and check-out between 0730-0930 on weekdays. The existing Hotel car park is privately managed and four hours of free parking are allowed for all visitors after which a charge is applied; with Hotel patrons provided with free parking overnight during their stay. There are also eight motorcycle parking spaces and 44 cycle parking spaces provided on-site. The submitted supporting information states that there are currently a total of 145 staff employed at the site, comprising 41 full-time and 10 part-time permanent staff, with a further 94 staff on zero-hour contracts. The staff operate on food and beverage (0600-1100, 1200-2000 and 1800-1200) and housekeeping (0700-1500 and 0900-1400) shift patterns. Staff parking is accommodated within the hotel car park, although the site is also accessible via sustainable travel modes and some staff do not need to park a vehicles at the site. The Applicants anticipate that the proposed Hotel extension would require the employment of a further 5 staff on zero-hour contracts.

The Council's adopted Car Parking Standards SPD (2024) advises that one space is required for each additional hotel bedroom. The current proposal therefore generates a requirement for provision of 48 additional on-site parking spaces that cannot be met. This in addition to the proposed net permanent loss of 6 existing on-site parking spaces required to make way for the physical construction of the proposed extension itself, such that the proposed development would result in an overall shortfall of 54 car parking spaces compared to the existing situation according to the Council's current adopted Parking Standards. Although the Council's Parking Standards are expressed as maximum standards, the proposals therefore represent an effective overall reduction in parking provision according to the Council's adopted Parking Standards for the Village Hotel of some 18% - a not insignificant amount. The proposed extension is not only removing existing car parking, it also generates a significant parking requirement in its own right.

The Applicants' position in respect of the adequacy of parking provision is set out in their submitted Planning Statement and Transport Statement seeking to address the Council's reason for the 2018 refusal. Firstly, they contend that there have been clear material changes in planning circumstances since the 2018 refusal : the Council has since adopted (in 2019) the current Rushmoor Local Plan (2014-2032), there is an updated 2024 adopted Parking Standards SPD, and, unlike with the 2018 application, an up-to-date Parking Accumulation Survey has been undertaken from which future parking demand has been forecast that is argued to support the current application. Secondly, the Applicants note that the Hotel site is situated in a sustainable location close to Farnborough Town Centre and is easily accessible by all modes of transport. Thirdly, the applicants assert that the additional parking demand generated by the proposed Hotel extension would be easily accommodated within the extent of unused parking spaces that their surveys demonstrate to already arise even at the busiest times.

The Council's current adopted 'Car and Cycle Parking Standards SPD (March 2024) confirms at Paragraph 3.1 that parking standards: *"must strike the right balance between providing a sufficient number of car parking spaces (to prevent vehicles from being displaced onto the public highway), promoting good design and using land efficiently, and encouraging the transition away from private car ownership"*. Further, Principle 14 of the SPD confirms that: *"Non-residential car parking standards... are expressed as maximum standards. Even if the proposal would not exceed the maximum parking standard, evidence should be provided to demonstrate that the parking level proposed would minimise car use and be appropriate for the site"*.

The Applicants' submitted Transport Statement then presents up-to-date survey information for the traffic arriving and departing from the Hotel site and the extent of the usage of the on-site parking for two 24-hour periods. In this respect, the Applicants state that it is weekdays that are typically the busiest times for the Hotel site and, as such, they have selected two weekdays that they consider and argue to be a fair representation of the busiest typical operational days for the Hotel; namely Tuesday 30 April 2024 and Wednesday 1 May 2024. On both days there was 100% occupancy of the hotel rooms and 100- and 140-seat conference events were also being held on these days respectively. On 30 April 2024 the bar/grill was also showing a Champions League semi-final football match (Bayern Munich v. Real Madrid) in the evening. On these days an independent traffic survey company was employed to count the number of vehicles arriving and departing from the Hotel site during the two 24-hour periods, together with a survey of car park occupancy every 15 minutes throughout.

The survey results confirm that the maximum demand for parking was experienced between 1700-1800 hours on Tuesday 30th April, with 249 of 298 spaces (84%) occupied, leaving 49 spaces unused and available. On Wednesday 1st May, maximum parking demand was 203 of 298 spaces occupied (68%), leaving 95 available spaces. The survey work also indicates that the peak operational hours of the Hotel site are typically late morning (0900-1200 hours) and

the typical evening peak (1700-1900). The daytime average occupancy of the car park (0700-1700 hours) was 60% on 30th April and 53% on 1st May. When parking usage was assessed outside the operational hours for the additional facilities provided at the Hotel site (0200-0400 hours) the usage of the car park falls to an average of just 22% (just 64 parking spaces in use) only, representing the parking demand generated by overnight working staff and hotel guests when the Hotel was known to be 100% occupied. From this the Applicants' Transport Consultants surmise that the typical demand for parking generated by the Hotel is just 0.52 (64 spaces in use/123 hotel rooms occupied) spaces per guest room, effectively half of the Council's adopted maximum parking requirement for an Hotel room as set out in the current Parking Standards SPD.

On this basis, the Applicants argue that it is reasonable to consider that 0.52 spaces per hotel room is an appropriate evidence-based 'standard' for parking provision that should be applied to the consideration of the proposed hotel extension. In this way, it is calculated that the proposed 48-bedroom hotel extension should be considered to require provision of $0.52 \times 40 = 25$ parking spaces - which the parking accumulation survey work has demonstrated can be easily accommodated on site within the unused on-site parking provision that has been shown to exist even at the busiest times. Furthermore, this analysis is argued to be robust since, even assuming that the 25 space parking requirement is considered not to include staff parking and all 5 indicated additional staff were to drive to work as a worst case, the extra parking demand arising from the proposed Hotel extension (approximately 30 spaces) would still fit comfortably within the demonstrated spare capacity of the car park at the busiest times at the site.

The Applicants claim that the methodology they have used to assess whether or not the on-site parking provision would be sufficient to meet the functional parking needs of the Hotel was agreed by the Council at the pre-application stage. However this is not correct because Officers requested, but have not been provided with, data/evidence to demonstrate that the days on which the survey data was collected were, indeed, representative of the busiest operational days of the Hotel site – this is simply an assertion by the Applicants that is not backed by any evidence that has been provided to the Council despite being requested at the pre-application stage. Further, evidence has not been provided to corroborate the further assertion that the hotel was actually 100% occupied on the survey days. It has also been a matter of concern that no information has been provided about the extent of use of parking at the hotel site over weekends when the pattern of use is considered likely to be somewhat different and, indeed, special events may be hosted.

However, irrespective of these concerns about the submitted parking survey work, it is considered that the key determinant of whether or not parking provision would be adequate for the purpose of considering and determining the current application is whether, and to what extent, there is any actual evidence available to the Council that the Hotel site is unable to adequately accommodate its functional parking needs – and that this, in turn, gives rise to regular material highway safety and convenience concerns. Indeed, not simply occasional highway 'concerns' since it is current Government guidance that denying planning permissions on highways grounds is only justified and appropriate where the proposed development is demonstrated to give rise to 'severe' harm to the safety and/or convenience of highway users. It is not sufficient for a Local Planning Authority to merely identify concerns about a highway matter occurring on an irregular or occasional basis. Furthermore, clear evidence of wider highway harm(s) being caused with severe impact(s) must be identified. As a consequence, refusal on highway grounds is required to exceed a high evidential threshold. Furthermore, it is long-standing Government guidance that it is neither appropriate nor reasonable for developers to be required to resolve existing highway problems in the vicinity of their site in order to secure planning permission that they are neither responsible for, nor would materially exacerbate.

The parking situation in and around the site has been monitored by Council Officers on a random basis as time and opportunity has allowed since late March 2024 until the present. This has involved visits on all days of the week including at the weekend and at different times of the day and night. 2024 has seen a busy schedule of international and national sporting events that have been televised and promoted at the bar/grill. The Hotel has also hosted regular party nights and various corporate training and promotional events, private events etc throughout the year. In this respect the Hotel site is a busy location throughout the year and there are clearly going to be occasions when the car park will be practically fully. Nevertheless, the monitoring that has been undertaken confirms that, despite the site clearly being extremely busy on many occasions, the car park is rarely entirely full and there are often significant unused spaces or simply a regular turnover of parking spaces at busy times in which the capacity of the site has not been seen to be exceeded. Furthermore, car park usage does, indeed, noticeably fall overnight, when the associated facilities at the Hotel are closed.

The roads within Farnborough Business Park where the Hotel is located are in private ownership and control; and the FBP management rigorously enforces a zero-tolerance prohibition on parking on all Business Park roads and fines and/or tows-away offenders. The effectiveness of this active parking management is clear to see on a daily basis, in that there are simply no vehicles to be seen parked on the Business Park roads unless employed by the Business Park. Therefore, the Hotel is clearly not relying on customers to park on the Business Park roads should demand for on-site parking exceed the effective parking capacity of the Hotel site itself – there is simply nowhere where this can take place within the Business Park roads.

There has been some anecdotal information provided in the representations received with this application from a small number of Pinehurst Avenue residents to the effect that some limited overspill parking takes place in Pinehurst Avenue that is believed to be associated with the Hotel. Whilst this is plausible, since this is the nearest location where people could park without either incurring parking charges at the Hotel site or the likelihood of fines or tow-away for parking on the Business Park roads instead, it has not been possible to prove that this parking activity is definitely linked to hotel usage rather than, for example, visitors to other Business Park premises or, indeed, visitors to properties in Pinehurst Avenue. Additionally, in any event, the amount of overspill Hotel parking activity alleged to be taking place in Pinehurst Avenue is not reported or seen by Officers to be large and is clearly finite in extent, albeit undoubtedly annoying to some nearby residents. The principal concern expressed by objectors concerning Pinehurst Avenue parking is that it could impede emergency vehicle access along Pinehurst Avenue although no obstructive parking has been witnessed by Officers during monitoring visits that would be sufficient to do this. Furthermore, should such problems arise, it is possible that the Highway Authority would look favourably upon requests from local residents to have parking restrictions imposed on Pinehurst Avenue. Alternatively, residents could consider seeking the introduction of a residents' parking scheme instead. It is considered that the relatively small number of vehicles that may belong to persons visiting Business Park sites including the Hotel would then have little choice but to either find public parking within the Town Centre or use alternative modes of travel.

In the circumstances, and for the reasons stated, it is considered that there is no evidence available to the Council to demonstrate that the proposed Hotel extension would give rise to severe and regular harm to the safety and convenience of highways users sufficient to justify the refusal of planning permission and, indeed, to contradict the conclusions of the Applicants' parking surveys and Transport Statement. Indeed, it is considered that the Council has, on the basis of the observations of Officers over an extended period of time, in effect, independently verified the conclusions of the Applicants own parking usage survey work. Given that the

Council's adopted Parking Standards accept that the standard parking requirements are a maximum requirement, it is considered that the Applicants have, with the current application, provided cogent arguments to demonstrate that the existing on-site parking provision at the Hotel site is adequate to serve the functional needs of the existing Hotel and the proposed extension; and, indeed, that the proposals accord with the requirements of adopted Local Plan Policy IN2 and the Council's adopted Parking Standards SPD (2024) in terms of parking provision.

Highways Developer Contribution: As outlined in the Consultation Response section of this response, the Highway Authority (HCC Highways) has identified a need for a Transport Contribution in this case on account of the clear quantum of additional development proposed, considered likely to generate additional traffic on the local highway network. In this respect a Transport Contribution of £30,394 to be allocated to highways schemes in the local vicinity that will be of benefit to the users of the site and/or will mitigate against the additional multimodal trips associated with the additional development proposed. In a supplemental consultation response HCC Highways has clarified that the requested contribution would be used for improvements such as a bike share scheme and schemes outlined in the Rushmoor Local Cycling & Walking Improvement Plan (LCWIP), including in particular 'Route 240', which runs along the A325 corridor.

HCC has been working in partnership with active travel charity, 'Sustrans', and local borough and district authorities in develop Local Cycling & Walking Infrastructure Plans (LCWIPs) within Hampshire, including currently in draft form for Rushmoor, as set out in the Government's Cycling and Walking Investment Strategy (2017). LCWIPs enable a long-term approach (typically 10-year periods) towards developing local cycling and walking networks and form a crucial part of the Government's ambition to increase the number of trips made by walking and cycling. HCC see LCWIPs as a way to be aspiring and ready for future national funding opportunities to provide improvements in walking and cycling infrastructure, across the county. It is considered entirely appropriate that the requested Transport Contribution be directed towards improvement projects in the Rushmoor LCWIP. The applicants' agents have confirmed that their client are willing to make the necessary Transport Contribution as requested, which would have to be secured with a s106 Legal Agreement involving HCC as a signatory prior to planning permission being granted.

HCC Highways has confirmed that there is no requirement for a Travel Plan and associated financial contributions in this case.

Construction Management Plan: Also as outlined in the Consultation Response section of this Report, HCC Highways also request that, in the event that planning permission is granted, a condition be imposed to require the submission and approval of a Construction Management Plan prior to commencement of any construction works on site. Given the larger scale of the proposed development it is considered that this is appropriate to ensure the safety and convenience of highway users in the vicinity during the construction period; and could, indeed, be expanded to incorporate the Construction Management Environmental measures also needed to mitigate the impacts of the proposed construction period on nearby residents identified previously in this Report.

Conclusions of the Highways Considerations : It is considered that the current application has provided sufficient evidence to overcome and satisfactorily resolve the Council's reasons for the refusal of the 2018 application. On this basis it is considered that, subject to the completion of a satisfactory s106 Agreement to secure the agreed Transport Contribution and imposition of conditions that the proposals are acceptable in highways terms.

5. Flood Risk and Drainage Issues –

The application site is within Flood Zone 1. The submitted flood risk assessment concludes that the proposed development is at a low probability of risk of fluvial flooding. Adopted Local Plan Policy NE7 relates to surface water flooding and seeks details of sustainable drainage systems that will be incorporated into the development. Surface and foul water from the hotel extension are proposed to discharge into the existing on site surface water/foul water drainage. Hampshire County Council as Lead Local Flood Authority have sought additional/amended information from the applicants. Additional/amended information has been received from the applicants in this respect and the LLFA re-consulted, however, to date, no response has been received yet from the LLFA confirming whether or not this more recent submission is acceptable. An update on this matter will be provided at the meeting.

6. Ecology and Biodiversity Net Gain -

The Environment Act 2021 introduced a statutory footing for securing measurable net gains for biodiversity, requiring a 10% minimum uplift post-development. The Council's adopted Biodiversity Net Gain SPD (2024) sets out the Council's expectations in this respect and the various requirements and procedures to be followed to secure the necessary Biodiversity Net Gain with all non-exempted development proposals. The extent of the existing biodiversity features lost in this respect exceeds the de minimis threshold.

Additionally, Rushmoor Local Plan Policy NE4 states *“development proposals should seek to secure opportunities to enhance biodiversity and include proportionate measures to contribute, where possible, to a net gain in biodiversity, through creation, restoration, enhancement and management of habitats and features, including measures that help to link key habitats.”*

The Council's Ecology Officer has carefully considered the proposals in respect of this issue. It is considered that the reports submitted with application on this matter are appropriate in scope and methodology. It is proposed that landscaping enhanced for Biodiversity Net Gain (BNG) purposes be provided on site to replace the landscape planting to be lost to make way for the proposed development. It is considered that this development also offers opportunities to restore and enhance biodiversity and such measures will assist the Local Planning Authority in meeting the BNG obligation and help offset any localised harm to biodiversity caused by the development process. The development could incorporate the following:

- Providing bird nesting provision;
- Providing bat roosting provision erected on or integral within the new building;
- Providing insect hotels.

The post development habitat creation/enhancement to be provided would achieve a +14.05% change in habitat units and +31.22% in hedgerow units. The proposals therefore meet the Applicants' obligations in respect of statutory provision of BNG in line with the Environment Act 2021.

Whilst the Ecology Officer agreed with the majority of the proposed biodiversity planting as originally submitted with the application, it was considered that the proposed creation of an area of "Other Neutral Grassland" is likely to be unachievable in the context of the on-going Hotel and associated car park use of this site and, as such, it was recommended that this habitat type be changed to the planting of native mixed scrub instead, which would not affect the reaching of the 10% BNG target but would, in contrast be achievable. Furthermore, it was recommended that a Native Hedgerow (containing such hedgerow species as Hawthorn, Hazel, Dog Rose,

Beech, or Holly) be planted instead of Non-native and Ornamental hedging. It is considered that implementation of these amended habitat recommendations would help ensure that the proposed development delivers sustainable statutory BNG as a result of the development for the required minimum 30 year period. Final detail of these plans, including ongoing management and monitoring obligations, will need to be specified within documents submitted to discharge a pre-commencement Biodiversity Gain Plan condition and to be secured with a s106 Legal Agreement.

As a result of the suggested amendments to the BNG planting scheme the Applicants have subsequently submitted revised planting proposals in line with the Ecology Officers' recommendations. At the time of writing this report a re-consultation response is awaited from the Ecology Officer to confirm that the revised landscaping proposals are satisfactory.

The Preliminary Ecological Assessment submitted with the application does not highlight any major constraints to the build and has identified a negligible likelihood of bats, badgers, reptiles, and amphibians. Furthermore, there are currently no protected habitats on site. Nevertheless, the Ecology Officer notes that bats are highly mobile and move roost sites frequently. Accordingly unidentified bat roosts may still be present or bats could take residence in the time between the production of the Report and the commencement of works. All species of bat and their roosts are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017, as amended and Wildlife and Countryside Act 1981. It is therefore recommended that the following informative be attached to any permission granted:

"It is an offence to kill, injure or disturb an individual bat; damage, destroy or obstruct access to a breeding site or resting place of that individual. Destruction of a bat roost is therefore an offence, regardless of whether a bat is present at the time of roost removal. The grant of planning permission does not supersede the requirements of this legislation and any unauthorised works could constitute an offence. If bats or signs of bats are encountered at any point during development then all works must stop immediately and you should contact Natural England in order to avoid breach of the below referenced legislation."

The applicant will be aware of the requirement to apply for a bat mitigation licence for any activity that may adversely impact on a potential bat roost or disturb bats, to avoid contravention of the above referenced legislation. It must also be noted that that common breeding birds could be present in existing shrubs and trees if works are undertaken between March and August (inclusive). Part I of the Wildlife & Countryside Act 1981, as amended, makes it an offence to intentionally kill, injure or take any wild bird, or intentionally to damage, take or destroy its nest whilst it is being built or in use. Accordingly, the developer should take action to ensure that development activities such as vegetation or site clearance are timed to avoid the bird nest season of early March to August inclusive. If this is not possible and only small areas of dense vegetation are affected, the site should be inspected for active nests by a competent ecologist within 24 hours of any clearance works. If any active nests are found they should be left undisturbed with a buffer zone around them, until it can be confirmed by an ecologist that the nest is no longer in use. Again, a suitably-worded informative is considered appropriate to remind the developers of the requirements of the Wildlife & Countryside Act.

Subject to confirmation that the revised landscaping proposals are satisfactory, and the completion of a satisfactory s106 securing BNG provisions, together with the imposition of appropriate conditions and provision of informatives it is considered that the proposed development would be acceptable having regard to the statutory BNG requirements, adopted Local Plan Policy NE4 and the Council's adopted BNG SPD.

7. Other Issues –

Access for People with Disabilities : It is considered that there is no reason why the proposed Hotel extension would be unable to provide adequate access for people with disabilities in accordance with the Building Regulations. In the circumstances it is considered that adequate facilities would be provided for people with disabilities using the proposed development.

Sustainability : Criterion b. of Policy DE1 requires new developments to *“promote designs and layouts which take account of the need to adapt to and mitigate against the effects of climate change, including the use of renewable energy”*. Criterion n. then requires that *“All development proposals will demonstrate how they will incorporate sustainable construction standards and techniques.”* And: *Major commercial developments over 1,000 sqm gross floorspace will be required to meet BREEAM ‘very good’ standard overall (or any future national equivalent) and BREEAM ‘excellent’ standard for water consumption (or any future national equivalent).”*

Local Plan Policy DE4 also requires new non-residential development of 1000 square metres gross external area or more to provide evidence on completion of achievement of the BREEAM ‘excellent’ standard for water consumption. This can typically be achieved by undertaking measures such as the installation of water fittings with restricted flow rates.

In these respects, a Sustainability Statement has been submitted in support of the application which confirms that the development will be energy efficient, low carbon and be in compliance with Part L of the Building Regulations. Water efficiency will be a feature of the development through the use of low flow sanitary ware. The building enveloped will include passive design measures such as improved U-values, solar controlled glazing and minimised air permeability rates. A BREEAM Pre-Assessment also accompanies the application which demonstrate that the development will achieve a BREEAM "Very Good" level. To ensure this it is recommended that a condition securing a verification report confirming that "Very Good" level has been achieved be imposed. In addition, a condition can be imposed to invoke the lower water consumption requirements of the Building Regulations. Subject to these conditions being imposed no objection is raised to the proposals on sustainability grounds having regard to the requirements of Local Plan Policies DE1 and DE4.

Skills & Employment : The Council holds National Skills Academy for Construction status and works in partnership with the construction industry to generate skills, training and employment opportunities on large development sites in the Borough. In addition to benefitting local employment opportunities, this initiative also benefits employers, especially where there are skill shortages that make it difficult to find appropriately skilled staff. Where it is considered appropriate to do so, early engagement with developers is fostered, often through commencing a dialogue with developers even when planning applications are still under consideration : consequently his process must generally operate outside of the planning system and the consideration of planning applications. In this case the proposed development is indicated to only generate a modest increase in employment opportunities accordingly it is not considered appropriate (as it would be disproportionate to the proposals) to require by condition the production of a Skills & Employment Plan. Nevertheless, an Employment & Skills Plan has been submitted with the application which is considered to be satisfactory and its implementation can reasonably be required by condition. Additionally, the Council’s Employment & Skills Officer has been alerted to the proposals and able to seek a dialogue with the applicants to discuss training and employment opportunities for local people.

Conclusions –

It is considered that the current application satisfactorily overcomes the Council's reasons for refusal of the 2018 application through the submission of survey data and evidence to demonstrate adequate parking provision to meet the functional parking needs of the proposed extended Hotel that the Council has been unable to contradict. Accordingly, the proposals are considered unlikely to cause any demonstrable severe harm to the safety and convenience of highway users. The proposals are also considered to be acceptable in principle, visual terms, would have no material and adverse impacts upon neighbours, and it is considered that satisfactory statutory Biodiversity Net gain can be achieved. The proposals are thereby considered acceptable having regard to Policies SS2, SP2, IN2, DE1, PC1, PC2, PC8, NE2, NE3, NE4, & NE6-8 of the adopted Rushmoor Local Plan (2014-2032) and associated relevant Supplementary Planning Documents.

Full Recommendation

It is recommended that **SUBJECT** to:-

1. No objections being raised by the Lead Local Flood Authority (Hampshire County Council) in responding to the Council's re-consultation following the provision of additional/amended information to the LLFA;
2. The completion of a satisfactory tri-partite Legal Agreement with both Rushmoor Borough Council and Hampshire County Council as signatories under Section 106 of the Town and Country Planning Act 1990 by 30 October 2024 or such later date as agreed by an extension of time to secure:-
 - (a) a £30,394.00 Transport Contribution to be allocated to highways schemes in the local vicinity as outlined in the Rushmoor Local Cycling & Walking Improvement Plan (LCWIP), including in particular 'Route 240', which runs along the A325 corridor, that would mitigate against the additional multimodal trips associated with the additional development proposed; and
 - (b) requirements for the management and monitoring of the biodiversity improvements to be provided with the proposed development for a minimum period of 30 years, including provision of an appropriate BNG monitoring fee;

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

However, in the event that a satisfactory s106 Agreement is not received by 30 October 2024 and no Extension of Time has been agreed, the Head of Planning, in consultation with the Chairman, be authorised to refuse planning permission on the grounds that the proposal does not provide a financial contribution to mitigate the highways impacts of the proposed development.

- 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 and details – 1599-01 REV.A; 1599-02 REV.A; 1599-02 SHT.1 REV.A; 1599-02 SHT.2 REV.A; 1599-06 REV.A; 170225-3DR-XX-DR-A-10-005 REV.C;

170225-3DR-XX-DR-A-10-009 REV.B; 170225-3DR-XX-DR-A-10-010 REV.B; 170225-3DR-XX-DR-A-10-015 REV.D; 170225-3DR-XX-DR-A-20-006 REV.G; 170225-3DR-XX-DR-A-20-008; 170225-3DR-XX-DR-A-20-009; 170225-3DR-XX-DR-A-20-010; 170225-3DR-XX-DR-A-20-011 REV.A; 170225-3DR-XX-DR-A-20-012 REV.F; 170225-3DR-XX-DR-A-20-013 REV.C; 170225-3DR-XX-DR-A-20-014 REV.F; 170225-3DR-XX-DR-A-20-016 REV.B; 170225-3DR-XX-DR-A-20-017 REV.A; CGI 1 Front Elevation; CGI 2 Elevation Detail; CGI 3 Bridge Link; CGI 4 Perspective View; Design & Access Statement; Planning Statement; Transport Statement; Noise Impact Assessment; Updated FRA & Surface Water Drainage Strategy & Response to HCC LLFA; BREEAM Pre-Assessment; Employment & Skills Plan; Phase II Ground Investigation; Sustainability Statement; Arboricultural Impact Assessment & Tree Survey; Preliminary Ecological Appraisal; BNG Design State Report; BNG Metric Spreadsheet; and BNG Statement Form.

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

- 3 Construction of the following elements of the development hereby approved shall not start until a schedule and/or samples of the materials to be used in them have been submitted to, and approved in writing by, the Local Planning Authority. Those elements of the development shall be carried out using the materials so approved and thereafter retained:
- External walls;
 - Roofing materials;
 - Window frames;
 - Rainwater Goods; and
 - Ground Surfacing Materials.

Reason - To ensure satisfactory external appearance. *

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

Reason - To protect the amenities of neighbouring and nearby properties.

- 5 No development shall begin until a detailed surface water drainage scheme for the site in accordance with the updated Flood Risk Assessment & Surface Water Drainage Strategy received on 10 September 2024, has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:-
- (a) A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment;
 - (b) Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations;
 - (c) Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change; and
 - (d) Maintenance schedules detailing the maintenance requirements of all drainage elements within the site.

Reason - To comply with the requirements of Local Plan Policy NE8. *

- 6 The development shall be carried out strictly in accordance with the noise emission mitigation described within the RMP Noise Impact Assessment hereby approved. The internal and external noise levels mitigation shall be implemented prior to first occupation of the development to which it relates and thereafter retained for the life of the development. *

Reason - To safeguard future occupiers of the development against noise disturbance.

- 7 All new plant and machinery to be installed within the application site shall be enclosed with soundproofing materials and mounted in a way which will minimise transmission of structure-borne sound in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority.

Reason - To protect the amenity of neighbouring occupiers. *

- 8 The existing trees, hedges and shrubbery on and adjoining the application site which are to be retained shall be adequately protected from damage during site clearance and works in accordance with the measures set out in the submitted Viewpoint Associates LLP Arboricultural Impact Assessment including the following:-

(a) stout exclusion fencing erected and retained for the duration of the site clearance and construction period located outside the extent of the root protection area(s) of any trees/hedges/shrubbery to be retained in proximity to an element of the proposed clearance and development works hereby permitted;

(b) no building materials, plant or equipment shall be stored during the site clearance and construction period within the rooting zone of any trees or hedges on or adjoining the application site;

(c) no burning of materials shall take place on site; and

(d) care should be taken to ensure that any vehicles entering or leaving the site, or deliveries made to the site, do not cause damage (including ground compression within rooting zones) of any trees on or adjoining the application site.

These measures shall be put in place as appropriate before any excavation, construction, vehicle parking or storage of building materials commences.

Reason - To preserve the amenity value of the retained tree(s).

- 9 The development hereby permitted shall not be occupied until the new parking spaces shown on the approved plans have been constructed, surfaced and made available to occupiers of, and visitors to, the development as allocated on the approved plans. Thereafter these parking facilities, together with all of the existing on-site parking spaces to be retained as shown on the approved plans, shall be kept available at all times for parking purposes as shown on the approved plans. Furthermore, the parking spaces shall not be used at any time for the parking/storage of boats, caravans or trailers.

Reason - For the avoidance of doubt and to ensure the provision, allocation and retention of adequate off-street car parking. *

- 10 Provision shall be made for services to be placed underground. No overhead wire or cables or other form of overhead servicing shall be placed over or used in the development of the application site.

Reason - In the interests of visual amenity.

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

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

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

- 12 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.

- 13 The hotel extension hereby permitted shall be designed and implemented to achieve the BREEAM 'excellent' standard for water consumption (or any national equivalent) and BREEAM 'Very Good' standard for overall sustainability to be confirmed by the submission to the Local Planning Authority of post-construction BREEAM certification.

Reason – In the interests of sustainability and to manage water consumption efficiently consistent with the requirements of Policy DE4 of the adopted Rushmoor Local Plan (2014-2032) and the advice in NPPF Paragraph 154.

- 14 Notwithstanding the details submitted with the application, no part of the residential accommodation hereby approved shall be occupied until details of an appropriate level of biodiversity enhancement, to demonstrate bio-diversity net gain, have been submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (i) A revised detailed landscaping and planting scheme, to include native planting, wildflower grassland, wetland features (swales) and semi-mature tree planting and other measures to create areas of additional nesting and foraging habitat for nesting birds and commuting bats;
- (ii) Bat boxes and bird boxes;
- (iii) A schedule for implementation of the biodiversity measures together with a management plan; and
- (iv) Landscaping and planting implementation phasing plan.

The planting scheme so approved shall be implemented in accordance with the approved landscaping and planting implementation phasing plan. 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 approved. The biodiversity enhancement measures shall be implemented and managed as approved in accordance with the agreed timescales.*

Reason: In the interests of nature conservation and to increase the biodiversity of the site.

Informatives

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

It is considered that the current application satisfactorily overcomes the Council's reasons for refusal of the 2018 application through the submission of survey data and evidence to demonstrate adequate parking provision to meet the functional parking needs of the proposed extended Hotel that the Council has been unable to contradict. Accordingly, the proposals are considered unlikely to cause any demonstrable severe harm to the safety and convenience of highway users. The proposals are also considered to be acceptable in principle, visual terms, would have no material and adverse impacts upon neighbours, and it is considered that satisfactory statutory Biodiversity Net gain can be achieved. The proposals are thereby considered acceptable having regard to Policies SS2, SP2, IN2, DE1, PC1, PC2, PC8, NE2, NE3, NE4, & NE6-8 of the adopted Rushmoor Local Plan (2014-2032) and associated relevant Supplementary Planning Documents.

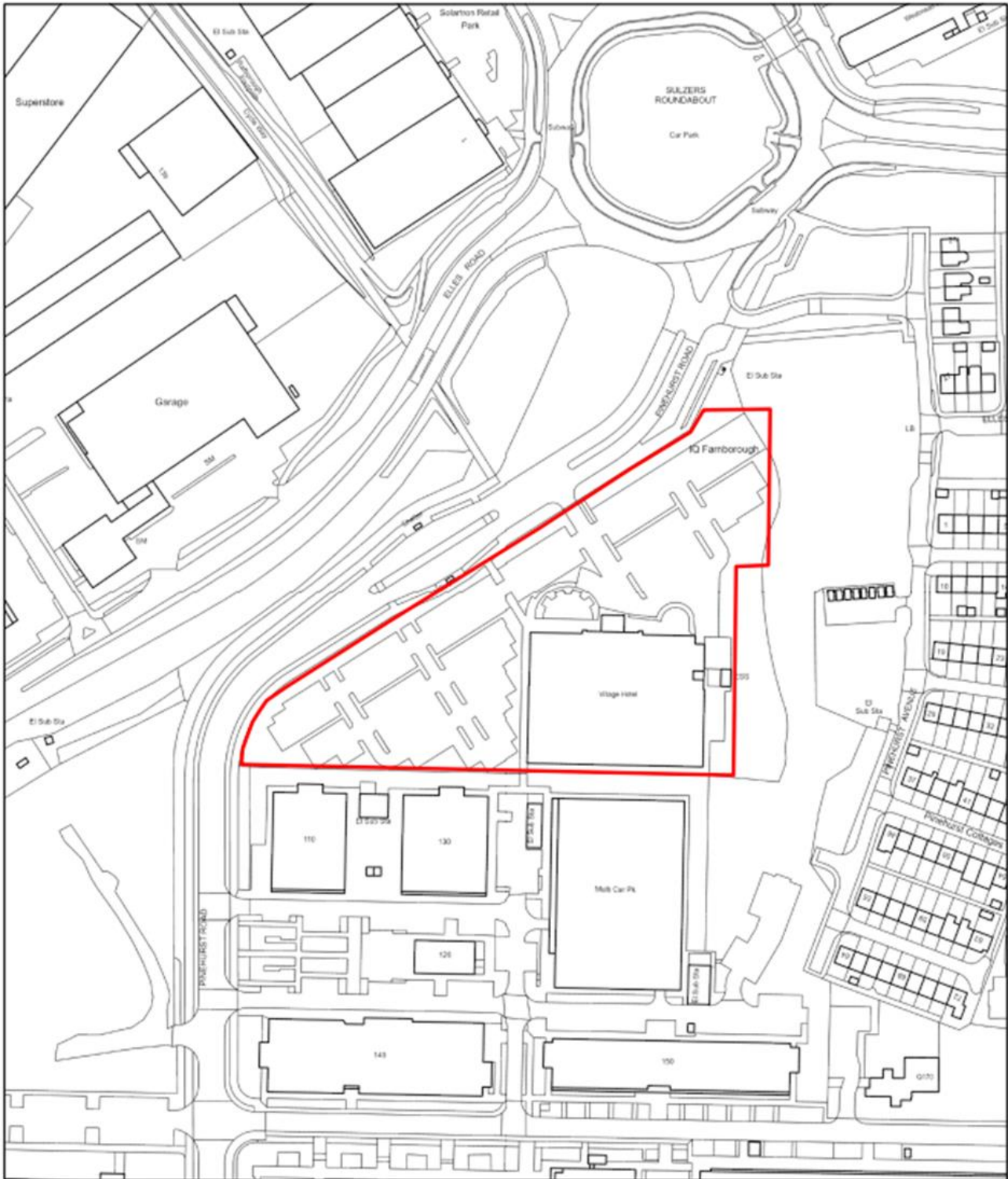
It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant 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). If your legal obligation includes a payment of sums, then you must contact the Council (at plan@rushmoor.gov.uk) at least 20 days prior to the commencement of development both stating your intended date of commencement and requesting an invoice to pay such funds. The payment of all contributions as required by such s106 must be received prior to the commencement of development.
- 3 **INFORMATIVE -** Your attention is specifically drawn to the conditions marked *. These condition(s) require the submission of details, information, drawings etc. to the Local

Planning Authority BEFORE a certain stage is reached in the development. Failure to meet these requirements is in contravention of the terms of the permission and the Council may take enforcement action to secure compliance. As of April 2008 submissions seeking to submit details pursuant to conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.

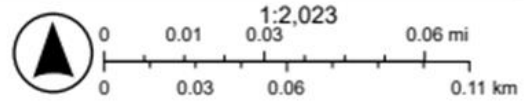
- 4 INFORMATIVE - The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by:
 - a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and
 - b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
- 5 INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Council's Environmental Health Team for advice.
- 6 INFORMATIVE - The applicant is advised that during the construction phase of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information, please contact the Council's Environmental Health Team.
- 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 0845 850 2777.
- 8 INFORMATIVE - In the UK protected wildlife species, which includes badgers and all species of bats and nesting birds, are afforded statutory protection such that un-licensed harm and/or disturbance would constitute an offence. The grant of planning permission does not supersede the requirements of this legislation. If any protected species or signs of them are encountered at any point during development then all works must stop immediately and you should contact Natural England.
- 9 INFORMATIVE – Water Efficiency : The developer is advised that you will need to demonstrate compliance with Condition No.13 when you apply for Building Control approval for the development. The Council strongly recommends that this condition is implemented having regard to the “fittings approach” set out in Table 2.2 of the Building Regulations 2010 (Part G). With respect to non-residential development you can find out how to achieve BREEAM ‘excellent’ standard for water efficiency by going to the Building Research Establishment Ltd website BREEAM – BRE Group.

- 10 INFORMATIVE - The applicant is reminded that the proposed commercial/community use 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".
- 11 INFORMATIVE - The Applicant is advised that the Council holds National Skills Academy for Construction status and works in partnership with the construction industry to maximise employment, skills and social value opportunities from developments locally. Our Economic Development team offers support in preparing and implementing Employment and Skills Plans, along with others, including Job Centre Plus, and in facilitating links with local job seekers, schools, colleges and job centres. For more information, please contact the Council's Employment and Skills Officer, Jennifer Upstill on 07341522109 or jennifer.upstill@rushmoor.gov.uk
- 12 INFORMATIVE - The applicant is requested to bring the conditions attached to this permission to the attention of all contractors working or delivering to the site, in particular any relating to the permitted hours of construction and demolition; and where practicable to have these conditions on display at the site entrance(s) for the duration of the works.
- 13 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.



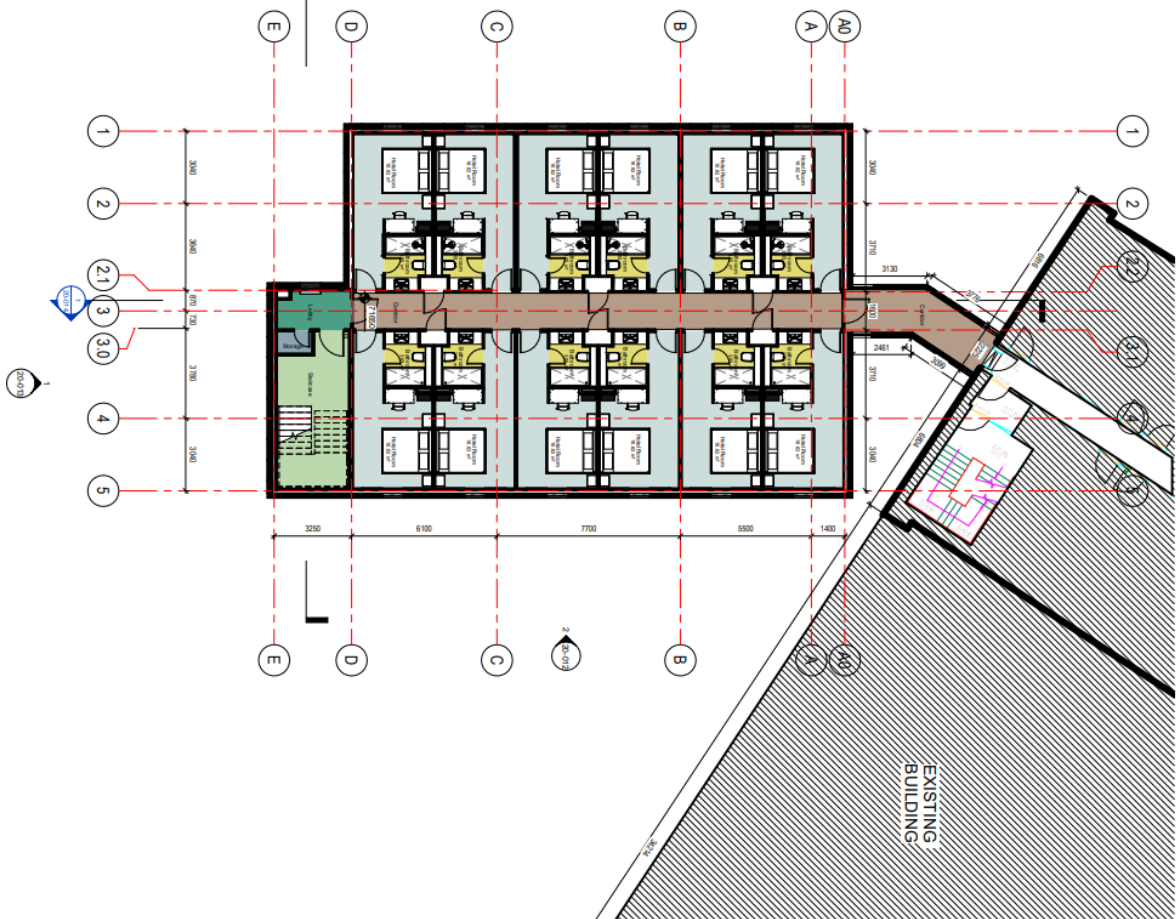
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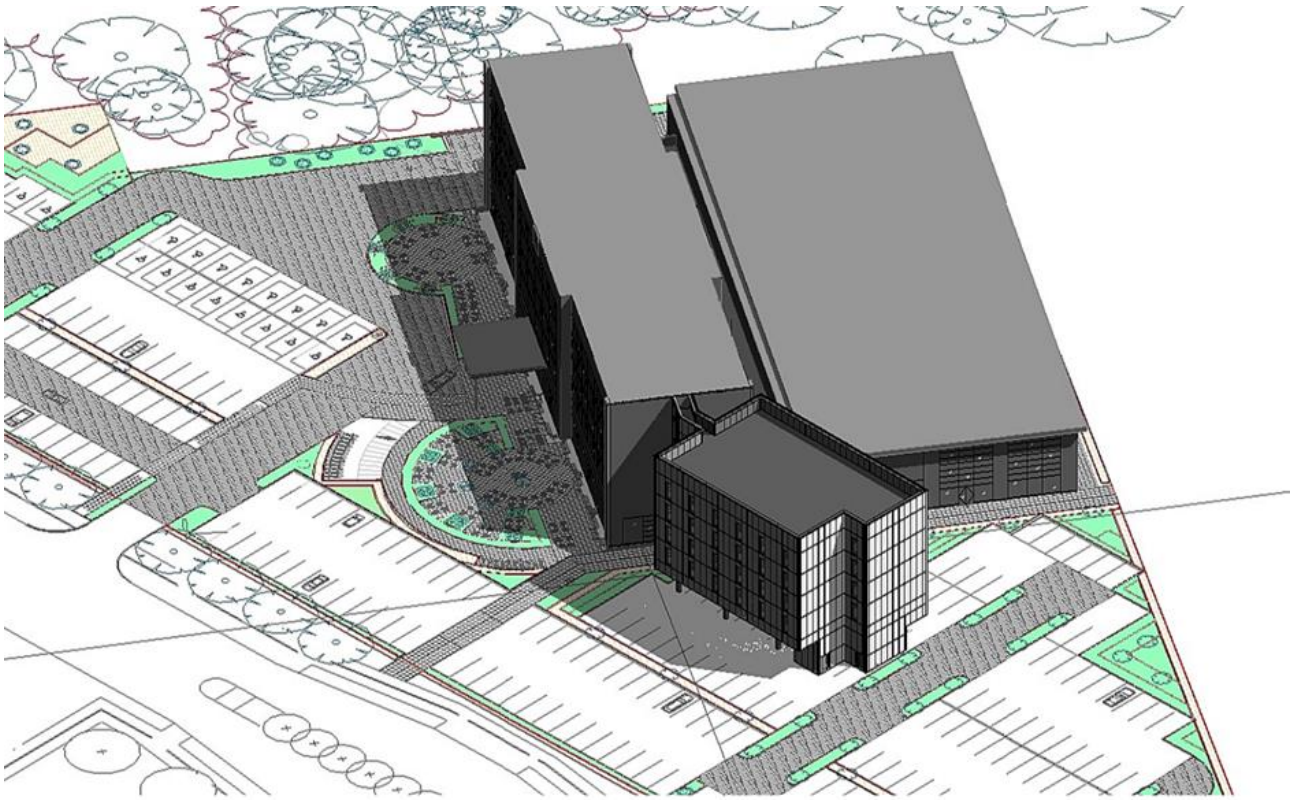
 Planning Application





1 Site plan proposed
1:500



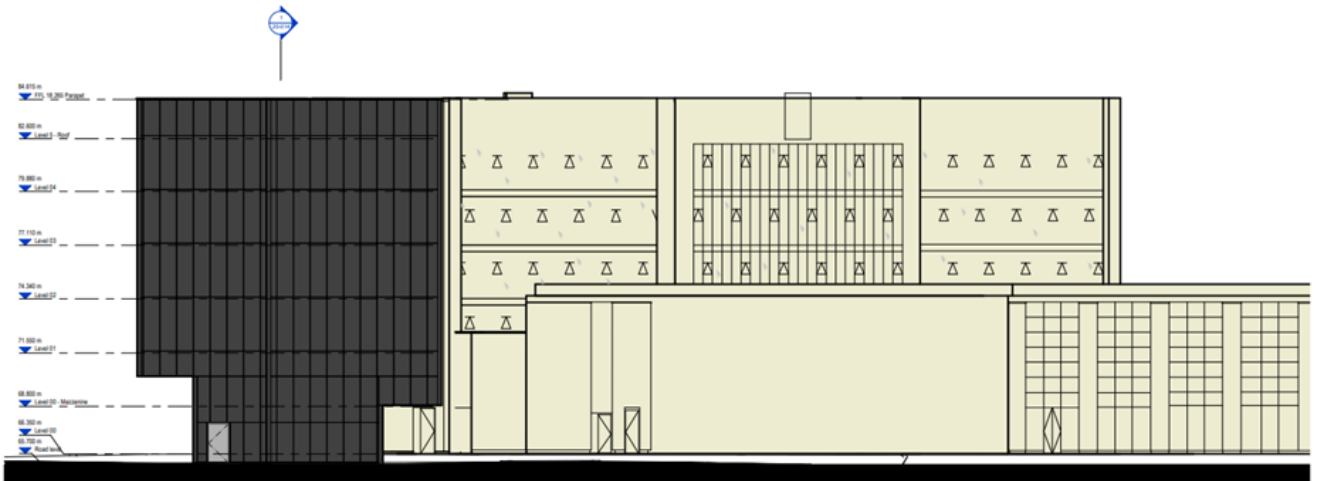




1 Front Elevation
1:100



2 Back Elevation
1:100



1 Side Elevation
1:100

