

Report of the Head of Planning & Enforcement Services

Address SNOWBASE EASTERN PERIMETER ROAD HEATHROW AIRPORT

Development: Expansion of snow base to provide additional covered storage and parking for snow vehicles, a welfare and maintenance building and diesel and de-icer storage (Consultation Under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

LBH Ref Nos: 45151/APP/2012/664

Drawing Nos: 10000-XX-GA-XXX-TPS01 Version 1
16872-00-GA-200-000002 Version 6
16872-00-GA-735-000004 Version 5
16872-00-GA-902-000001 Version 2
16872-00-GA-902-000002 Version 3
16872-00-SE-200-000002 Version 4
16872-00-SE-247-000001 Version 4
16872-00-SE-247-000004 Version 3
16872-00-SK-735-000001 Version 2
16872-10-GA-200-000001 Version 6
16872-20-GA-200-000002 Version 2
ARCHAEOLOGICAL DESK-BASED ASSESSMENT REF 93003.785
Archaeological Evaluation Report Ref:93003\786
Flood Risk Assessment Version 2
Archaeological Assessment
Design and Access Statement
Cladding Detail Photos
Existing glycol tanks Photos
Existing Parking Shed Photos
Existing Storage Shed Photos
Existing Workshop & Welfare Building Photos

Date Plans Received: 16/03/2012 **Date(s) of Amendment(s):**

Date Application Valid: 16/03/2012

1. SUMMARY

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) seeking to provide expanded and enhanced snow base facilities at Heathrow.

The proposals are directly related to the operation needs of the airport and are considered to represent permitted development.

The proposals would not result in any adverse impacts on the appearance or character of the airport or have any impacts on existing landscaping. Nor would the development give rise to any detrimental impacts on the amenity of residential properties or on the safe operation of the airport.

Subject to appropriate considerations there would be no detrimental impacts arising from

the development in terms of contamination or flood risk.

Accordingly, no objection is raised to the proposal subject to considerations.

2. RECOMMENDATION

NO OBJECTION

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

10000-XX-GA-XXX-TPS01 Version 4
16872-00-GA-200-000002 Version 6
16872-00-GA-735-000004 Version 5
16872-00-GA-902-000001 Version 2
16872-00-GA-902-000002 Version 3
16872-00-SE-200-000002 Version 4
16872-00-SE-247-000001 Version 4
16872-00-SE-247-000004 Version 3
16872-00-SK-735-000001 Version 2
16872-10-GA-200-000001 Version 6
16872-20-GA-200-000002 Version 2

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

2 COM30 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(d) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(e) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(f) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a

verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 NONSC EA Condition 1

The development hereby permitted shall not be commenced until such time as a scheme to ensure the maintenance and regular inspection of;

- i. the tanks between walls leak detection system, high-level; filling alarm and automatic overflow protection device;
- ii. pipe work carrying fuel and glycol;
- iii. manual isolation valves, emergency shut off and non-return valves;
- iv. and the fuel tanks secondary containment bund and its rainwater pump out schedule;

has been submitted to, and approved in writing by, the local planning authority.

Any such scheme shall be supported by detailed information, include a maintenance programme. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme, or any changes as may subsequently be agreed, in writing, by the local planning authority.

REASON

The proposed storage of hazardous substances in storage tanks poses a risk to the Principal Aquifer in the Taplow Gravels which underlie the site. The Taplow Gravels are part of the Lower Thames Gravels WFD groundwaterbody (GB40603G000300).

The Thames river basin district river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without the implementation of the above scheme, leaking tanks could cause deterioration of quality or prevent the recovery of Lower Thames Gravels WFD groundwaterbody (GB40603G000300). This is in accordance with London Borough of Hillingdon Unitary Development Plan (adopted 1998) Saved Policy OE11.

The National Planning Policy Framework paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution.

4 NONSC EA Condition 2

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 years plus climate change critical storm will not exceed the runoff from the undeveloped site following the corresponding rainfall event.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON

To prevent the increased risk of flooding, both on and off site. The National Planning Policy Framework requires that the site-specific flood risk assessment must demonstrate that the development will not increase flood risk elsewhere and where possible will reduce flood risk overall. Without this information the FRA does not confirm that the increase in flooded volumes can be adequately contained within the site boundary and the run-off rates will not increase. This is in accordance with London Borough of Hillingdon Unitary Development Plan (adopted 1998) Saved Policy OE8.

INFORMATIVES

1

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, Cranes and Other Construction Issues (available at <http://www.aoa.org.uk/policy-safeguarding.htm>)

2

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, Lighting near Aerodromes (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

3

This site, or part of this site, lies within the Public Safety Zone. Please refer to DFT Circular 1/2010 Control of Development in Airport Public Safety Zones for further information.

4

Environment Agency advice to applicant: We have reviewed the FRA Re-development of the Snow Base at Heathrow Airport V2 by Black and Veatch March 2012. The FRA demonstrates that increased pipe storage can be included to provide attenuation for the increase in flood volumes in low order events with a likelihood of around 1 in 5 chance in any year. From the 1 in 10 chance in any year event to the 1 in 100 chance in any year event, including an allowance for climate change, the FRA demonstrates that an increase in flood volume is expected, up to 709m³ in the 1 in 100 chance in any year plus climate change.

3. CONSIDERATIONS

3.1 Site and Locality

The site area comprises a total of 3.67 hectares, and comprises of the existing snow base area and surrounding land which is located airside. The existing snow base was built in

2002 and consists of approximately 9,000sq.m of overall area. The concrete hardstanding is used for parking, storage and manoeuvring of snow vehicles; there are also buildings providing existing maintenance and welfare facilities and storage for limited amounts of runway de-icer (solid and liquid). In the immediate surrounds of the existing snow base are grassed areas, with live taxiways further to the south and west.

The application site is located within Heathrow Airport adjacent to the Enfield Road Roundabout (at the junction of East Church Road and the Eastern Perimeter Road) within the Airport Boundary as defined within the Development Plan.

The nearest residential property is approximately 460m from the site.

3.2 Proposed Scheme

The proposal would involve the demolition of the existing maintenance building and covered parking area within the site.

An expanded snow base is proposed to be erected which would consist of covered storage for the new and existing snow vehicles, a welfare and maintenance building and additional storage capacity for storage of de-icing media and diesel.

The covered vehicle parking area is proposed to be located along the northern boundary of the site and would comprise a 3-sided structure, open on the front facing aspect, and at varying heights along its span. The covered parking area/shed would be a steel framed and clad structure which would be coloured light/mild grey it ranges in height from approximately 3.0 metres to 6.3 metres with a width of between 15m and 25m. The overall length of the building would be 290m.

The welfare and maintenance facility is proposed as an enclosed structure, with a number of roller-shutter doors incorporated into the design, in order to enable easy vehicle access and egress. The building would be steel framed building with full height grey, trapezoidal steel cladding. The building would have a pitched roof with a ridge along the full length with a maximum height of 7m to the ridge. The building would be 75m long x 26m wide.

To the east of the expanded snow base, a fuel and de-icing media refilling site would be created, with a layout similar to a forecourt petrol station set-up. There will be a total of 11 no. glycol storage tanks positioned in the area. 3 no. fuel tanks containing diesel and gas-oil and 1 no. soap tank for storage of soap for the cleaning of aircraft stands would also be provided within this area. The tanks will feed a network of pipes, which in turn will connect to vehicles as required. The tanks will be replenished from a landside filling point, enabled through the construction of a layby on Eastchurch Road, adjacent to the Enfield Road roundabout.

An area has been safeguarded within the expanded snow base to investigate the inclusion of a tipping facility for liquid effluent generated by road sweeping vehicles, however the current proposal does not include such a facility which would need to be the subject of a further consultation under the General Permitted Development Order.

Other provisions to be incorporated within the expanded snow base are a vehicle-washing facility, grit and solid de-icer storage sheds

3.3 Relevant Planning History

Comment on Relevant Planning History

Heathrow has an extensive planning history. The most relevant to this application was the construction of the existing snow base was built in 2002.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th April 2012**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

NATS SAFEGUARDING

No objection.

BAA SAFEGUARDING

No objection.

ENGLISH HERITAGE ARCHAEOLOGY

Given the extraordinary density of services and the limited impact that the car parking area to the north will have, I would not anticipate the need for any field work in relation to the present proposals.

ENVIRONMENT AGENCY

The proposed development will be acceptable only if considerations are included requiring the submission and subsequent agreement of further details, as set out below.

Consideration 1

The development hereby permitted shall not be commenced until such time as a scheme to ensure the maintenance and regular inspection of;

i. the tanks between walls leak detection system, high-level; filling alarm and automatic overflow protection device;

ii. pipe work carrying fuel and glycol;

iii. manual isolation valves, emergency shut off and non-return valves;

iv. and the fuel tanks secondary containment bund and its rainwater pump out schedule;

has been submitted to, and approved in writing by, the local planning authority.

Any such scheme shall be supported by detailed information, include a maintenance programme. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme, or any changes as may subsequently be agreed, in writing, by the local planning authority.

Reason 1

The proposed storage of hazardous substances in storage tanks poses a risk to the Principal Aquifer in the Taplow Gravels which underlie the site. The Taplow Gravels are part of the Lower Thames Gravels WFD groundwaterbody (GB40603G000300).

The Thames river basin district river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without the implementation of the above scheme, leaking tanks could cause deterioration of quality or prevent the recovery of Lower Thames Gravels WFD groundwaterbody (GB40603G000300). This is in accordance with London Borough of Hillingdon Unitary Development Plan (adopted 1998) Saved Policy OE11.

The National Planning Policy Framework paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution.

Consideration 2

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 years plus climate change critical storm will not exceed the runoff from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason 2

To prevent the increased risk of flooding, both on and off site. The National Planning Policy Framework requires that the site-specific flood risk assessment must demonstrate that the development will not increase flood risk elsewhere and where possible will reduce flood risk overall. Without this information the FRA does not confirm that the increase in flooded volumes can be adequately contained within the site boundary and the run-off rates will not increase. This is in accordance with London Borough of Hillingdon Unitary Development Plan (adopted 1998) Saved Policy OE8.

Advice to the Applicant

We have reviewed the FRA Re-development of the Snow Base at Heathrow Airport V2 by Black and Veatch March 2012. The FRA demonstrates that increased pipe storage can be included to provide attenuation for the increase in flood volumes in low order events with a likelihood of around 1 in 5 chance in any year. From the 1 in 10 chance in any year event to the 1 in 100 chance in any year event, including an allowance for climate change, the FRA demonstrates that an increase in flood volume is expected, up to 709m³ in the 1 in 100 chance in any year plus climate change.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT - NOISE

I note that the proposed development involves expanding the existing snow base, and that the site of the expanded snow base lies airside within the airport. As such, the site is a considerable distance from residential areas outside the airport. I also note that the Design and Access Statement states that the development will not give rise to any unacceptable environmental impacts. I have no objection to the development on grounds of noise and air quality. I have, however, passed the application to my colleague Mick Brough for consideration of land contamination issues.

ENVIRONMENTAL PROTECTION UNIT - CONTAMINATION

BAA indicate they consider it appropriate to apply a contaminated land consideration if the information being prepared is not submitted within the GPDO timescale.

I would advise adding our contaminated land condition as a consideration. The full COM 30 in the new conditions book could be used as a consideration if no information has yet been submitted.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order).

Following significant disruption caused by snowfall in December 2010, an enquiry was set up with the objective of making recommendations to future snow events and was chaired by Professor David Begg. The Begg Enquiry was released in March 2011 and detailed 14 recommendations on how BAA and the Heathrow community could improve the airport's resilience to future snow disruption. The Capital Projects division of BAA established a programme to respond to a number of these recommendations.

A longer term requirement to address these recommendations is to provide a consolidated location for storage of the snow equipment and to provide facilities for the associated increase in vehicle maintenance, staff welfare and storage facilities for diesel and de-icer (glycol).

The current consultation seeks to expand and enhance the existing snow base area at the airport in order to improve facilities for dealing with snow and reduce associated disruption.

The proposed development would clearly be directly related to the airport and would enhance the resilience of key facilities at the airport to adverse weather. The proposal is considered to represent permitted development and accordingly, there is no objection to the principle of the development.

7.02 Density of the proposed development

Residential density is not relevant to this application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The application is not located within proximity to any Conservation Areas, Listed Buildings or Areas of Special Local Character.

7.04 Airport safeguarding

The application has been reviewed by both BAA Safeguarding and NATs Safeguarding who have raised no objections. As such, it is not considered that the application would have any adverse impacts on aircraft or airport safety.

7.05 Impact on the green belt

The application is not located within or on the boundary of the Green Belt.

7.07 Impact on the character & appearance of the area

The proposed development is located within the operational area of Heathrow Airport adjacent to the Enfield Road Roundabout (at the junction of East Church Road and the Eastern Perimeter Road).

The design and built form of the development, including the proposed materials palette, are considered to be consistent with the design rational of other operational buildings within the airport.

Accordingly, it is considered that the proposed development would appropriately harmonise

with the character of the surrounding Airport development in accordance with Policy BE13 of the Saved Policies UDP.

7.08 Impact on neighbours

The nearest residential property is located approximately 460m from the application site, which is located well within the boundary of Heathrow Airport. As such, the application would not result in any adverse impacts on the amenity of residential occupiers.

7.09 Living conditions for future occupiers

Not relevant to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application site is located within the Heathrow Airport boundary. As such, BAA are the highway authority for the roads immediately surrounding the application site and it is for them to assess any impact the proposal may have on their road network. The nearest Hillingdon managed roads are located some distance away, and it is not considered that the proposed scheme would have any impact on these roads.

7.11 Urban design, access and security

Design and access issues are dealt with elsewhere within this report.

The is located within the airport boundary and a secure airside/landside boundary would be provided. Accordingly, the proposal raises no concerns relating to security.

7.12 Disabled access

The submitted plans indicate that the development would be provided with welfare facilities, that level access would be provided to all buildings, all corridor & doors widths would be of appropriate widths for wheelchair users, and that disabled toilet and shower facilities of an appropriate layout would be provided.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, landscaping and Ecology

The application site is within the central terminal area of Heathrow airport. The is no landscaping with the exception of grassed areas, which are not of any landscape merit. The proposal is located within Heathrow Airport and does not propose any soft landscaping, however it is not considered that the proposal would necessitate any landscaping having regard to its context. It is considered that the proposal would comply with Policy BE38 of the Saved Policies UDP.

7.15 Sustainable waste management

The proposal would not necessitate any dedicated external waste storage. Any waste arising from use of the rest areas or workshops would be dealt with as part of the airport wide waste strategy. Accordingly it is considered that adequate provision would be made for waste and recycling provision.

7.16 Renewable energy / Sustainability

The proposal represents permitted development and, as such, there is no requirement for the development to comply with policies relating to renewable energy and sustainability. Nevertheless, the scheme would utilise modern design techniques such as high levels of insulation to minimise the buildings energy use.

No objection is therefore raised to the proposal in terms of sustainability.

7.17 Flooding or Drainage Issues

The application is not located within an area identified as being at risk of flooding, however given the size of the application site and the proposed use, which would involve the storage

of chemicals, consideration needs to be given to matters relating to sustainable drainage and potential groundwater contamination.

The Environment Agency have been consulted on the application, which is supported by a detailed flood risk assessment. They have raised no objection subject to considerations being attached relating to the storage of chemicals on the site and the provision of sustainable drainage.

Subject to these considerations the scheme would comply with Policies OE8 and OE11 of the Saved Policies UDP and the requirements of the National Planning Policy Framework.

7.18 Noise or Air Quality Issues

The application site is located within the boundary of Heathrow Airport and approximately 460m from the nearest residential property. Accordingly, the development would not give rise to any concerns regarding noise impacts on residential occupiers.

It is not considered that the proposed development which would have any significant impacts on local air quality.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without

discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) seeking to provide expanded and enhanced snow base facilities at Heathrow.

The proposals are directly related to the operation needs of the airport and are considered to represent permitted development.

The proposals would not result in any adverse impacts on the appearance or character of the airport or have any impacts on existing landscaping. Nor would the development give rise to any detrimental impacts on the amenity of residential properties or on the safe operation of the airport.

Subject to appropriate considerations there would be no detrimental impacts arising from the development in terms of contamination or flood risk.

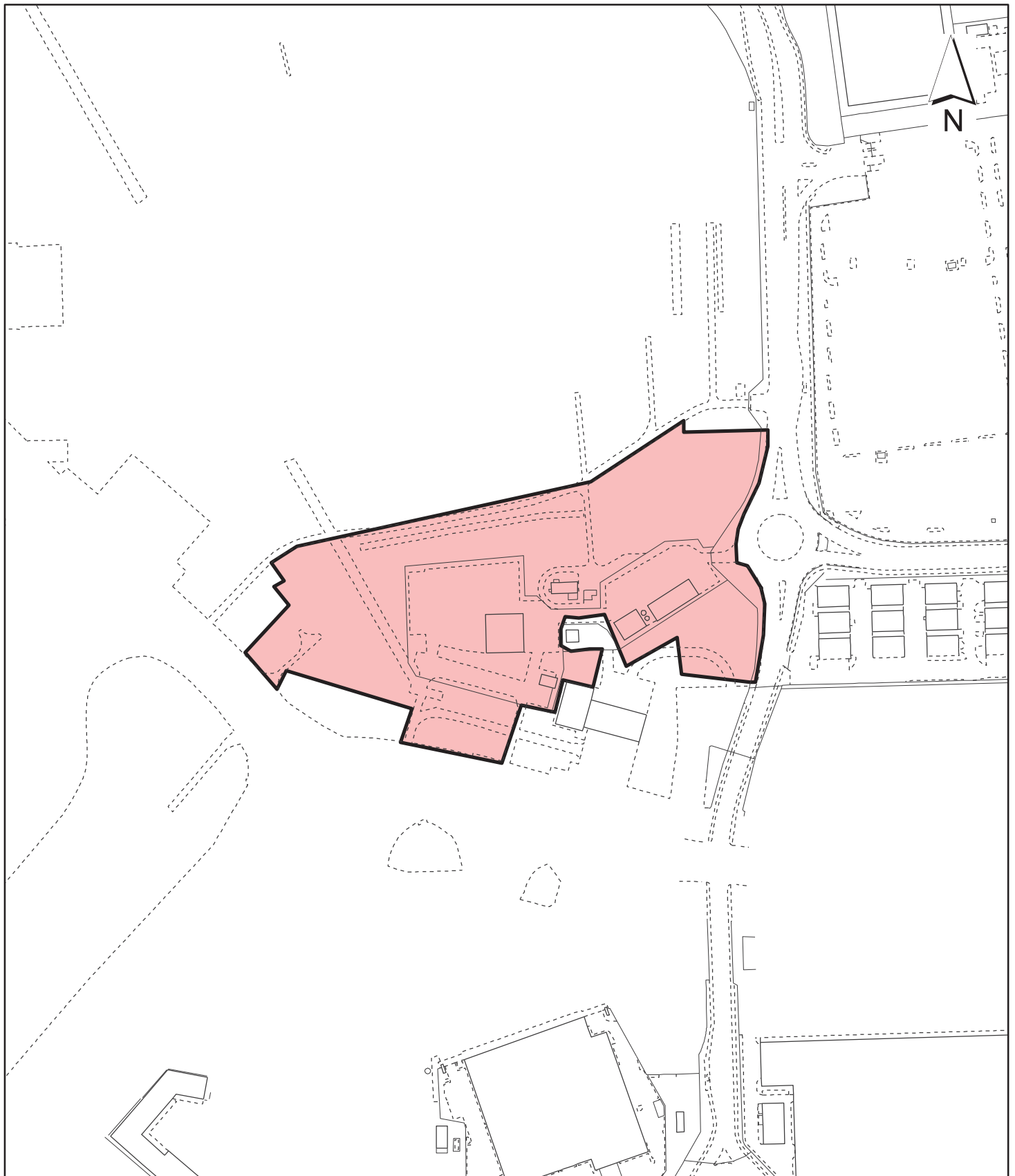
Accordingly, no objection is raised to the proposal subject to considerations.

11. Reference Documents

National Planning Policy Framework
The London Plan

Contact Officer: Matt Kolaszewski

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Notes

 Site boundary

For identification purposes only.

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Site Address

**Snowbase
Eastern Perimeter Road
Heathrow Airport**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

45151/APP/2012/664

Scale

1:3,000

Planning Committee

Central and South

Date

**May
2012**



HILLINGDON
LONDON