

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

Case Officer	Sarita Jones
Application No.	18/00397/FULPP
Date Valid	25th May 2018
Expiry date of consultations	22nd August 2018
Proposal	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.
Address	Village Hotel Pinehurst Road Farnborough Hampshire GU14 7BF
Ward	Empress
Applicant	VUR Village Trading No 1 Limited
Agent	Katie Brown
Recommendation	Refuse

Description

This triangular shaped site is located on the south eastern side of Pinehurst Road, some 50m from its junction with the Sulzers roundabout. The site comprises a part two storey part five storey building of 9258 sq m 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 with associated car, cycle and motorbike parking. Two semi-circular external seating areas are located at the front of the building. The building is of contemporary design with a flat roof and upper floors of front elevation characterised by a central glazed section, incorporating a laddered window design, framed by a black clad surround with a slatted brise soleil system on either side. It is noted that there is an established informal path through an adjoining landscaped area from Pinehurst Avenue into the hotel car park.

The site is generally level. On the Pinehurst Road frontage there is a cycleway/footpath which provides links into the business park, town centre and railway station. There is a bus stop immediately outside the site. Farnborough Business Park Ltd (FBP) have initiated a demand responsive bus serve 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.

This is a gateway site to the Farnborough Business Park to the south and west. The business park has an area of just under 51 hectares with vehicular access from Elles Road (A327) via the Meadowgate roundabout or Meudon Avenue via the Sulzers roundabout. Queensgate Road (formerly the Southern Access Road) provides vehicular access into the park from the Queens roundabout Farnborough Road/Government House Road. Beyond the business park is Farnborough Airport which is operated by TAG. To the east there is a tree/landscaped area (which is within the control of FBP) with terraced properties known as Pinehurst Cottages beyond. These properties flank the application site on a north/south orientation and have access from Pinehurst Avenue. To the north there are offices, the Solartron and Horizon retail parks and Farnborough town centre.

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

In October 2006, an application, 06/00550/FULPP was withdrawn for a part two storey part six storey building of 9728 sq m comprising a 154 bedroom 4* hotel with associated development.

In May 2007, the Council formally confirmed (07/00311/SCREEN) that the development proposed pursuant to planning application 07/00309/FUL as set out below was not Environmental Impact Assessment (EIA) development within the meaning of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. This was on the basis that it was concluded the proposed development would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

In September 2007 planning permission, 07/00309/FUL, was granted for part two storey part five storey building of 9258 sq m 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. Two semi circular external seating areas were to be provided. 300 car parking spaces were approved of which 18 were for disabled use. Cycle parking for 44 bicycles and 12 motorbikes was also approved. The approved servicing for the development is through the car park with the main service area being located adjacent to the eastern boundary. The existing pedestrian and cycle ways in front of the site were modified to reflect the revised access arrangements. A new walkway was approved, and subsequently provided, across the site to provide pedestrian access into the adjoining site currently occupied by Fluor. This permission was implemented.

In January 2009, planning permission, 08/00761/FUL, was granted for the reconfiguration of external plant buildings (previously approved under planning reference 07/00309/FUL)(part retrospective). This permission was implemented.

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. No additional car parking spaces were provided. This permission was implemented.

The current proposal seeks permission for the erection of a 48 bedroom extension with link bridge connecting to the existing building, the reconfiguration of the existing car park, landscaping and associated works. The extension would be rectangular in footprint and located on the north west corner of the existing hotel. It would be five storeys in height, matching the height of the main hotel, with a flat roof. The extension would be at an angle when viewed from the front with a full height glazed link forming the transition from the existing hotel. The ground floor would be used as undercroft car parking with enclosed staircase access, plant and store area also provided. The upper floors would provide a total of 48 bedrooms (12 per floor). The proposed 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 roof behind the proposed parapet. New landscaping is proposed including the planting of three trees to replace the one to be felled.

Vehicular access into the site remains unchanged. Six car parking spaces would be lost as a result of the proposal. No additional parking would be provided. The existing pedestrian link from the Fluor site would be retained and located beneath the link bridge. Four new cycle spaces are proposed. Two existing streetlights within the car park to the north and south of the proposed extension would be reduced in height by 50 centimetres and one fixed wall light on the existing hotel would be removed and replaced by undercroft lighting under the proposed link bridge.

The application is accompanied by a planning statement, a design and access statement, a transport statement including parking surveys, a flood risk and drainage impact assessment, a noise statement, a Phase II ground investigation report, an arboricultural survey and impact assessment, landscape plans and design statement, a BREEAM pre-assessment, a sustainability statement, a preliminary ecological appraisal assessment report and an external lighting plan.

Consultee Responses

Ecologist Officer	raises no objection to the proposal subject to condition.
Surface Water Drainage Consultations	raises no objection to the proposal.
Environment Agency	raises no objection to the proposal.
HCC Highways Development Planning	raises a holding objection to the proposal.
Scottish & Southern Energy	No views received.
Environment Agency	advises that new development should be connected to

the public foul sewer. If it is shown not to be feasible to connect to the public foul sewer, an Environmental Permit may be required from the Environment Agency.

Hampshire Fire & Rescue Service	advises that the development should be in accordance with Approved Document B5 of the Building Regulations and section 12 of the Hampshire Act 1983. Recommendations are also made in respect of access for high reach appliances, water supplies, fire protection, testing of fire safety systems, fire fighting and the environment and timber framed buildings.
Southern Gas Network (Formerly TRANSCO)	No views received.
Environmental Health	raises no objection to the proposal.
Planning Policy	raises no objection to the proposal.
Crime Prevention Design Advisor	No views received.
TAG	raises no objection to the proposal.
Arboricultural Officer	raises no objection to the proposal subject to the submitted tree protection measures applied throughout the development and mitigation planting.
Thames Water	advises that they have identified an ability of the existing surface water infrastructure to accommodate the needs of this development proposal. They also note that surface water flows from the site represent a flooding risk to the local network and site drainage. No objection is raised to the proposal in terms of the foul water network infrastructure .

Neighbours notified

In addition to posting a site notice and press advertisement, 94 individual letters of notification were sent to addresses in Elles Close, Invincible Road, Pinehurst Avenue, Pinehurst Road and Solartron retail park and also to XLB as asset managers for the business park

Neighbour comments

Objections have been received from 28 and 69 Pinehurst Cottages Pinehurst Avenue on the following grounds:

- not satisfied with the parking survey, it is obvious that staff park in Pinehurst Avenue as evidenced by the worn path through the trees to the hotel grounds;
- dangerous levels of parking now;
- given breaches of the licence conditions how can we be sure that they will comply with any other constraints placed upon them;

- unless a change in access can be made for residents, the extension will exacerbate existing traffic levels;
- little attention is being paid to the residents of Pinehurst Avenue;
- increased noise nuisance;
- large volumes of additional vehicles using the already limited parking space at the hotel;
- further congestion on the entrance to the Sulzers roundabout;
- probability of hotel clients parking in Pinehurst Avenue when the car park is at capacity is greatly increased;
- worsening problems with the continual stream of vehicles entering Pinehurst Avenue and asking residents where the Village hotel is;
- any extension would be overdevelopment;

A representation has been received on behalf of XLB LLP, the asset manager for Farnborough Business Park on behalf of the owner Farnborough Business Park Ltd making the following comments:

- it is imperative that the chosen construction methods are not to the detriment of the other occupiers of the business park or the functioning of the park;
- it is important that the quality of the proposed materials is of high standard and in keeping with the wider business park in terms of overall quality as well as colour palette and finish;
- the landscaping which is a key feature of the business park must be respected and maintained and be of high quality throughout the proposed development.

Policy and determining issues

The site lies within the built up area of Farnborough. Policies SS1 (The Spatial Strategy), SP4 (Farnborough town centre), CP1 (Sustainable Development Principles), CP2 (Design and Heritage), CP3 (Renewable Energy and Sustainable Construction), CP4 (Surface Water Flooding), CP8 (Supporting Economic Development), CP9 (Skills and Training), CP10 (Infrastructure Provision), CP16 (Reducing and Managing Travel Demand) and CP17 (Investing in Transport) of the Rushmoor Core Strategy, "saved" local plan policies ENV13 (Trees and Existing Landscape Features), ENV16 (General development criteria), ENV19-19.4 (New landscaping requirements), ENV21 & 22 (Access for people with disabilities), ENV43 (Flood Risk), ENV48, ENV49, ENV50, ENV51 and ENV52 (Environmental Pollution and Noise), T1 (New hotels and loss of existing), T3 (Tourist facilities), TC1 (Policies for Aldershot & Farnborough town centres & North Camp District Centre), FA1 & 1.1 (Major development proposals at Farnborough Aerodrome), FA3 (Main factory site allocated for employment development plus appropriate uses), TR10 (Transport and Development) are relevant to the consideration of this application as is the advice contained in the National Planning Policy Framework/Practice Guidance. The guidance contained in the Council's supplementary planning documents on Planning Contributions - Transport 2008 and Car and Cycle Parking Standards 2017 is also relevant as are the supplementary planning documents on Farnborough town centre and associated prospectus and Farnborough Civic Quarter.

The Council published the draft submission version of the Local Plan for public consultation between Friday 9 June and Friday 21 July 2017. The Council's Planning Policy team have processed all the representations that have been received, prepared a report which has summarised the issues raised during the consultation and set out the Council's response. On 2 February 2018, this report, together with all the 'duly made' representations received during the consultation period, were submitted to the Planning Inspectorate for examination,

alongside the plan and its supporting documents.

A planning inspector has been appointed. She held a public hearing in May this year. Given this, and recognising that they currently have limited weight, policies SS1 (Presumption in favour of sustainable development), SS2 (Spatial Strategy), SP2 (Farnborough town centre), SP2.3 (Farnborough Civic Quarter), IN1 (Infrastructure and Community Facilities), IN2 (Transport), D1 (Design in the Built Environment), DE4 (Sustainable Water Use), DE10 (Pollution), PC1 (Economic Growth and Investment), PC2 (Strategic Employment Sites), PC4 (Farnborough Business Park), PC8 (Skills, training and employment), NE3 (Trees and Landscaping), NE6 (Managing Fluvial Flood Risk) and NE8 (Sustainable Drainage Systems) are considered relevant to the current proposal.

The main determining issues are considered to be

- the principle of development;
- design and scale;
- trees, landscape and ecology;
- impact on neighbours;
- flood risk and the water environment
- transport and parking issues and
- sustainable development.

Commentary

The principle of development

The site lies within the built up area of Farnborough wherein the principle of development is acceptable. The Planning Policy and Conservation Manager has been consulted on this application and advises that:

.."The application submission includes a Planning Statement, which sets out in detail the relevant planning policy framework for the assessment of the application. This is accepted as a comprehensive analysis of the relevant planning policy framework for the assessment of this application and is therefore not repeated here. To summarise the principle of the hotel use on the business park is established through the original permission for hotel development and the extension of the hotel meets the operation and function of the business park tests set out in emerging Rushmoor Local Plan Policy PC2. In addition, the development comprises the extension of an existing building to support identified business needs, which satisfies criterion b of Policy CP8.

The application Planning Statement sets out a sequential analysis of sites, as required by the NPPF. Not all the conclusions in respect of the sequential analysis are accepted. However, it is agreed that sequentially a hotel extension is acceptable in this location given the nature of the proposed 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 close 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 Civic Quarter development provide a sequentially preferable location for new hotel development. However, this 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 bedrooms. In addition, the Farnborough Hotel Investment Prospectus 2017 identifies that all indicators point to continuing growth in demand for hotel accommodation in Farnborough led by the new Farnborough International Exhibition and Conference Centre. To conclude, 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 respect of the detailed acceptability of the hotel extension and that should be assessed against other relevant Local Plan policies, as set out in the Planning Statement and as above. The adequacy of car parking provision also needs to be assessed in line with the requirements of Core Strategy Policy CP16 and the adopted car parking standards, as set out as in the adopted SPD. These matters are considered below.

Design and scale

The existing building has the appearance of a black rectangular box with clean and simple lines reflecting its contemporary design. The proposed extension continues this design ethos in both its linear form and use of materials. It is a subordinate element to, and seen in the context of the existing hotel, and is considered to be acceptable in visual amenity terms.

Trees, landscape and ecology

The application is accompanied by an Arboricultural Survey, an Arboricultural Impact Assessment and landscape proposals. The tree survey indicates that two trees (one *Prunus schmitti* - Schmitt's Cherry, and a *Crataegus x prunifolia* "Splendens - Frosted Thorn") are required to be removed to facilitate the development. A *Prunus schmitti* located adjacent to the southern end of the car park is also proposed to be removed due to declining health and sound arboriculture practice. The landscape strategy includes the planting of three replacement Schmitt's Cherry trees. The Council's Arboricultural Officer has been consulted on this application and advises that this proposal threatens the loss of two small C grade trees and one U grade tree all of nominal significance to public visual amenity. He is satisfied that mitigation planting will compensate for this loss. Subject to the imposition of conditions to protect and supplement the landscape character of the site during and following the completion of development he raises no objection to the proposal.

A preliminary ecological appraisal has been submitted with the application. This concludes that the potential impact of the proposed hotel extension are likely to be low. However recommendations are made in relation to lighting, proposed works taking place outside the bird breeding season (March to September), use of native species in any new landscaping and provision of bird and bat boxes. The Council's Ecologist is satisfied with these recommendations and also recommends the submission of a green infrastructure strategy. These matters may be dealt with by way of condition in the event that planning permission were to be granted.

Subject to the imposition of conditions as set out above, in the event that planning permission were to be granted and given the existing structural landscaping on the Pinehurst Road frontage and the trees to be retained within the adjacent landscaped buffer, the proposal is acceptable in landscape and ecology terms.

Impact on neighbours

Objections on noise grounds have been received from residents in Pinehurst Cottages. Given this, specific enquiries were made of both the Council's Environmental Health and Licensing teams on this issue. In this regard Environmental Health advise that:

"Environmental Health have been in receipt of five complaints relating to noise from the Village Hotel since 2014, all apparently in relation to the licensable activities that regularly take place there. On each occasion, following an initial investigation, no further action was deemed necessary, and no formal action was taken. There was no evidence of regular incidents of disturbance being caused. The Village Hotel is subject to a premises licence for late night entertainment and any future noise problems can be adequately addressed via this regulatory regime.

The proposed extension will be shielded from the nearest residential properties by the existing Hotel building so will not have an impact in itself on noise levels from the Hotel site as a whole. The submitted noise statement is considered acceptable. The only impact is considered to be during the construction phase of the development and Environmental Health would recommend that a condition regarding regulating hours of construction, be applied to minimise possible disturbance."

Licensing advise that:

"We used to have a problem a long time ago with breaches of the premises licence in the function room at the back which resulted in noise complaints from local residents, but that has not been an issue for some time."

Their last recorded breach of licence was in July 2016.

Having regard to the above comments, the screening afforded by the existing hotel building, the separation distance between the development and residents in Pinehurst Cottages and the retained tree/landscaped buffer and the imposition of a condition to control construction hours in the event that planning permission were to be granted the proposal would not have an unacceptable impact upon neighbours and as such no objection is raised to the proposal in this regard.

Flood risk and the water environment

Policy CP4 relates to surface water flooding and seeks details of sustainable drainage systems that will be incorporated into the development. 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 flooding. 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 advise that the proposals for surface water drainage meet the current standards/best practice and are acceptable. The Environment Agency and Thames Water raise no objection to the proposal. On this basis no objection is raised to the proposal in terms of the water environment and flood risk.

Transport and parking issues

The application is supported by a transport statement and car parking surveys. The original

development as proposed in 2007 generated a car parking requirement of 354 spaces. 300 spaces were proposed and subsequently provided. It is noted that a car parking accumulation exercise was undertaken at the time of the original planning application which demonstrated that this level of curtilage parking to serve the development would be sufficient. Notwithstanding this the Council's adopted car parking standards advise that one space is required per additional bedroom. The current proposal would therefore generate a requirement of 48 additional spaces. This in combination with the loss of 6 existing spaces means that the proposed development would result in a shortfall of 54 car parking spaces.

The County Highway Authority have been consulted on this application. In their original response they sought further information on car park survey that had been undertaken in November 2017 and requested that additional survey work was undertaken between the months of May-August to test for seasonal impacts. Further information was submitted by the applicants including surveys undertaken on 27 and 29 June 2018. In this regard the transport consultants advise that:

"The parking survey undertaken in November 2017 indicated that:

- the peak period of parking accumulation occurred between 17:45 and 18:00 when 237 vehicles were parked, or 79% of the available 300 space capacity was occupied;
- at peak demand, 63 spaces or 21% of the car park's existing capacity was available for use;
- after 18:30, car park occupancy gradually reduced to around 20% by 22:00;
- substantial numbers of car parking spaces were available in the car park throughout the day, including during the period of peak accumulation.

An assessment of future parking demand was undertaken which robustly assumed that for each additional room, one new vehicle will enter the site during peak check in times.

The assessment concluded that peak demand for the 294 spaces would be 261 vehicles or 89% occupancy and 33 spaces or 11% of the total capacity would be unused. It was therefore considered that while the overall number of parking spaces will be reduced and traffic generation will increase, given the existing spare parking capacity and the arrival and departure profile of the new trips, the future parking provision will provide sufficient capacity to meet demand."

With regard to the parking surveys undertaken in June 2018 the transport consultants also advised that:

"The dates Wednesday 27th June and Friday 29th June 2018 were chosen as being representative of average days with and without conferences taking place. Two conferences took place on Wednesday 27th June, one of 150 delegates, one of 18 delegates; no conferences or meetings took place on Friday 29th June. The following confirmed room occupancies were provided by Village Hotels (both higher than that of the original November survey - 90.24%):

- Wednesday 27 June - 98.37% occupancy (121 rooms); and
- Friday 29 June - 95.93% occupancy (118 rooms)"

With regard to trip generation the following information is provided:

"No additional business or leisure facilities are proposed at the site and therefore any additional trips associated with the development will be solely related to the users of the hotel rooms. The estimated car park accumulation figures in the attached tables (which assume that all of the new bedrooms will generate a vehicle trip and need for a parking space) are considered to be a robust representation of the number of trips the proposed development will generate.

It is also clear from the survey data which shows comparatively low levels of parking overnight, that peak car parking usage correlates to business and leisure use, rather than overnight guests."

The transport consultants conclude that:

"Overall the proposed development results in the net loss of 6 car parking spaces, resulting in a total provision of 294 spaces at the site. As explained above, the November 2017 survey and the two surveys undertaken in June 2018 conclude that there is sufficient capacity to accommodate the predicted number of trips associated with the proposed hotel extension and that therefore there is no need for additional car parking spaces. The Transport Statement (April 2018) that accompanies the planning application sets out demand management measures and includes information on sustainable modes of transport, including the provision of 44 cycle spaces, and the details of an updated Travel Plan at the site that aims to reduce single occupancy trips to the site.

It is concluded that with these measures, and even assuming that all hotel guests associated with the 48 new rooms access the site by car, the proposals will result in a parking demand that can be accommodated and no highways safety issues."

In response to this information the County Highway Authority advise that:

"Parking:

Concerns have been raised in regard to the reduction of parking associated with the development, given that room numbers are to increase by 48 and parking spaces are to reduce by 6. It is understood that on-road parking issues have been reported in the surrounding streets of the site, and with pedestrian links to and from these areas it would be reasonable to assume that some parked cars may be associated with the development site. As such it would be requested that confirmation is given by the applicant that staff are currently permitted to park on-site as should be, and that this is actively encouraged. (Officer note the agent has confirmed that Village Hotels require their staff to park within the car park)

Assuming staff are permitted to park on-site, and on the further assumption that it would be unlikely for customers to park off-site if spare capacity in the dedicated car park exists, note should be taken of the on-site parking surveys and accompanying report that has been submitted (dated 13 July 2018).

This report outlines site specific parking survey data that has been undertaken on 3 separate days, taking into account occupancy rates and projected growth associated with the increase in room availability at the hotel.

Whilst this data is primarily for RBC to assess as Local Parking Authority, in order to

ascertain whether their Parking Standards are being sufficiently adhered to, a review has been undertaken regardless by the highway authority given that any demonstrated shortfall could have an effect on the local highway network in terms of obstruction both visually and physically.

The data presented suggests that even with the additional rooms, spare parking capacity will exist on-site, and as such there will be no additional highway stress in terms of on-street parking needs.

It is however requested that RBC Officers confirm that on-site parking levels are sufficient and in line with their Parking Standards, as if this is not the case then justified highway concerns would likely result that could onwards form a justified objection.

Highways developers contributions:

As outlined in the previous consultation response dated 14 June 2018, due to the accumulative impact of development on the local highway network, a highways developer contribution is requested for £22,080. 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. (Officer note this is envisaged that it would be used towards the new pedestrian crossing on Meudon Avenue in the event that planning permission were to be granted)

Agreement to provide this contribution has been received from the developer in the letter dated 14 June 2018, and as such should be secured accordingly.

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.

As such, given the information provided by the applicant, there would be no objection from the highway authority subject to:

1 Applicant confirmation that staff are permitted to park on-site, and that this is actively encouraged.

2 Rushmoor Borough Council officer confirmation that the proposed parking levels are sufficient to meet their Parking Standards SPD.

3 Highway developer contributions are secured and collected to the value of £22,080 and

4 A condition being applied to a permission (if granted) requiring a Construction Site Management Plan.

In response to these comments the agent has confirmed the following:

"As a response to Hampshire County Council Letter of the 26th July, it can be confirmed that Village Hotels require staff to park within the car park and that a Travel Plan is in place to encourage travel to the site by sustainable modes of transport. As set out in the Transport Statement (April 2018) that accompanies the planning application, the Travel Plan will be updated to take account of the proposed extension.

Rushmore (sic) Borough Council's non-residential car parking standards as set out in the November 2017 SPD are expressed as maximum standards. This "allows provision below the standard to be sought and provided where it would be appropriate and not result in problem parking or highway safety issues". The SPS goes on to state that "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 would be appropriate for the site". Analysis of the proposed level of parking provision and associated demand requested by Hampshire County Council has confirmed that "spare parking capacity will exist on-site and as such there will be no additional highway stress in terms of on-street parking needs". In this regard, and taking the Travel Plan and justification for the proposed car parking in the Transport Statement into account, it is therefore considered that the proposed level of parking provision does not result in car parking capacity issues, and would be appropriate for the site.

It is understood that on-road parking issues have been reported on Pinehurst Avenue. With pedestrian links to and from these areas we understand that it is assumed that some parked cars could be associated with the development site, though the parking surveys undertaken do not suggest this to be the case. It would be equally reasonable to assume that the parked cars could be associated with trips to the town centre via underpass at Sulzer's Roundabout or adjacent office buildings via the as Pinehurst Avenue provides the closest unrestricted on-street parking."

It is acknowledged that the issue of car parking provision on this site is not straightforward. Notwithstanding that the Council's parking standards are expressed as maximum standards, and having regard to the parking surveys undertaken, the proposal represents a significant shortfall in parking of some 18%. It is not only removing existing car parking, it is generating a requirement in its own right. The roads within Farnborough Business Park are private therefore the applicant cannot rely on the ability for customers to park on these roads and it is noted that on street car parking is not characteristic of the business park. Anecdotal information from residents indicate that cars are parked in Pinehurst Avenue associated with the hotel. The established informal footpath from Pinehurst Avenue into the hotel would appear to support this as it is not a natural desire line for users of the business park. Whilst balancing all the information submitted with the application, it is considered that the proposal does not comply with the Council's Car and Cycle Parking Standards and objection should be raised to the proposal in this regard. The Council has advised the County Highway Authority of this (point 2 in their consultation response above) and any further views received on this issue will be updated at the meeting,

Sustainable development.

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, in the event that planning permission were to be granted, it is recommended that a condition securing a verification report confirming that "Very Good" level has been achieved be imposed. Subject to this no objection is raised to the proposal in terms of policy CP3.

In conclusion it is recognised that there are some benefits associated with the development in that it would provide additional tourist facilities and provide employment during and post construction. It could also provide economic benefits in terms of support for local shops and services through visitors using the site. However, whilst having regard to these benefits, the harm associated with the proposal as set out above is so significant that, in the planning balance, they do not override the harm associated with the development and as such the proposal is recommended for refusal.

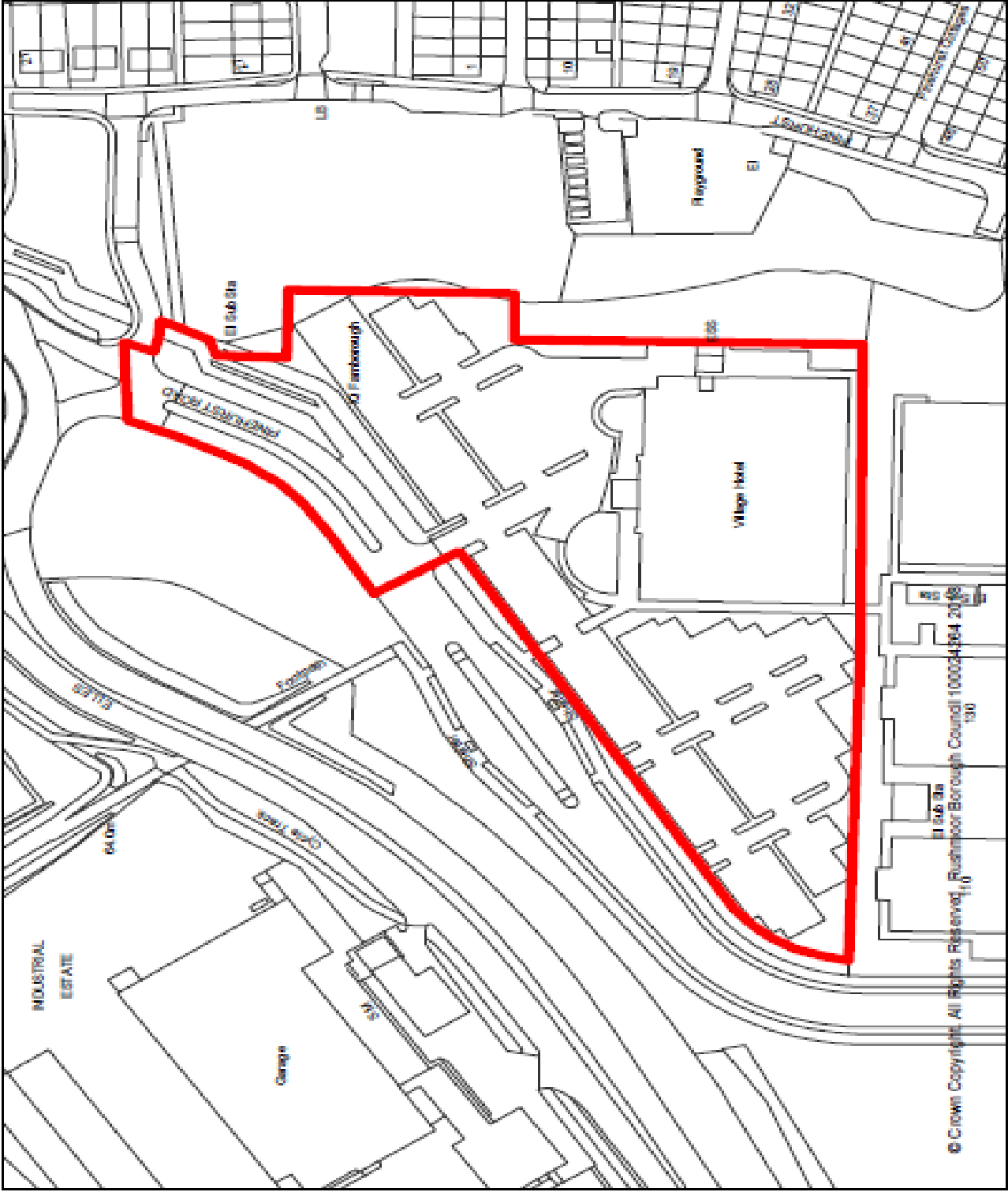
Full Recommendation

It is recommended that planning permission be **Refused** for the following reason

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.

Informative

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



SCALE
 1" = 10' (Horizontal)
 1" = 20' (Vertical)

- LEGEND**
- 1" = 10' (Horizontal)
 - 1" = 20' (Vertical)
 - 1" = 10' (Horizontal)
 - 1" = 20' (Vertical)
 - 1" = 10' (Horizontal)
 - 1" = 20' (Vertical)
 - 1" = 10' (Horizontal)
 - 1" = 20' (Vertical)

NOTES

1. ALL DIMENSIONS ARE IN FEET AND INCHES.

2. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

5. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	10/20/2010
2	ISSUED FOR PERMIT	10/20/2010
3	ISSUED FOR PERMIT	10/20/2010

PROPOSED

1. 100' x 100' LOT

2. 100' x 100' LOT

3. 100' x 100' LOT

4. 100' x 100' LOT

5. 100' x 100' LOT

EXISTING

1. EXISTING DRIVEWAY

2. EXISTING DRIVEWAY

3. EXISTING DRIVEWAY

4. EXISTING DRIVEWAY

5. EXISTING DRIVEWAY

OTHER LAYERS - SEE 100' x 100' LOT

1. EXISTING DRIVEWAY

2. EXISTING DRIVEWAY

3. EXISTING DRIVEWAY

4. EXISTING DRIVEWAY

5. EXISTING DRIVEWAY

THE RED GROUP

100' x 100' LOT

100' x 100' LOT

100' x 100' LOT

100' x 100' LOT

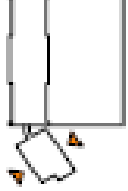
100' x 100' LOT



1 Site plan proposed

Scale: 1:100

1:100

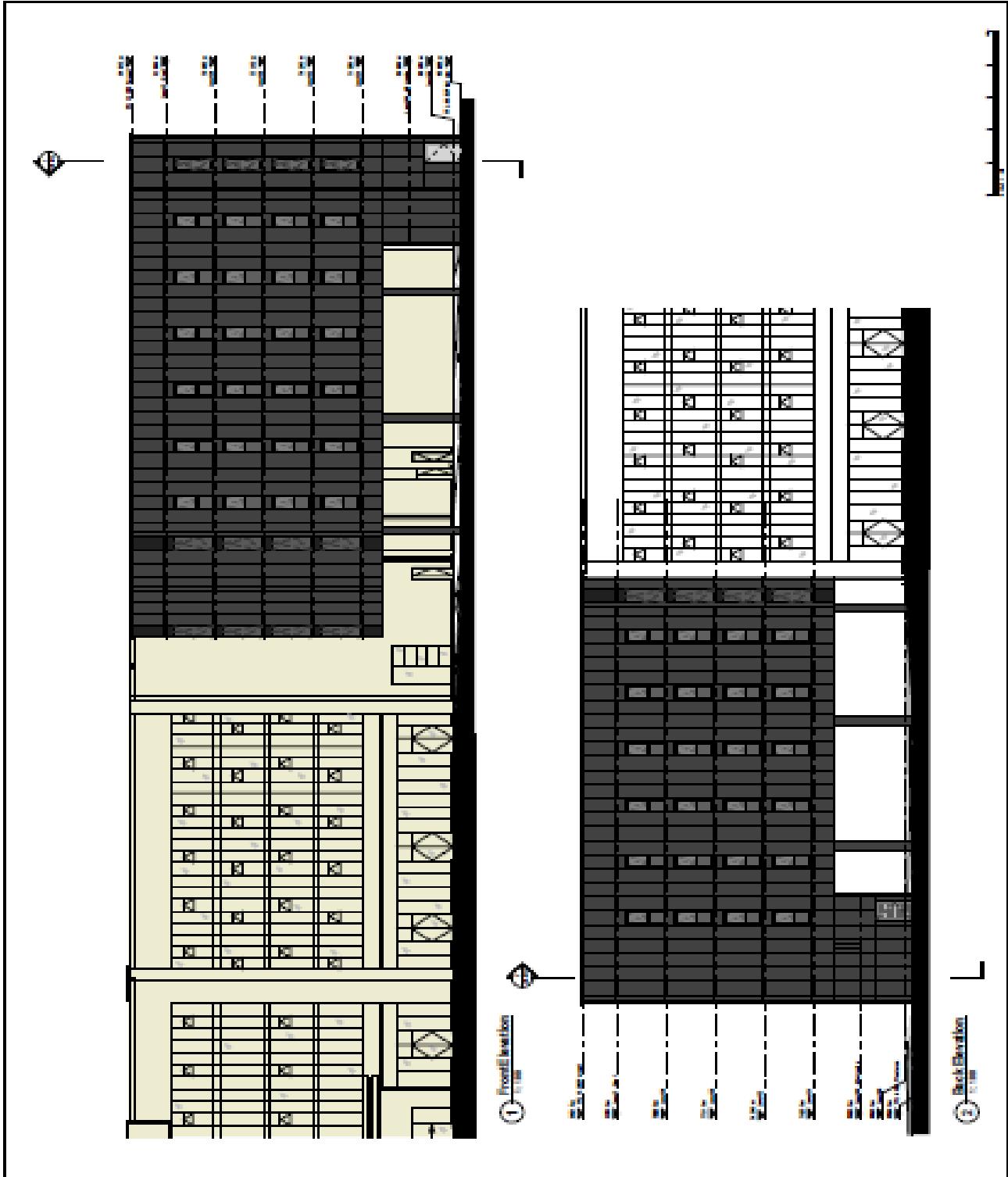


- Material: Brick
- Material: Glass
- Material: Concrete
- Material: Steel
- Material: Wood
- Material: Paint

Project Name: [Blank]
 Client: [Blank]
 Architect: [Blank]
 Date: [Blank]

Scale: 1:100
 Date: [Blank]

Scale: 1:100
 Date: [Blank]

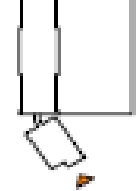


Front Elevation

Back Elevation

Scale
1:100

Legend



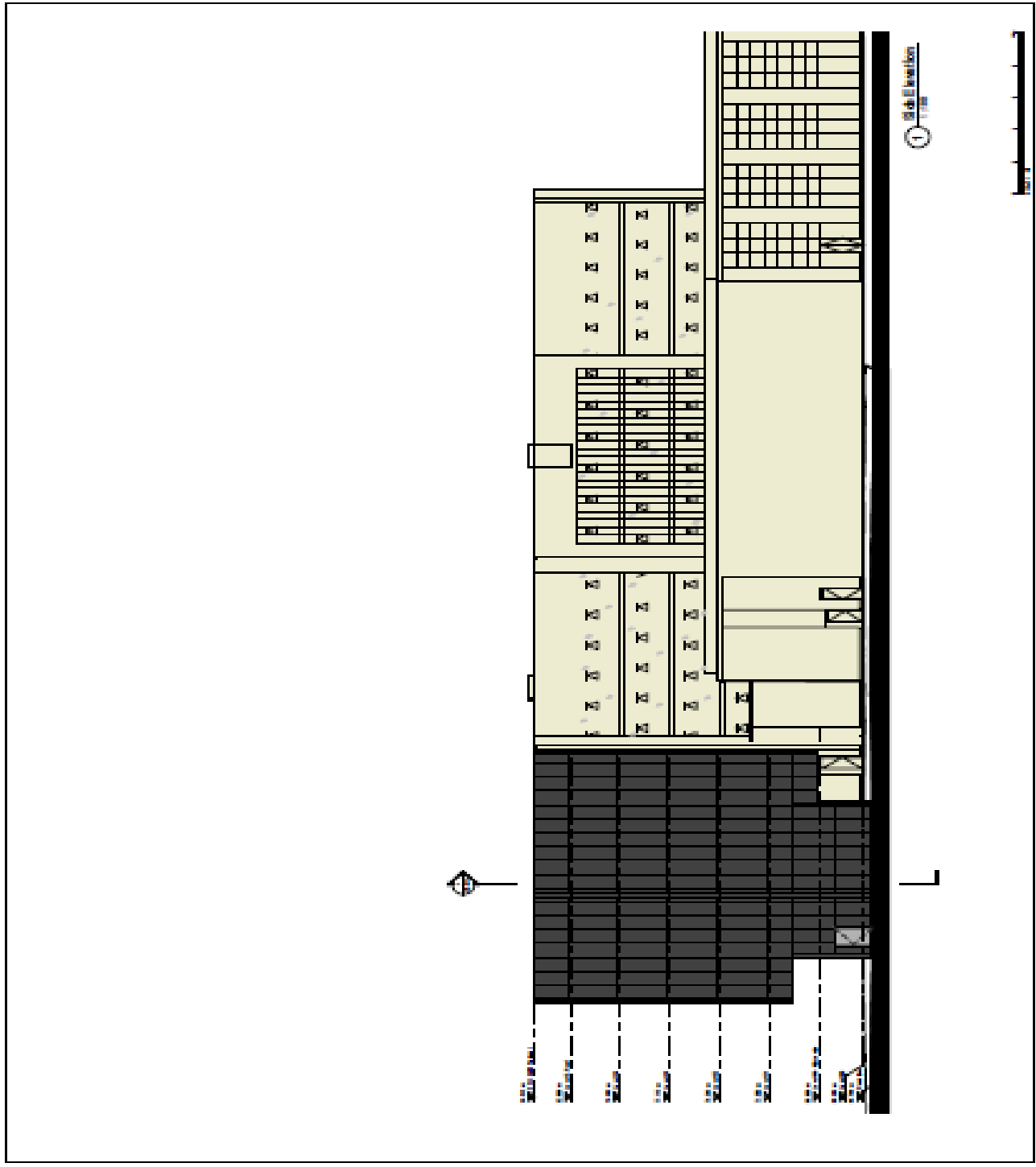
- Material Legend**
- Light grey: Concrete
 - Dark grey: Brick
 - White: Plaster
 - Yellow: Wood

Project Name: [Blank]
Client: [Blank]
Date: [Blank]
Architect: [Blank]
Scale: 1:100

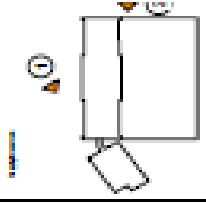
Sheet No. [Blank]



Scale: 1:100
Date: [Blank]



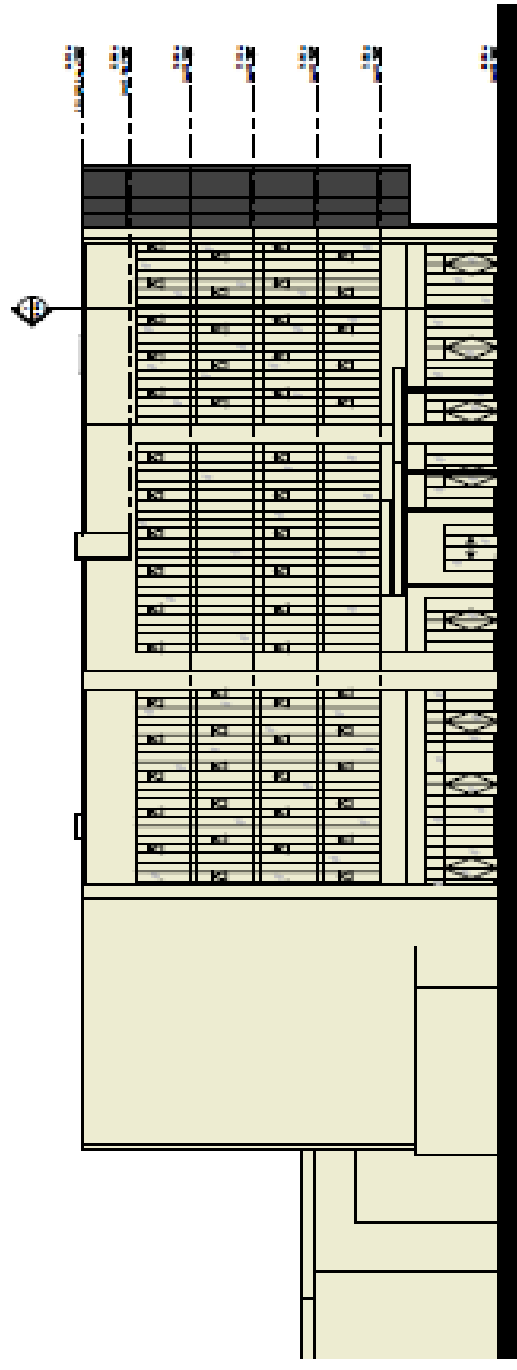
1:100
Architectural



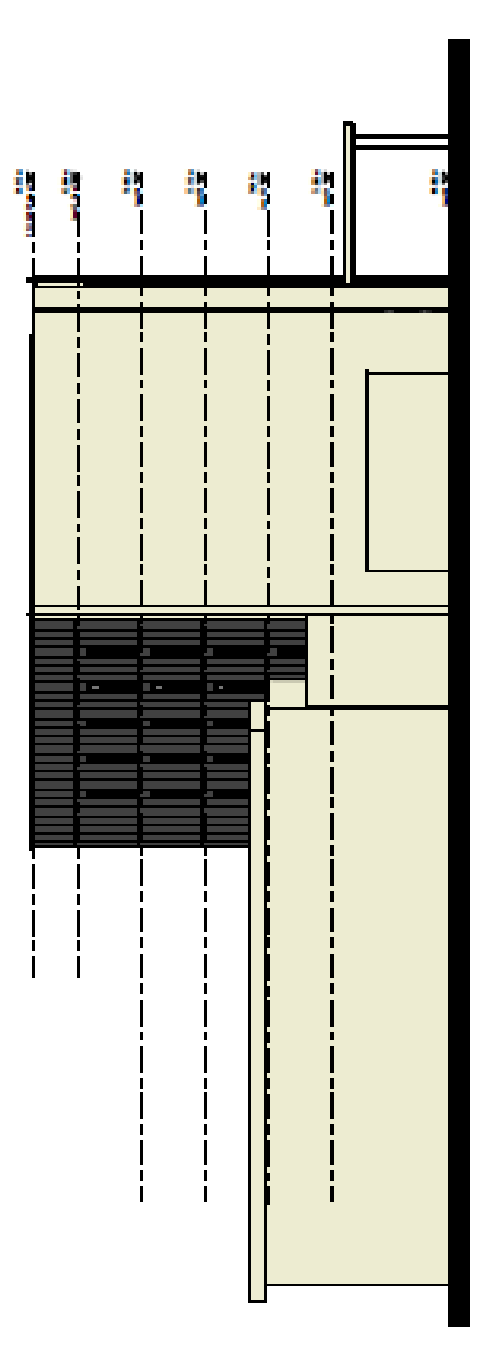
Material Legend:
- Concrete
- Brickwork
- Masonry
- Glass
- Steel

1:100
Architectural
Project Name
Client
Date
Scale

1:100
Architectural
Project Name
Client
Date
Scale



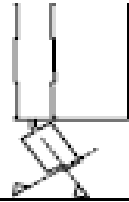
1 - Sub-Elevation (Proposed Elevation)



2 - Sub-Elevation (Existing Elevation)

1:100

1:100



Legende

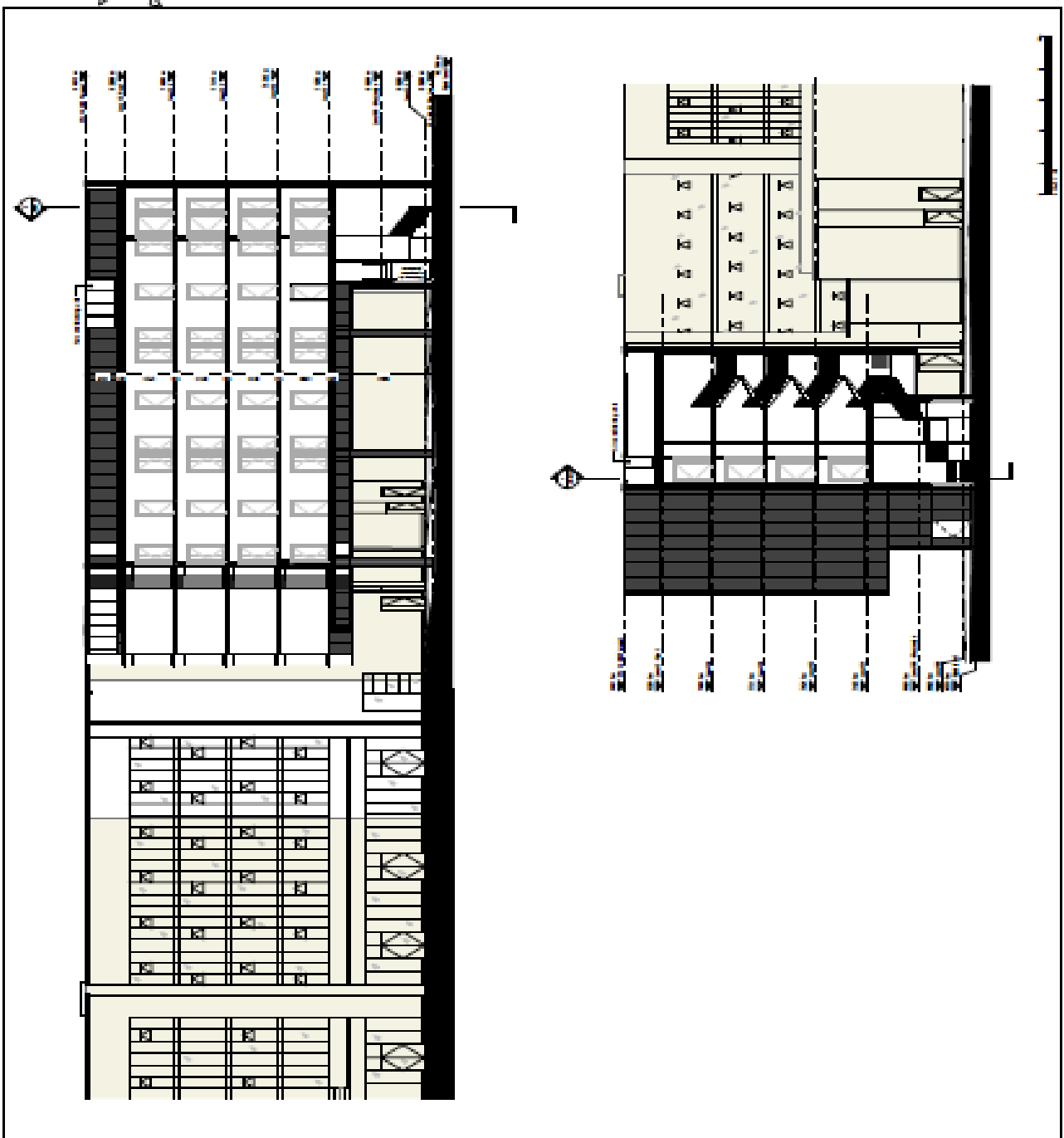
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1:100

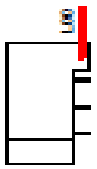
1:100

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1:100
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- Legende**
- Grenze des Grundstückes
 - Grenze des Grundstückes
 - Grenze des Grundstückes
 - Grenze des Grundstückes
 - Grenze des Grundstückes

ANMERKUNGEN

1. Die hier dargestellten Flächen sind als solche zu betrachten, die für die Realisierung des Projektes erforderlich sind.

2. Die hier dargestellten Flächen sind als solche zu betrachten, die für die Realisierung des Projektes erforderlich sind.

3. Die hier dargestellten Flächen sind als solche zu betrachten, die für die Realisierung des Projektes erforderlich sind.

Bezeichnung (M³ / Anzahl)	Menge	Einheit	Preis
...
...
...

- 1. Die hier dargestellten Flächen sind als solche zu betrachten, die für die Realisierung des Projektes erforderlich sind.
- 2. Die hier dargestellten Flächen sind als solche zu betrachten, die für die Realisierung des Projektes erforderlich sind.
- 3. Die hier dargestellten Flächen sind als solche zu betrachten, die für die Realisierung des Projektes erforderlich sind.

ANMERKUNGEN

1. Die hier dargestellten Flächen sind als solche zu betrachten, die für die Realisierung des Projektes erforderlich sind.

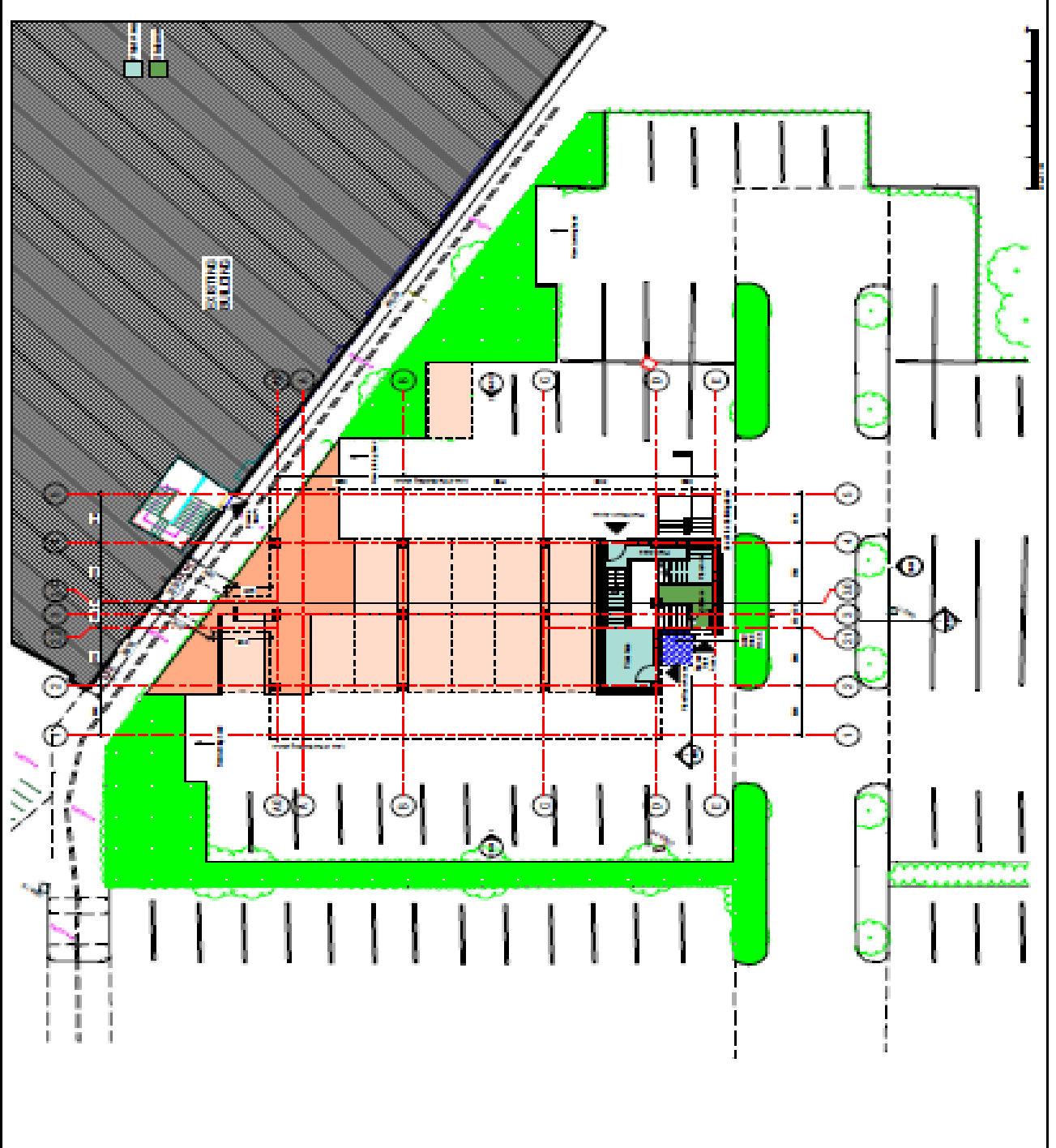
ANMERKUNGEN

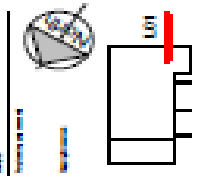
1. Die hier dargestellten Flächen sind als solche zu betrachten, die für die Realisierung des Projektes erforderlich sind.

Bezeichnung	Menge	Einheit	Preis
...
...

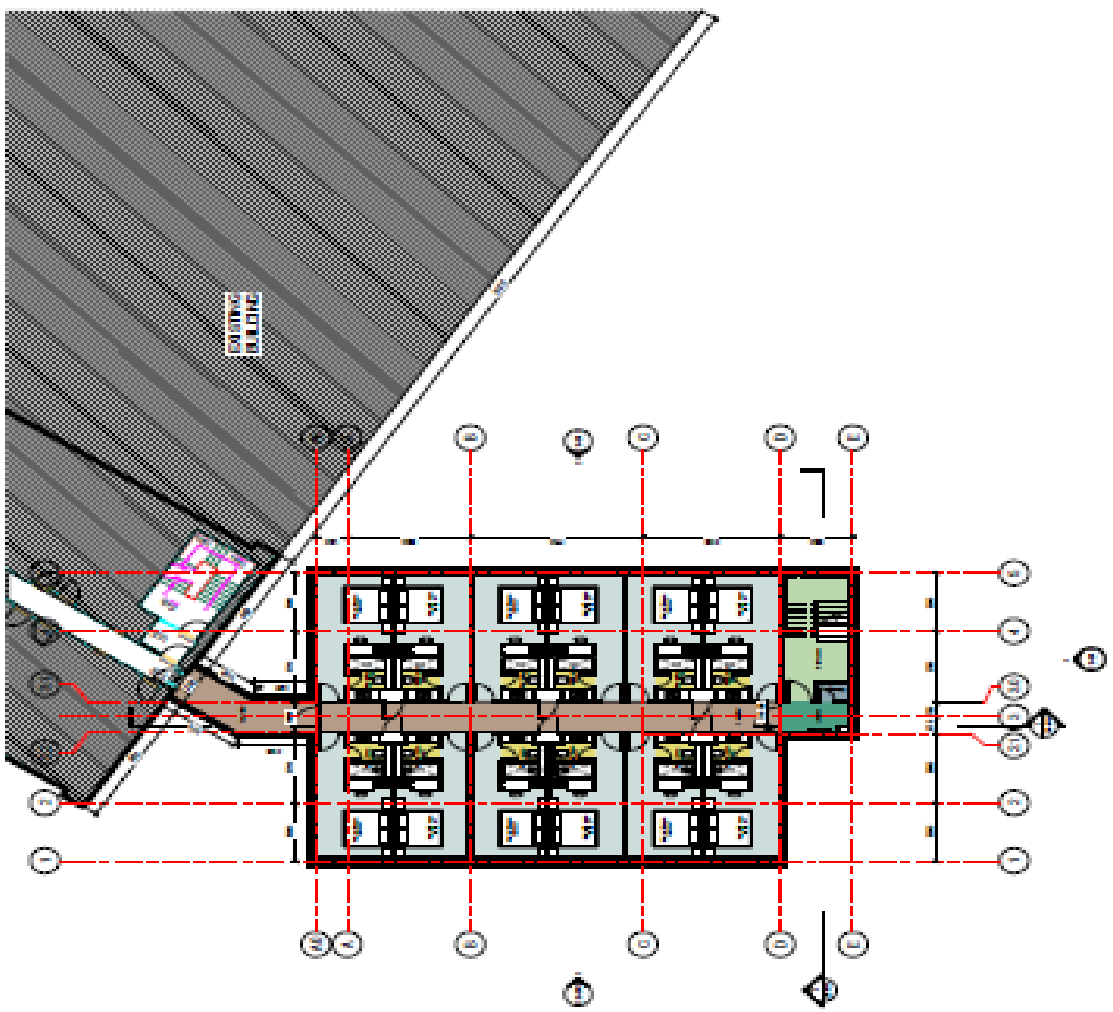
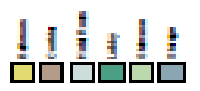


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3D
REID

Architectural
Drawing
Scale: 1/8" = 1'-0"