

DEVELOPMENT CONTROL COMMITTEE
20 JULY 2005

DIRECTORATE OF ENVIRONMENTAL
SERVICES
REPORT NO.PLN0548
SECTION C

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.

APPLICATION NO.	05/00420/C1884
DATE REGISTERED	20 June 2005
EXPIRY OF CONSULTATIONS	15 July 2005
PROPOSAL	CIRCULAR 1884 CONSULTATION: Erection of two storey extension to existing office building and formation of additional parking area
LOCATION	Air Accident Investigation Branch Farnborough House Berkshire Copse Road Farnborough
WARD	Wellington
APPLICANT	Air Accidents Investigation Branch
AGENT	The Abel Partnership
RECOMMENDATION	NO OBJECTION

DESCRIPTION

The site is to the north of the Basingstoke Canal and comprises a separate compound within the Farnborough Airport boundary, adjoining its southern end. The land is occupied by a number of structures including a large hangar and a two storey flat roofed office building with an L-shaped footprint, together with areas of hard surfacing, used by the Department of Transport's Air Accident Investigation Branch (AAIB).

In October 2004 the Council raised no objection to a consultation in respect of a two storey extension to the existing office building and laying out of an additional parking area (ref. 04/00740/C1884). The supporting statement with the current application explains that there has since been a review of the existing data laboratories and offices that have been largely unchanged since the 1980's. It has been found that these facilities no longer provide the level of technical resources and standard of working environment that are essential for the AAIB to meet its statutory obligations, particularly in the light of the increasing volume and complexity of accident investigation operations. Consequently a need has been identified for additional floor space over and above that which was approved in 2004.

The current application is therefore a consultation proposing a larger extension with a footprint approximately 43m x 15m (max.) at the northern end of the office building to provide a range of improvements to the facilities designed to support AAIB operations for the foreseeable future. The extension would be two storeys high and predominantly flat-roofed but with a curved element above the new entrance on the eastern elevation. It would provide

a reception area, conference room and staff refreshment area on the ground floor with laboratories, secure storage, meeting room and staff rest room above, and would also incorporate a lift to allow disabled access to both floors.

A new turning and parking area with 22 spaces would be laid out to the north of the new extension, on land formerly occupied by buildings that have already been demolished.

As before, the works would involve the loss of some trees but the existing tree screen around the perimeter of the site would remain intact. The application is accompanied by an ecological scoping survey for the proposal, which concludes that the development site is of little ecological value.

CONSULTEES RESPONSES

Head of Street Scene Services	No highway objection
Head of Environmental Health Services	No objection
Planning Policy Team	No policy objection
County Environment Department (SINC/SSSI)	No objection subject to conditions
TAG	Response awaited

NEIGHBOURS NOTIFIED

None.

NEIGHBOUR COMMENTS

No third parties affected and no comments received.

POLICY AND DETERMINING ISSUES

In the Rushmoor Local Plan Review (1996-2011) the site is in the countryside outside the built up area within the strategic gap and a site of importance for nature conservation (SINC), where policies ENV1, ENV3 and ENV8 are applicable. It is also specifically identified in the Farnborough Aerodrome section of the Local Plan Review as the Air Accident Investigation Branch (AAIB) compound requiring a secure and secluded setting, and Policy FA5(iii) is relevant.

The determining issues are the impact on the character of the countryside, the openness of the strategic gap, and nature conservation.

COMMENTARY

Because of the nature of its operation, the AAIB requires a secluded location and has a long established presence on this site outside the built up area. Although the proposal would involve the loss of some trees within the site, the trees and vegetation around the boundaries would remain and would screen the proposed extension and car park from outside the site. It

is therefore considered that the proposal would not harm the character of the countryside or the setting of the built up area. In the light of the applicants' ecological survey, the Ecology Team at Hampshire County Council is satisfied that there would be no significant harm to nature conservation as the site is of little ecological value. In the circumstances it is considered that the proposal does not conflict with Policies ENV1 or ENV8 of the Local Plan Review.

Policy ENV3 relating to strategic gaps precludes development that would visually or physically diminish the amount of open and undeveloped land, and the supporting text restricts any redevelopment to the footprint of existing buildings. Policy FA5(iii) which relates specifically to the AAIB site permits employment use on a footprint basis only in the general area occupied by existing buildings. Because the proposal is not limited to the footprint of existing buildings, the application is technically a departure from the development plan and has been advertised as such.

Notwithstanding the above, some buildings that stood in a more visible location at the southern end of the site near the entrance have been removed in the past. The proposed extension and parking area would be in a secluded position in the centre of the site away from any public vantage point and screened by existing vegetation. In the circumstances, although not strictly on a footprint basis, it is considered that the proposal would have no material adverse impact on the openness of the strategic gap or the character of the countryside and bearing in mind the special requirements of the AAIB operation, the proposal is considered acceptable.

FULL RECOMMENDATION

It is therefore recommended that subject to no objection being received from TAG, NO OBJECTION be raised to the proposal, subject to the following conditions:

- 1 No works shall start on site until the existing trees which are to be retained have been adequately protected from damage during site clearance and works, in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. Such details shall include, for example, precise positions of temporary hoardings or fencing around retained trees, siting of drain runs and trenches, arrangements for burning of materials from site clearance, measures to be taken to ensure that retained trees and their roots are not damaged by the removal of adjacent trees, siting of routes to be used by heavy vehicles during site clearance and site works, and changes of ground level around retained trees. Furthermore, no materials or plant shall be stored and no buildings erected within the protective fencing without the prior consent in writing of the Local Planning Authority. *

Reason - To ensure that existing trees are adequately protected in the interests of the visual amenities of the site and the locality in general.

- 2 With the exception of any trees specifically shown on the submitted plans to be felled, or as may be otherwise agreed in writing by the Local Planning Authority, no tree, or hedge within the application site shall be lopped, topped, felled, destroyed or damaged in any way during the course of building operations and for a period of three years following completion of the development.

Each tree, or hedge felled, destroyed or severely damaged without such approval shall within six months be replaced by another healthy, semi-mature tree, or hedge as

ITEM 13

the case may be, the details of which shall first be approved in writing by the Local Planning Authority. Such replacement planting shall thereafter be maintained or further replaced as necessary until well established.

Reason - To ensure the satisfactory retention of existing trees, and hedges and in the interest of visual amenity.

05/00420/C1884

Air Accident Investigation Branch

RUSHMOOR
BOROUGH COUNCIL

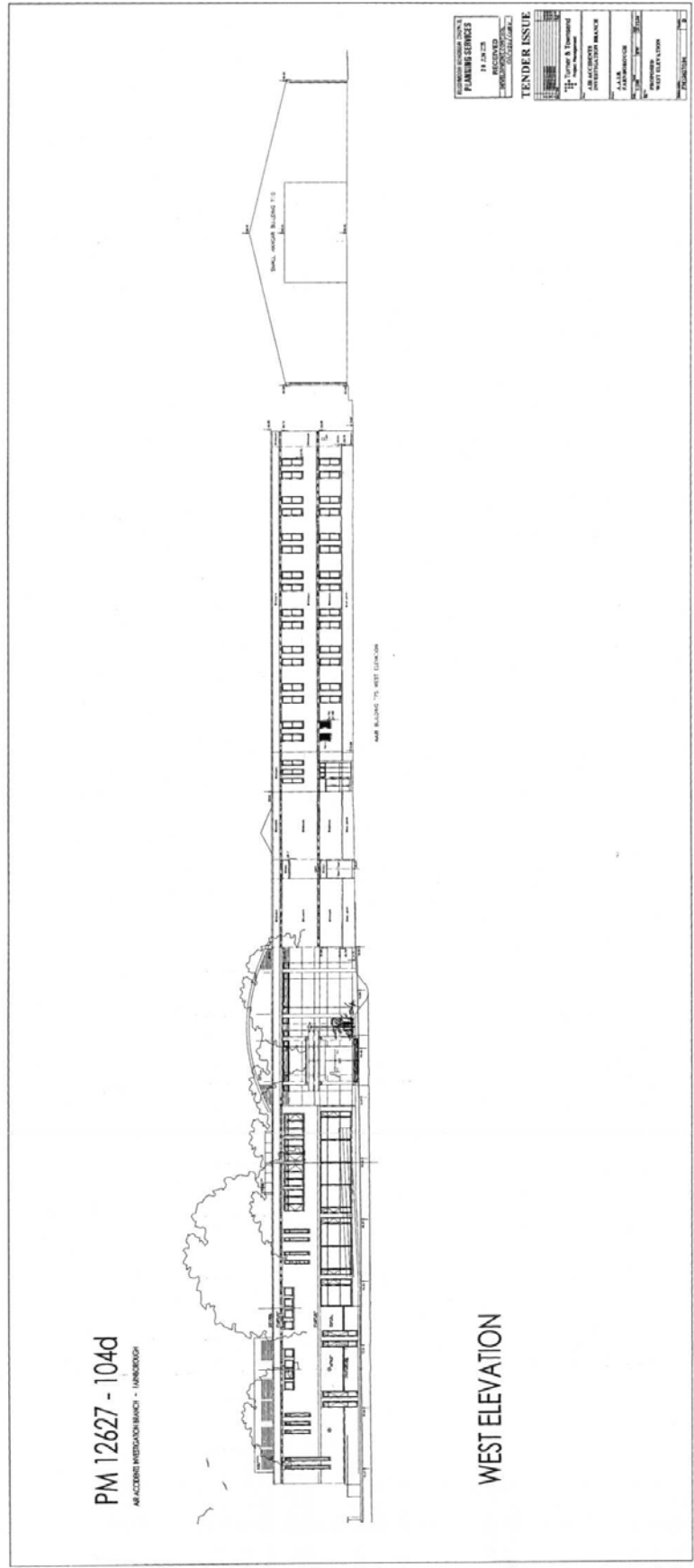


Scale : 1:2482

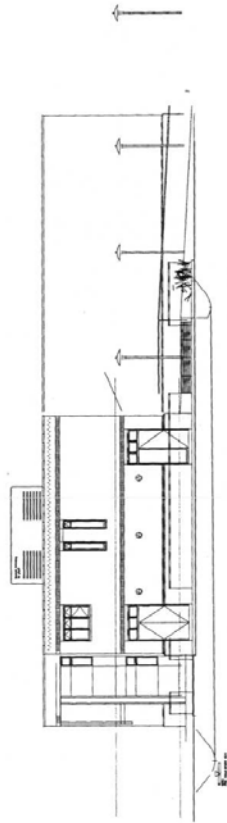
Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2005.

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

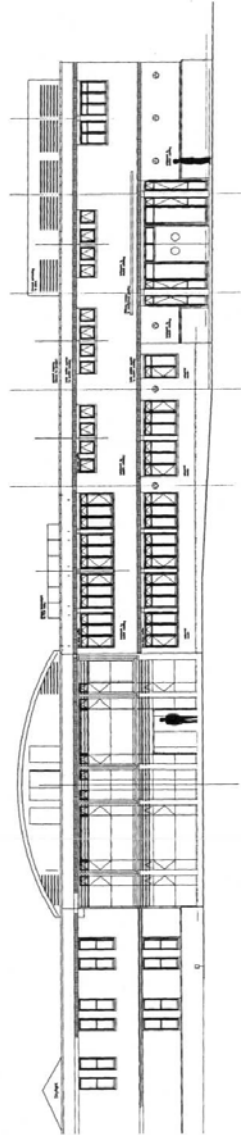
Organisation	Rushmoor Borough Council
Department	Not Set
Comments	Berkshire Copse Road Farnborough
Date	07 July 2005
SLA Number	100024264



AIR ACCIDENTS INVESTIGATION BRANCH ~ FARNBOROUGH



NORTH ELEVATION



EAST ELEVATION

PM 12627 - 105d

AIR ACCIDENTS INVESTIGATION BRANCH - FARNBOROUGH

FARNBOROUGH COUNCIL PLANNING SERVICES	
21 JUN 2015	RECEIVED
08:25:10	08:25:10
Turner & Townsend Project Management	
AIR ACCIDENTS INVESTIGATION BRANCH	
A.A.I.B. BRANCH	
DATE	TIME
21 JUN	08:25
NORTH & EAST ELEVATIONS	
PROJECT NO.	DATE
PM12627/105	15

