

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 Bishop
Application No.	19/00048/FULPP
Date Valid	4th February 2019
Expiry date of consultations	29th March 2019
Proposal	Erection of a four storey office building (Use Class B1(a)), a four floor decked car park with associated access and landscaping and alterations to existing site layout
Address	Proposed Pinehurst 4 Development Site Pinehurst Road Farnborough Hampshire
Ward	Empress
Applicant	Farnborough Business Park Limited
Agent	Miss Isobel McGeever
Recommendation	GRANT

Description

This irregular shaped site is located to the west of Pinehurst Road. It is a component part of that part of Farnborough Business Park denoted as Area C. It comprises an area of undeveloped land containing areas of grassland, trees and hardsurfacing which have most recently been used as a site compound for adjoining development. There is established structural landscaping along the Pinehurst Road boundary. There are bus stops on Templer Avenue and Pinehurst Road. There is a demand responsive bus service within the park 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. Farnborough Business Park is subject to an Article 4 direction which removes permitted development rights for any changes of use to residential.

Part of the land immediately to the west of the site is being developed as a car dealership and workshops. It is envisaged that these premises which will be ready for occupation this summer. The remainder of the land to the west remains undeveloped but has been used as a site compound for adjoining development. The Costco retail warehouse lies beyond the car dealership which all together comprise the remainder of Area C.

Pinehurst 1 and 2 lie to the south of the site and comprise two four storey office buildings. These buildings have surface car parking with vehicular access onto Templer Avenue.

These buildings are also served by a two lane egress onto Pinehurst Road. Between the site and Pinehurst 2 there is a vacant plot which is known as Pinehurst 3 (formerly Building C, see below). The Square incorporating the Historic Core, including the Grade II listed airship hangar, buildings 250 and Q134 known as The Hub, 110, 120 and 140 Pinehurst Road occupied by Fluor and the Village hotel lie to the east of Pinehurst 1 and 2. Land to the south of Pinehurst 1 is a development site which is a component part of Area E which currently being developed by Gulfstream Aerospace. The Invincible Road industrial estate lies to the north beyond Elles Road, a major arterial road into and out of Farnborough town centre. There is established tree planting along most of Elles Road, a defined Green Corridor.

As originally submitted Farnborough Business Park had 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 and Trenchard Way (formerly the Southern Access Road) provide vehicular access into the park between Government House Road and the Meadowgate roundabout at the end of Templar Avenue. To the east of the business park there is a tree/landscaped area (which is within the control of the applicants) and the terraced properties of Pinehurst Cottages. Within the business park there are various office buildings typically four storey in height, a Village hotel, a Costco warehouse club, a Costa Coffee drive through, a car dealership and workshop in the process of construction, the Square incorporating the Historic Core and buildings 250 and Q134 known as The Hub and The Gloster pub/restaurant. Barons car showroom and housing built by Redrow are located to the east of the park. Farnborough Airport is to the south.

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 sq m 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 and the submission of a green transport plan. An indicative master plan was submitted with this outline application which subdivided the business park into areas designated zones A-H. The application site is within part of zone C.

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

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

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

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

In 2007 planning permissions were granted for the erection of a car showroom on zone F and residential refurbishment/redevelopment of zones G and H, (05/00817/FUL and

06/00633/FUL respectively). Both permissions were subject to legal agreements which sought to expedite the construction of the southern access road. Both developments have been completed and are occupied.

Planning permission was granted in May 2007 for a revision to the route of the southern access road. This was implemented and is now in use comprising Queensgate Road and Trenchard Way.

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

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

In December 2010 reserved matters approval was granted for the siting, design, external appearance, access and landscaping in respect of the erection of 4 four storey B1 office buildings, (20,110 sq m) of varying sizes (Building A 4685 sq m, Building B, 6050 sq m, Building C 3925 sq m and Building D 5450 sq m) a 4 floor multi storey car park with surface car parking (a total of 670 spaces of which 34 are identified for disabled use), 52 cycle spaces and 27 motorcycle parking spaces and ancillary plant and machinery, on a site within Area C larger than the current site. Two main access points were approved, one onto Pinehurst Road and one onto Templer Avenue following the closure of the existing access points. The proposed layout created a new east-west pedestrian street aligned with the central axis of the listed airship hangar frame and the space between buildings 200/250 with potential to extend the street westwards to a second square surrounded by further buildings. Two buildings were approved on each side of the street with a central landscaped area with a water feature and seating, a decked car park located immediately to the north with a central visitor drop-off point accessed from Templer Avenue. The buildings were sited so that the largest building was located in the most prominent position adjacent to the roundabout at the junction of Templer Avenue with Pinehurst Road.

The four office buildings were approved at a height in the region of 17 metres in height with plant above (a further 2.4 metres) with double height entrances and new screens at roof level to enclose the plant areas. The buildings had a contemporary design with flat roofs to reflect

the character to buildings 200 and 250 within the park . The external materials were approved as cladding panels with coloured surrounds to the entrances. Set within these panels, clear and opaque glass were proposed in deep set frames in white powder coated aluminium which projects from the buildings.

The car park was approved parallel to the northern boundary, having a footprint of 57 metres by 17 metres. It was shown to be about 10 metres high punctuated by stair towers at 12 metres high. When viewed from the north it would have appeared to be lower given changes in levels across the site and the creation of a new landscaped bund (an increase of about 1.5 metres at the perimeter of the car park.) The car park was to be finished in cladding in natural tones. The north elevation was visually subdivided by the use of galvanised metal screens with wire spanning to support climbing foliage.

The existing pedestrian and cycle ways along the site boundaries with Pinehurst Road and Templer Avenue were shown to be retained, although modified to reflect the revised access arrangements.

Alterations to the external appearance of the approved scheme were approved in September 2011, 11/00436/MMAPP. This scheme has not been implemented.

In June 2012 planning permission, 12/00239/MMA, was granted for the erection of a warehouse building to comprise a warehouse club (a sui generis use), associated car park with 616 spaces and access from Templer Avenue at the western end of Area C . This permission was implemented and the premises opened for business in July 2013.

In August 2013 an amended reserved matters approval was granted, 13/00436/REM, to the one approved in December 2010 for the siting, design, external appearance, access and landscaping in respect of the erection of in respect of the erection of 4 four storey B1 office buildings, (29430 sq m) of varying sizes (Building A 5600 sq m, Building B, 6720 sq m, Building C 8100 sq m and Building D 9010 sq m), 4 floor multi storey car parks with surface car parking (a total of 981 spaces of which 49 are identified for disabled use), 196 cycle spaces and 39 motorcycle parking spaces with ancillary plant and machinery. Three access points were proposed to serve the development, two from Pinehurst Road and one from Templer Avenue. The existing access onto Pinehurst Road was shown to be closed. The northernmost access onto Pinehurst Road and the one onto Templer Avenue were linked by an internal access road. They would be the main vehicular access points into the site and have defined right hand turn lanes on approaching each access. The southernmost access onto Pinehurst Road was shown to accommodate exit only movements from a shared service that provides a new cycle lane and gives access to a small number of parking spaces to avoid creating a full crossroads with O'Gorman Avenue. A number of drop off bays were to be provided along Pinehurst Road, with each bay capable of accommodating two vehicles. The multi storey car park was relocated largely extending along the length of the western site boundary. Separate delivery and servicing bays were to be provided for each building. Buildings A and B would benefit from a delivery bay within the adjacent parking areas, buildings C and D would be served from a delivery bay accessed from the internal access road.

In February 2014 planning permission, 13/00822/REVPP, was granted for revisions to the reserved matters approval above relating to extension and alterations to the approved decked car park and to the surface car park layout, alterations to the refuse and plant enclosure for building B and provision of rear access into buildings A+B. Associated changes to the approved landscaping scheme were also approved.

This permission was implemented, subsequent to the following revisions, in respect of buildings A and B (now Pinehurst 1 and 2). These buildings are complete and occupied. The main access onto Templer Avenue has been completed as has the two lane egress onto Pinehurst Road.

In February 2014 details pursuant to conditions 4(e), 4(f) and 4(j) attached to outline planning permission 99/00744/OUT were approved, 13/00821/REMPP, in relation to the following matters in respect of buildings A and B:

(e) The siting of all buildings and the means of access thereto from the proposed highways within the site, including the layout, construction and sightlines;

(f) The design and external appearance of all buildings, plant and tanks, including details of the colour and texture of external materials to be used, together with samples of all external facing and roofing materials;

(j) The provision to be made for street lighting and all other means of external lighting (including security lighting) within the development.

Both these approvals were implemented in respect of buildings A and B (now Pinehurst 1 and 2). These buildings are complete and occupied. The main access onto Templer Avenue has also been completed as has the two lane egress onto Pinehurst Road. As part of this development 265 surface car parking spaces have been provided.

In September 2017 planning permission 17/00348/FULPP, was granted for the erection of a new car showroom with ancillary offices to be used for the sale and display of motor vehicles; an associated workshop for the repair, servicing and maintenance of motor vehicles together with associated car and cycle parking, access/highway works, drainage, bin store, landscaping, plant and ancillary works on land to the north of Templer Avenue (and to the west of the current application site).

A variation to this permission, 18/00498/REVPP, was granted in September 2018 to allow for changes to the car and cycle parking layouts, the installation of an electricity substation, the installation of pole mounted freestanding CCTV, alterations to doors and windows on showroom, workshop and ancillary buildings, extensions to workshop building to accommodate stair blocks, alterations to link corridor at roof level and extension to roof terrace.

Both these permissions were implemented. The buildings are now complete and are in the process of internal fit out in preparation for occupation in summer 2019.

In July 2018 planning permission, 18/00454/FULPP, was granted for the change the use of part of the site from Use Class B1 (Business) within the business park, to become operational land forming part of Farnborough Airport (Sui generis) on land south of Templer Avenue (this includes land within Area E). This permission has been implemented.

In October 2018 planning permission 18/00657/FULPP, was granted for the demolition of existing hanger and erection of a new hangar building with associated car parking, landscaping and access and creation of external aircraft apron, connection to taxiway and new airport perimeter road on land at Farnborough Airport (this includes the land south of Templer Avenue referred to above). This permission is currently being implemented.

In February 2019, a screening opinion, 19/00056/SCREEN, was issued in respect of the

current development proposal advising that it was not EIA development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

The current proposal is a variation to the scheme approved in August 2013 in respect of building D, now known as Pinehurst 4. As proposed the siting remains largely as previously approved being the most northerly of the four buildings. An increase in floor area is proposed from 9010 sq m up to 10090 sq m. As previously approved the proposed building is four storey in height (some 16 metres) with a flat roof and a roof top plant room (an additional 3 metres in height set back from the building edge). As previously approved it has a contemporary design characterised by large areas of glazing and curtain walling. It has a full height reception area and a large feature entrance canopy onto Pinehurst Road. The floor layout comprises two office wings coming off a central reception and services core. In addition both wings will have external fire escapes. The proposed external materials include anodised aluminium, facing brick, metal copings, profiled metal and vertically grooved fibre cement panels. The colour finishes include grey, dark brown and copper. External refuse, recycling, plant and substation timber enclosures are proposed along the internal access road.

As previously approved in 2013 the multi storey car park, to provide 817 spaces, is shown to be located along the western site boundary. It has a maximum footprint of 109 metres by some 49 metres with a maximum height of some 12 metres. It is noted that the proposed finished floor level for the car park is some 1.25 metres lower than that for the proposed office building which takes account of a difference in site levels. The proposed palette of external materials for the multi storey car park includes timber frames with vertical slats, vertical metal fins and climbing plants.

The site of building C to the south, now Pinehurst 3, remains undeveloped except as temporary car parking (see below).

In the interests of clarity the provision of car parking is as follows:

	Approved parking	Implemented parking	Parking allocation proposed	Spaces from Phase 1 to be relocated into multi storey
Pinehurst 1	187	187	187	99
Pinehurst 2	224	224	224	163
Pinehurst 3	270	-	-	-
Pinehurst 4	300	-	346	-

The car parking is provided with four floor multi storey car park with surface car parking (a total of 1022 spaces for all four buildings on the Pinehurst site). The proposed parking provision results in the overprovision of parking spaces that would be required to serve Pinehurst 4 in isolation. This also means that the car parking provision for Pinehurst 3 will be provided in advance of the construction of that building.

As set out above 346 spaces are proposed to serve Pinehurst 4 including 18 spaces for disabled use, 74 cycle spaces, 12 motorcycle parking spaces and 13 electric car spaces (of which 2 are accessible spaces) with ancillary plant and machinery. A new access point is proposed in the north east corner of the site onto Pinehurst Road, largely in the same position as that approved in 2013. This access will link into the egress point onto Pinehurst

Road and the access onto Templer Avenue by an internal access road.. A drop off bay is proposed on Pinehurst Road, with each bay capable of accommodating two vehicles. A separate delivery/servicing bay is proposed to the rear of the building with access from the internal access road.

The construction of the multi storey car park will result in the temporary loss of existing surface car parking spaces that serve Pinehurst 1 and 2. Alternative surface parking provision is made, during this period, on the site of Pinehurst 3 to the north (some 50 spaces) with access onto Pinehurst Road and the vacant plot of land to the west with access onto Templer Avenue (some 224 spaces). Some 137 surface car parking spaces serving Pinehurst 1 and 2 are unaffected by the construction of the development.

The applicant has also requested that the Local Planning Authority grant planning permission for a five year period rather than the standard three year period.

The application is supported by a planning statement including a skills and employment plan, a design and access statement, an arboricultural survey, a landscape strategy, a transport statement, a framework travel plan, a noise impact assessment, a flood risk and drainage strategy including SUDS, a Geo-Environmental Assessment, a remediation and verification strategy and a BREEAM pre-assessment

Consultee Responses

HCC Highways Development Planning	raises a holding objection in relation to the travel plan.
Environment Agency	raise no objection to the proposal subject to condition.
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. Advice is also given in relation to access for high reach appliances, water supplies, the use of automatic water fire suppression systems, testing of fire safety systems, fire fighting and the environment and timber framed buildings.
Environmental Health	raises no objection to the proposal subject to conditions and informatives
Planning Policy	raises no objection to the proposal.
TAG	raises no objection to the proposal subject to a height restriction of 110m AOD
Arboricultural Officer	raises no objection to the proposal subject to conditions.
Thames Water	raises no objection to the proposal in relation to the capacity of the combined water network infrastructure nor the surface water network infrastructure subject to informatives

Neighbours notified

In addition to posting a site notice and press advertisement, 116 individual letters of notification were sent to Elles Close, Invincible Road, Meudon Avenue, Pinehurst Cottages Pinehurst Avenue and Pinehurst Road. Letters were also sent to representatives for Lookers Audi and Gulfstream Aerospace, Ltd.

Neighbour comments

A representation has been received from 33 Elles Close raising the following concerns:

- there has been a huge increase in parking related problems due to Fluor employees parking at the entrance to Pinehurst Avenue and in Elles Close and concern is raised that any new company will either not provide enough parking or like Fluor they will start to charge their employees to park causing more on street parking to avoid paying;
- parking restrictions (residents only parking) could be extended;

A representation has been received from 111 Rosemary Lane Blackwater commenting that as the existing surface car park is often fully utilised by the occupants of Pinehurst 1 and 2 with occasional overflow parking on the service road, the developer should be required to ensure that the same quantity of spaces are maintained during car park redevelopment to avoid parking being displaced onto nearby public roads.

A representation has been received from 1 Pinehurst Road seeking clarification of what will happen to their parking spaces and what alternative provision will be in place.

A representation has been received on behalf of Gulfstream in support of the proposals subject to suitable car parking provision and travel plans being in place ahead of occupation/construction as appropriate to ensure no detrimental impact on the surrounding road network. A comment is also made about the extant planning permission for the proposed Gulfstream development to the south of Templer Avenue and Fowler Avenue.

Policy and determining issues

The site lies within a Strategic Employment site as defined by the Rushmoor Local Plan. As such policies SS1 (Presumption in favour of sustainable development), SS2 (Spatial Strategy), IN1 (Infrastructure and community facilities), IN2 (Transport), DE1 (Design in the built environment), DE10 (Pollution), PC1 (Economic Growth and Investment), PC2 (Strategic Employment sites), PC4 (Farnborough Business Park), PC8 (Skills, training and employment), NE2 (Green infrastructure), NE3 (Trees and landscaping), NE6 (Managing fluvial risk) and NE8 (Sustainable Drainage systems) are relevant to the consideration of this application. The Council's adopted planning documents (SPD) on Planning Contributions - Transport' 2008 and 'Car and Cycle Parking Standards', 2017, and the advice contained in the National Planning Policy Framework/Practice Guidance are also relevant.

The main determining issues are the principle of development; layout, design and scale; impact on trees and landscape; impact on neighbours; flood risk and the water environment, transport and parking issues and sustainable construction

Commentary

Principle of Development -

The proposal reflects the terms of the planning permissions granted on Area C. Furthermore it accords with the principles of development for Farnborough Business Park and its allocation as a strategic employment site in the recently adopted Local Plan. It is therefore considered that the principle of development is acceptable.

Layout, Design and Scale -

In the illustrative master plan for zone C it was envisaged that seven buildings could be built with a total floor area of around 57,895 sqm. Whilst the proposed scheme represents an increase in floor area when compared to the approved floorspace permitted in 2013, it is considered that the proposal layout would not prejudice the development of Pinehurst 3 nor the vacant plot to the west next to the car dealership within Area C and is acceptable. The proposed building is frontage development onto Pinehurst Road which reflects the 2013 approval. The multi storey car park is located to the west of the site, in a similar location to the 2013 scheme, and as before would be screened by the frontage buildings when viewed from Pinehurst Road and O'Gorman Avenue with future development on the adjoining plot envisaged to screen these structures from Templer Avenue. The proposed lay-by also reflects the approved scheme and is acceptable. The design approach for the development is contemporary, as with the overall scheme approved for Pinehurst 1-4 and the Fluor buildings, with a continuing strong vertical emphasis. The proposed building reflects the height of the approved building and is consistent with the heights of the office buildings within Area D. It is recognised that the proposed design approach is slightly different to the approved scheme. However it is considered to be compatible with existing/approved buildings and makes a positive contribution to the evolving character of the business park. Subject to the imposition of conditions relating to external materials the proposal is considered to be an acceptable design solution for this site.

Impact on trees and landscape

The application is accompanied by an Arboricultural Implications Assessment and landscape management proposals. The principle of removing some of the structural landscaping comprising trees and hedging on the Pinehurst Road frontage and extensive tree removal at the northern end of the site towards Elles Road, a defined Green Corridor, including poorly formed self set scrub trees was established by the 2013 permission. The proposal details a similar level of tree removal to that approved in 2013. The Council's Arboricultural Officer has been consulted on this application and having regard to the 2013 permission, the submitted landscape strategy, the ability to impose conditions securing the implementation of appropriate tree protection for the trees to be retained, the submission of a detailed landscaping scheme and landscape management strategy he raises no objection to the proposed more mature trees to the north of the site to address this concern. Having regard to the overall landscaping which is retained on the Pinehurst Road frontage and the imposition of appropriate conditions as set out above, the proposal is acceptable in landscape terms.

Impact on neighbours

The closest residential properties are Pinehurst Cottages some 240 metres to the east beyond the Fluor office buildings and car park which are opposite the site. The Village hotel is about 120 metres to the north east. The Invincible Road industrial estate is about 35 metres to the north. The adjoining site to the west is vacant/a car dealership and workshops

in the process of construction.

Environmental Health have been consulted on this application. It advises that

"the submitted Noise Report has assessed existing noise levels at the application site, and also at the nearest noise sensitive receptors (Village Hotel and Pinehurst Avenue residences), and at the facades of the existing office buildings on Pinehurst Road. The report has proposed noise rating limits for any external plant, which should not be exceeded at the facades of the respective noise sensitive locations. Whilst Environmental Health agree with these rating levels, the applicant should be advised that it is the cumulative noise from all items of external plant running simultaneously that needs to be within these rating levels and not individual items of plant.

The Noise Report also recommends acoustic performance criteria for the various elements of the building envelop to protect the proposed office space from road traffic and aircraft activity noise. The level of attenuation required to achieve acceptable internal noise levels is standard for such commercial buildings so should pose no difficulties at the detailed design stage."

Subject to the imposition of appropriate conditions and having regard to the separation distances to noise sensitive development, the commercial nature of the buildings closest to the site and existing/proposed tree planting the proposal would not have an unacceptable impact upon existing or future neighbours.

Flood risk and the water environment

Drainage and flood risk strategies have been approved and largely implemented for the wider business park. The proposed drainage strategy includes the use of permeable block paving, the extension of the existing attenuation pond, the introduction of a swale and land drain system to drain the site access road to the north of the site. The application has been considered by Hampshire County Council as the Lead Local Flood Authority (LLFA), the Environment Agency (EA) and Thames Water. The LLFA requested further information in relation to background information on the proposed design, the sensitivity of discharge points, run off calculations rates, run off volume calculations, maintenance regimes and exceedance flows which the applicant provided. It has considered all the submitted information and has confirmed that it has addressed their requirements/previous concerns. The EA raises no objection to the proposal subject to the imposition of a condition requiring a remediation strategy in the event that unforeseen ground contamination is found to be present on site. Thames Water raises no objection to the proposal in terms of the combined water network or surface water infrastructure capacity but recommends informatives in relation to underground water assets and groundwater discharges. To ensure an appropriate drainage is implemented for the site it is proposed to impose a condition securing this provision as set out in the submitted drainage documentation. Having regard to the consultation responses above and subject to the imposition of appropriate condition/informatives, no objection is raised to the proposal in respect of the water environment.

Transport and parking issues.

The proposed parking provision for the development is as set out above. This parking provision results in the provision of more parking spaces than that which would be required to serve Pinehurst 4 in isolation. In practical terms this means that the car parking provision for Pinehurst 3 will be provided in advance of the construction of that building. The County

Highway Authority have been consulted on this application. They advise that:

"....the parking quantum is sufficient as the multi storey car park that formed part of the 2013 consented reserved matters application will be delivered as part of this proposal. The multi storey will replace the temporary surface parking currently on site and provide a total of 817 parking spaces. The application has provided details of the temporary car parking arrangement whilst the multi storey is constructed, It consists of 3 parking zones to accommodate current on site demand and there will be a total of 411 temporary parking spaces. Once constructed the 811 spaces would appear to be in line with the Rushmoor Borough Council parking standards..."

To ensure appropriate levels of parking are provided to serve the development as built and during construction it is considered appropriate to impose a condition to secure this provision. Furthermore it is also considered appropriate to impose a condition for a construction management plan in the interests of highway safety and amenity.

The proposed vehicular access arrangements remain largely as previously approved in 2013. The County Highway Authority notes that whilst no visibility splays have been provided for the new access onto Templer Avenue, the positioning of the access means that visibility of 43 metres can easily be achieved in line with the 30 mph speed restriction. Servicing will take place from the internal link road via a dedicated lay by and appropriate vehicle tracking has been provided to demonstrate that this will operate effectively. The internal layout has sufficient aisle widths for manoeuvring out of parking spaces and for two vehicles to pass.

The proposed level of cycle parking is considered acceptable in consideration of the likely use of the site, and the high proportion of linked trips with the business park and users of the site itself, and is considered sufficient to accommodate need. The development also includes pedestrian and cycle access through the site which promotes and encourages pedestrian/cycle accessibility within the park.

With regard to the overall car parking provision within the business park it is considered appropriate to update the current position on this issue. Outline planning permission was granted for 155,350 sq m of B1 floorspace, 99/00774/OUT, with an approved parking standard of 1 space per 30 square metres of floorspace. The County Highway Authority are satisfied that the slight increase in floorspace over the previously consented reserved matters scheme would not result in the total Pinehurst development exceeding the permitted B1 floorspace, In this regard if all the B1 floorspace was implemented this would have resulted in an overall parking provision of 5178 spaces within the business park. Under the terms of the outline permission there is no requirement for a specific number of spaces to be provided in relation to any Area of the park. If, as provided within Area D, more parking is provided in one particular area in excess of the maximum standard applicable to the nearest blocks of B1 floor space, there would be no conflict with the terms of the planning permission providing the maximum approved number of parking spaces for B1 uses within the business park as a whole would not ultimately be exceeded.

As a result of the slower than anticipated development of B1 floor space in the park, alternative uses have been approved and implemented - the Redrow residential scheme, the Barons car showroom, the De Vere Village hotel, Costco warehouse club and the Audi car dealership (the Gloster public house/restaurant and Costa drive through were constructed within the auspices of the business park permission). These uses have a materially different impact on the highway network to B1 use. Historically the applicant has provided a detailed assessment of the committed parking within the park which demonstrated that 1,222 parking

spaces could be provided in line with the outline permission to serve outstanding B1 floorspace within the park as a whole. When taking the current proposal into account, the terms of the outline permission would therefore indicate that 200 spaces could be provided to serve the remainder of the business park. However it is noted that the only part of the business park without the benefit of extant planning permission/reserved matters approval is the adjoining site on Area C. Given that the period for the submission of reserved matters has now expired any subsequent application on that site would be the subject of a full planning application.

Farnborough Business Park offers an extensive network of off-road pedestrian and cycle paths which connect to the wider routes to the town centre, the rail station and local residential areas. A direct subway connection under the Sulzers roundabout is available to provide safe passage for both pedestrian and cyclists to the town centre and beyond. Under the original planning permission for the Business Park a full transport assessment was produced and a package of mitigation measures were agreed, including the payment of a significant transport contribution towards local sustainable transportation schemes to the benefit of the site. Given this no additional measures or transport contributions are required. However the implementation of a travel plan was also required as part of the original permission. In this regard it is a requirement for each phase to submit a Workplace Travel Plan albeit in this case it is considered as a standalone plan as the submission is a full application rather than an application for reserved matters. Whilst a travel plan has been submitted in support of this application, the County Highway Authority has advised that it does not meet their minimum requirements and requires amendment. A revised travel plan has been submitted and any further views received from the County Highway Authority on this will be reported to the meeting. Subject to this and the imposition of appropriate conditions relating to the provision of access/parking no objection is raised to the proposal on transport or parking grounds.

Sustainable construction

Policy DE1 seeks information on how proposals will incorporate sustainable construction standards and techniques into new development. The Design and Access statement confirms that the development is seeking to secure a BREEAM rating of "Very Good". To achieve this, the building has been designed to include water efficiency saving features, low energy lighting with occupancy and daylight controls and ventilation system heat recovery. This is also confirmed in the submitted BREEAM pre-assessment. Subject to a condition securing a report which demonstrates that a "Very Good" rating has been achieved this it is considered that no objection is raised to the proposal in terms of policy DE1.

Other matters

The site is in proximity to Farnborough Airport. In response to the consultation response from TAG, the applicant has confirmed that the height of the main building is well below 110m.

With regard to the request for a five year permission, the applicant has made the following comments:

"It is the Applicant's intention to deliver the scheme as soon as possible; however it is acknowledged that business conditions are uncertain at the moment, particularly as a consequence of the UK's intention to exit the European Union, and this may have an effect

on the ability to attract the interest of an occupier immediately."

In this regard it is considered that, given the up to date status of the Local Plan and the ability of imposition of conditions which will necessitate the submission of further details which would need to reflect requirements in effect at time of submission, no material planning objectives would be prejudiced by granting a five year permission.

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

FULL RECOMMENDATION

It is recommended that, subject to any adverse views received from the County Highway Authority relating to the travel plan, planning permission be GRANTED subject to the following conditions and informatives.

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

Reason - In the interests of the proper planning of the area and to reflect the particular circumstances of this application.

- 2 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.

Reason - To ensure satisfactory external appearance.*

- 3 Surfacing of access driveways, forecourts or other paths and hardsurfaces, including the surfacing of the temporary car parking provision where appropriate, within the development hereby approved shall not start until a schedule and/or samples of the surfacing materials to be used for 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

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

- 4 The development shall be completed in accordance with the site and building levels as shown on the approved plans.

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

- 5 Prior to occupation or use of the development hereby approved, details of screen and boundary walls, fences, hedges or other means of enclosure shall be installed in

accordance with details to be first have been submitted to and approved in writing by the Local Planning Authority. The development boundary treatment shall be completed and retained in accordance with the details so approved.

Reason - To safeguard the amenities of neighbouring property.*

- 6 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order, 1987, (or any other Order revoking or re-enacting that Order) the land and/or building shall be used only for the purpose of B1a; and for no other purpose, including any other purpose within Class B1, without the prior permission of the Local Planning Authority.

Reason - To protect the strategic employment area and to prevent adverse impact on traffic and parking conditions in the vicinity.

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

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

- 8 Prior to first occupation or use of the development hereby approved a fully detailed landscape and planting scheme (to include, where appropriate, both landscape planting and ecological enhancement) shall be first submitted to and approved in writing by the Local Planning Authority. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building or the practical completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason - To ensure the development makes an adequate contribution to visual amenity.*

- 9 The existing trees and hedges 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 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 areas of the trees/hedges as identified in the tree protection measures as set out in the report prepared by Challice Consulting Ltd dated 17 December 2018 submitted with the application hereby approved;
- (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 before any excavation, construction, vehicle parking or storage of building materials commences in the vicinity of the trees or hedges.

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

- 10 The development hereby approved shall not be occupied until the car and cycle parking facilities shown on the approved plans have been completed and made ready for use by the occupiers of the development, those at Pinehurst 1 and 2 and future occupiers of Pinehurst 3. The car and cycle parking facilities shall be thereafter retained solely for parking purposes (to be used by the occupiers of, and visitors to, the development, existing occupiers at Pinehurst 1 and 2 and future occupiers of Pinehurst 3). *

Reason - To ensure the provision and availability of adequate off-street parking and to promote sustainable transport.

- 11 The electric charging facilities shown on the approved plans shall be completed and made ready for use by the occupiers prior to first occupation of the development. The electric charging facilities shall be thereafter maintained and retained for their designated purpose. *

Reason - In the interests of sustainable development, energy efficiency and to promote alternative modes of transport.

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

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

- 13 Unless otherwise allowed by this permission no storage of materials, plant, or equipment shall take place other than within the buildings.

Reason - To protect the amenities of the area and adjoining occupiers.

- 14 Following completion of the measures identified in the submitted remediation and verification strategy prepared by Delta Simons dated September 2018 a verification report that demonstrates the effectiveness of the remediation shall be submitted for approval in writing by the Local Planning Authority.

Reason - To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention.*

- 15 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, in the interests of amenity and pollution prevention, that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site and to prevent deterioration of water quality in the Windlesham Formation (Secondary A aquifer) that underlies the site

- 16 All plant and machinery 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.*

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

- i) programme of construction work;
- ii) the provision of long term facilities for contractor parking;
- iii) the arrangements for deliveries associated with all construction works;
- iv) methods and phasing of construction works;
- v) access and egress for plant and deliveries;
- vi) protection of pedestrian routes during construction;
- vii) location of temporary site buildings, site compounds, construction materials and plant storage areas;
- viii) controls over dust, noise and vibration during the construction period;
- ix) provision for storage, collection and disposal of rubbish from the development during the construction period

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

Reason - In the interests of amenity and highway safety.

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

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

- 19 All wild birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). If any trees are removed during the bird breeding season (March-

September inclusive) they should first be inspected by an experienced ecologist to ensure that no active nests are present. If an active nest is discovered it should be left in situ until the young have fledged.

Reason - to prevent harm to breeding birds.

- 20 The development shall be undertaken in accordance with the Flood Risk Assessment and drainage strategy report prepared by Baynham Meikle Partnership Ltd dated December 2018 as supplemented by details submitted on 8 March 2019.

Reason - To reflect the objectives of policy NE8 of the Rushmoor Local Plan

- 21 Notwithstanding any details submitted with the application prior to the occupation of the development details of a lighting strategy for the site shall be submitted to and approved by the Local Planning Authority. Once approved the lighting strategy shall be implemented prior to the first use of any part of the development and thereafter retained unless otherwise agreed in writing.

Reason - In the interests of the visual amenities of the area

- 22 Prior to the removal of any existing parking provision that serves Pinehurst 1 and/or 2, the temporary car parking provision as shown on drawing number SK_35 shall be provided, made available for use and retained for parking purposes for the duration of the construction period.

Reason - To ensure appropriate parking provision is retained for existing occupiers of Pinehurst 1 and 2 in the interests of amenity and highway safety

- 23 Within 6 months of the first occupation of the development a verification report shall be submitted which demonstrates that the development has achieved a BREEAM Very Good standard overall and BREEAM Excellent standard for water consumption.

Reason - To confirm the target score as indicated in the BREEAM Pre-Assessment Report Issue 1 prepared by Watkins Payne and to meet the objectives of policy DE1 of the Rushmoor Local Plan.

- 24 The permission hereby granted shall be carried out in accordance with the following approved drawings - 050_00_PL01, 01_PL01, 02_PL02, 03_Masterplan_PL01, 10_PL01, 11_PL01, 12_PL01, 13_PL01, 14_PL01, 15_PL01, 20_PL01, 21_PL01, 30_PL01, 31_PL01, 32_PL01, 33_PL02 and 18409_T rev 0

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

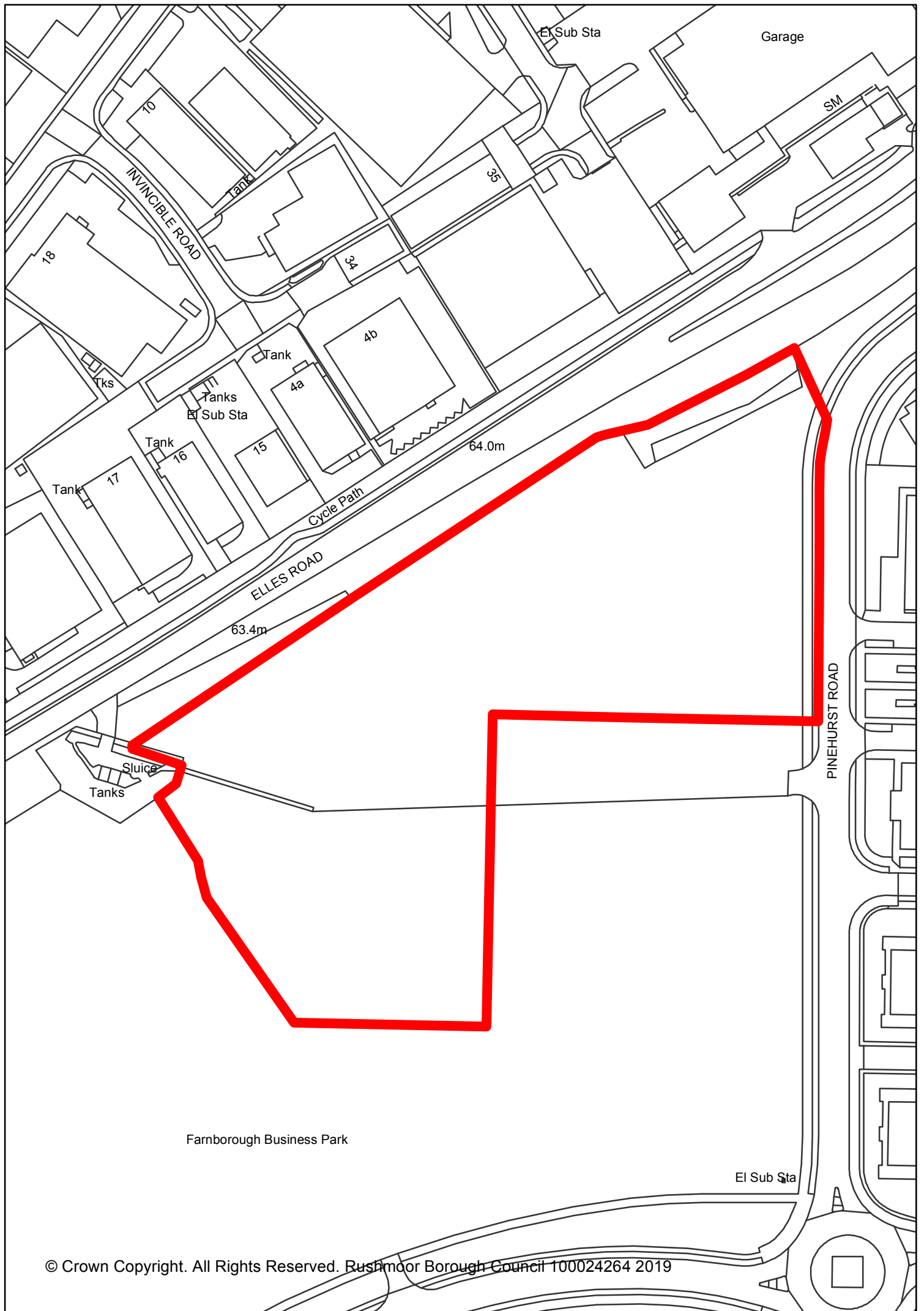
Informatives

- 1 INFORMATIVE – The Local Planning Authority's commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of

applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.

- 2 **INFORMATIVE - REASONS FOR APPROVAL-** The Council has granted permission because it is considered that the proposal will be a benefit to both the business and resident communities, support the ongoing development of Farnborough Business Park and reflect the objectives of the development plan to encourage and guide development within the Borough. It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.
- 3 **INFORMATIVE -** Your attention is specifically drawn to the conditions marked *. These conditions require either the submission and approval of details, information, drawings etc.by the Local Planning Authority **BEFORE WORKS START ON SITE, BEFORE SPECIFIC ELEMENTS OF THE PROPOSAL ARE CARRIED OUT** or, require works to be carried out **BEFORE COMMENCEMENT OF USE OR FIRST OCCUPATION OF ANY BUILDING**. Development started, carried out or occupied without first meeting the requirements of these conditions is effectively development carried out **WITHOUT PLANNING PERMISSION**. The Council will consider the expediency of taking enforcement action against any such development and may refer to any such breach of planning control when responding to local searches. Submissions seeking to discharge conditions or requests for confirmation that conditions have been complied with must be accompanied by the appropriate fee.
- 4 **INFORMATIVE -** Measures should be taken to prevent mud from vehicles leaving the site during construction works being deposited on the highway throughout the construction period.
- 5 **INFORMATIVE -** No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Operational Services for advice.
- 6 **INFORMATIVE -** Future occupiers of the development should be made aware that aircraft approaching and departing TAG Farnborough Airport could be seen, and (dependent on weather conditions and ambient noise from other sources) heard from the application site.
- 7 **INFORMATIVE -** The applicant is advised that there may be a need to comply with the requirements of the Party Wall (etc.) Act 1996 before starting works on site. The Party Wall (etc.) Act is not enforced or administered by the Council but further information can be found on the Planning Portal website <https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance> and you are able to download The party Wall Act 1996 explanatory booklet.
- 8 **INFORMATIVE -** Before drawing up detailed plans, the applicant is advised to contact Thames Water Utilities concerning the public sewers which cross/are in proximity to the site.

- 9 INFORMATIVE - The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
- 10 INFORMATIVE - A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality
- 11 INFORMATIVE - With regard to condition 16 the applicant is advised that it is the cumulative noise from all items of external plant running simultaneously that needs to be within the rating levels stated in the submitted noise report and not individual items of plant.





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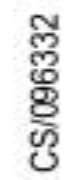


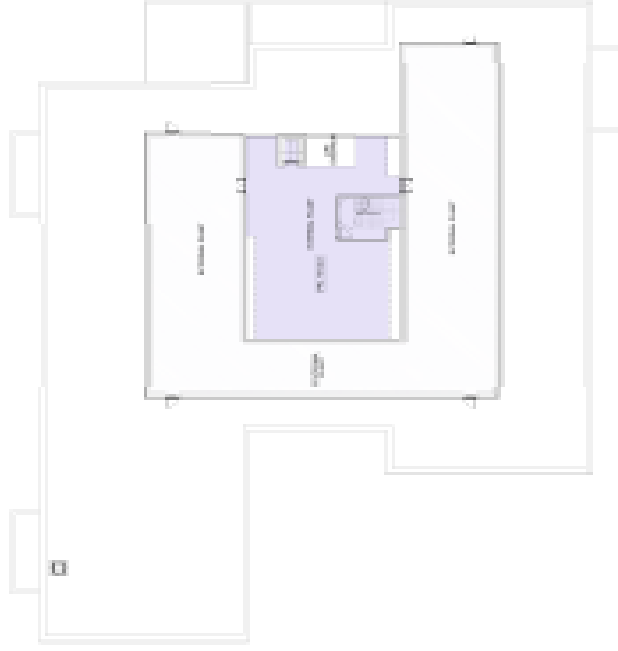
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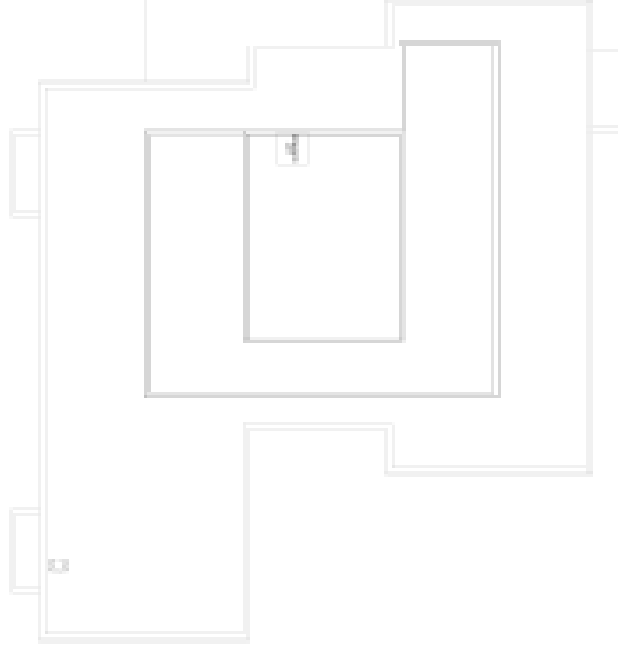
01 Let me 2nd Floor Please

02 July 2004





01 4th Floor Plan - Roof Access



02 5th Floor - Roof Plan

CS/096332



NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	10/10/2023	AL	AL

CS/096332
 01 4th Floor - Roof Access
 02 5th Floor - Roof Plan

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01 North Elevation
 02 South Elevation
 03 East Elevation
 04 West Elevation
 05 Section A-A
 06 Section B-B
 07 Section C-C
 08 Section D-D
 09 Section E-E
 10 Section F-F
 11 Section G-G
 12 Section H-H
 13 Section I-I
 14 Section J-J
 15 Section K-K
 16 Section L-L
 17 Section M-M
 18 Section N-N
 19 Section O-O
 20 Section P-P
 21 Section Q-Q
 22 Section R-R
 23 Section S-S
 24 Section T-T
 25 Section U-U
 26 Section V-V
 27 Section W-W
 28 Section X-X
 29 Section Y-Y
 30 Section Z-Z



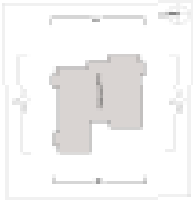
01 North Elevation



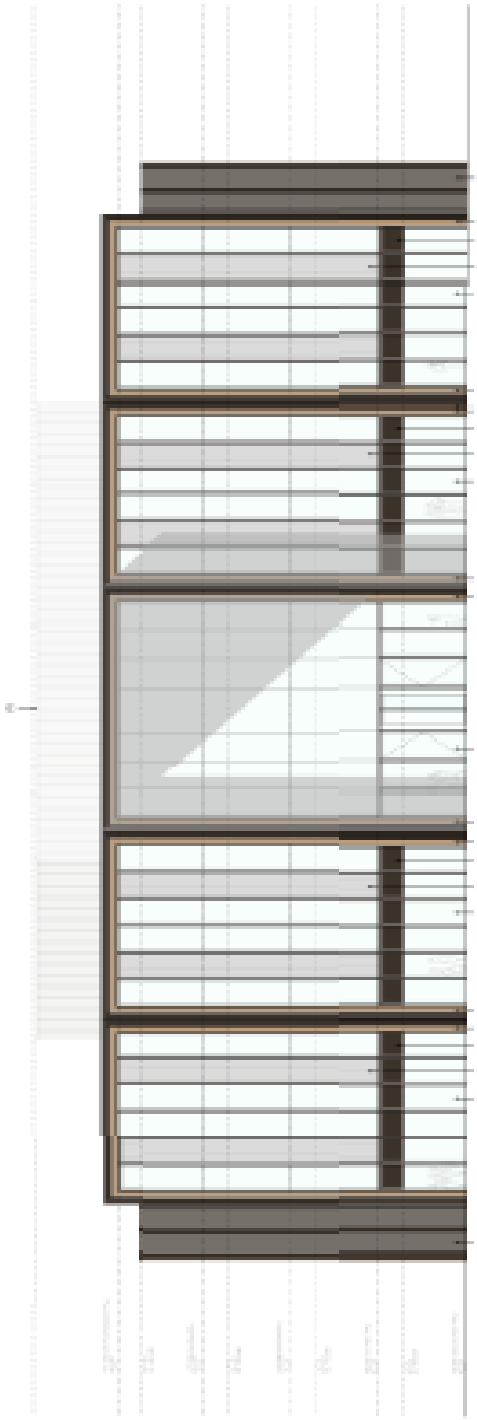
02 South Elevation

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01 East Elevation



02 West Elevation

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Architectural
Drawing
Scale: 1:500
Date: 10/10/2010
Project: 096332

Author	Designer	Checker	Approver





CS/096332



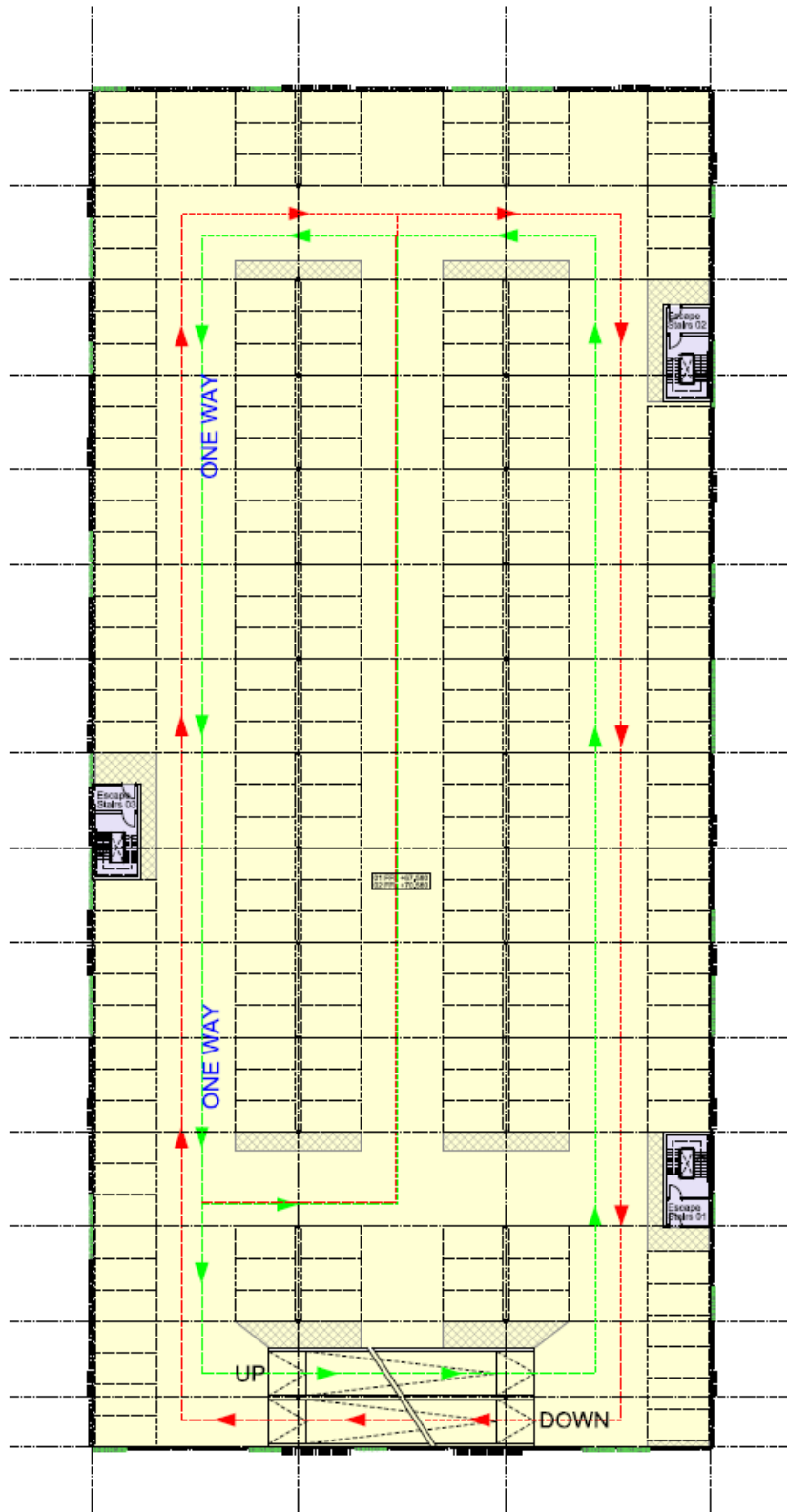
CONTRACTOR'S RECORD			
NO.	DATE	REVISION	BY
1	10/10/18	ISSUED FOR TENDERS	ESA

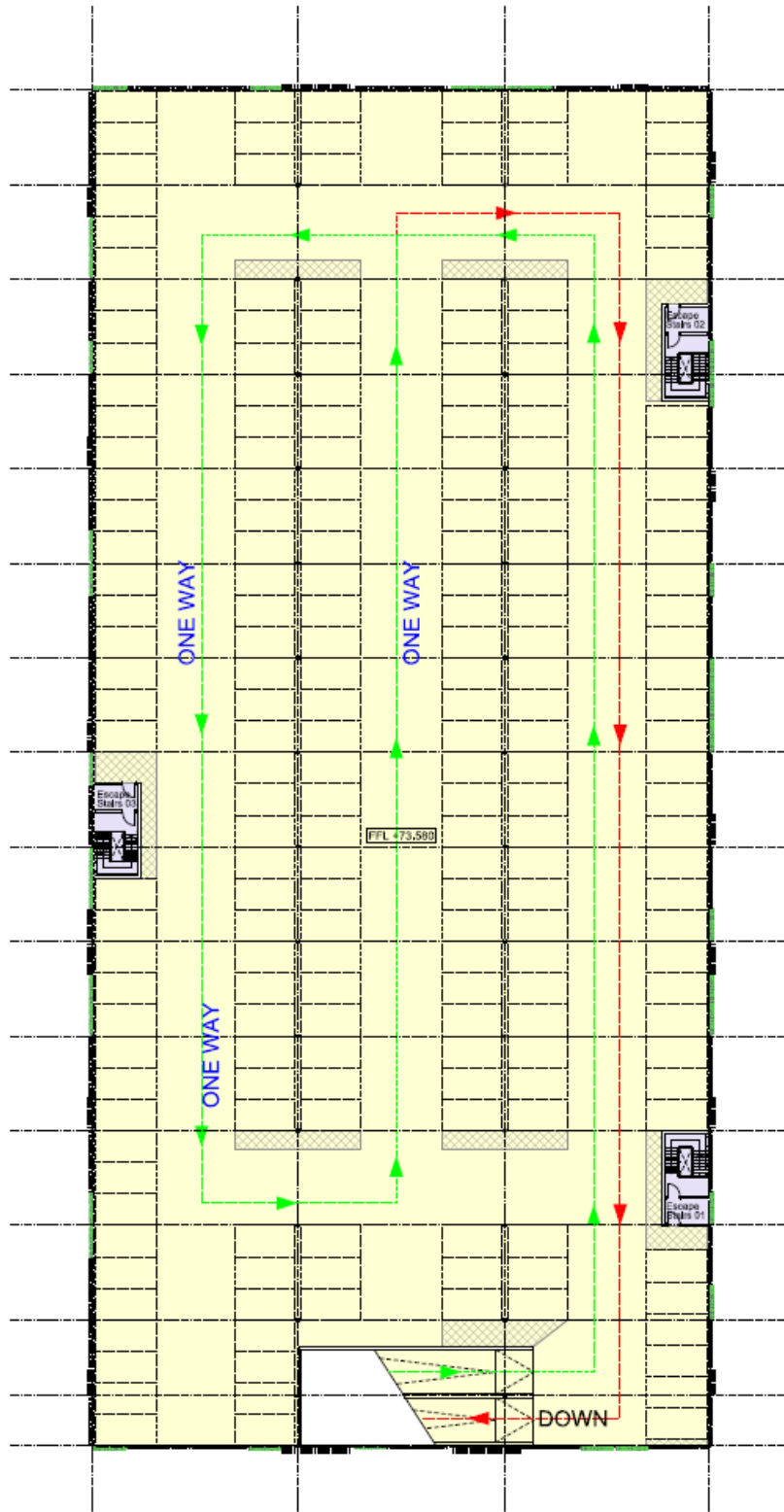
Client: PRIMERIS PROPERTY
 Date: November 2018
 Draw No: 001_01_PLOT 1

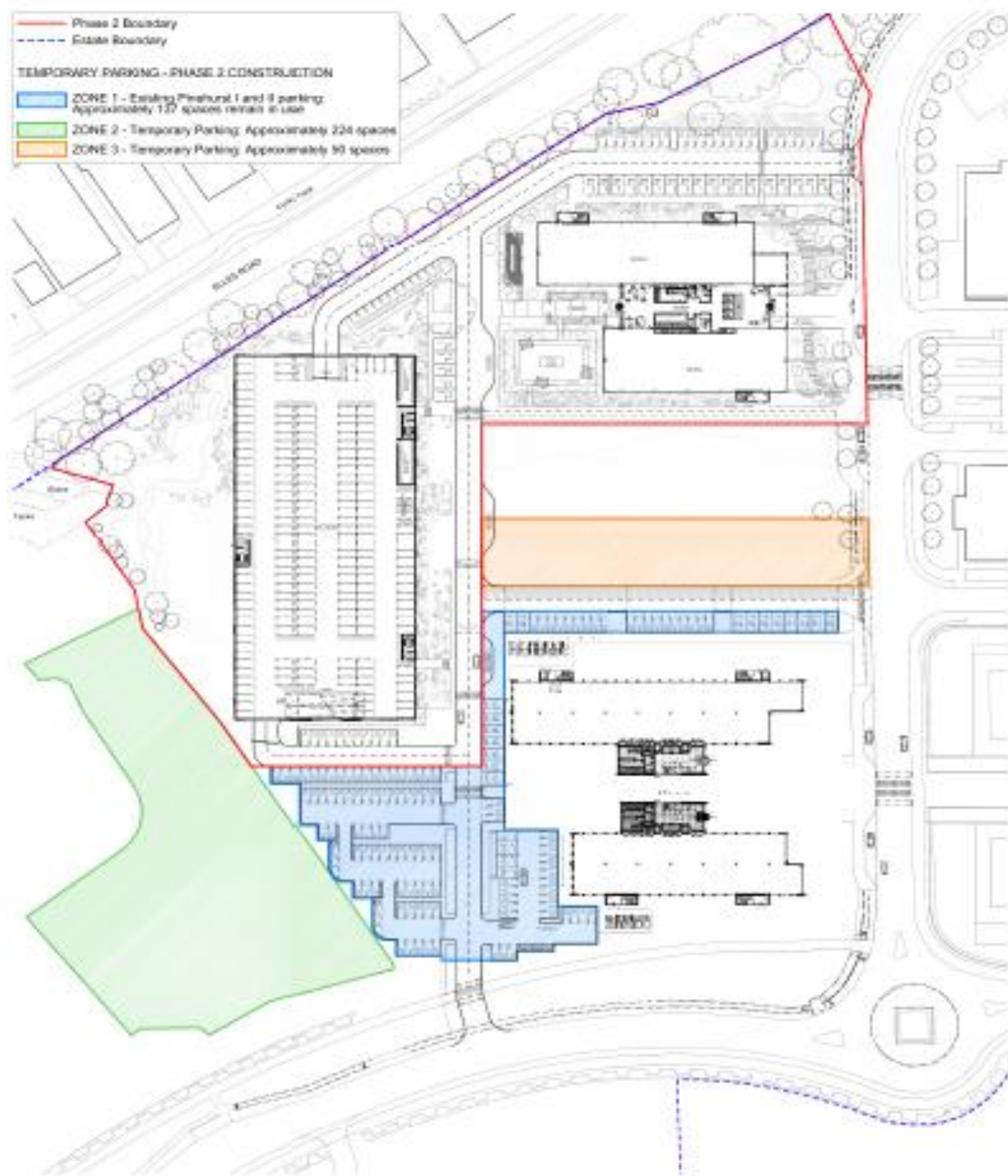
Project: Phase 2, Tymonough Business Park
 Title: MSDP - Ground Floor Plan
 Scale: 1:200 (B1)

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