

Report of the Head of Planning & Enforcement Services

Address 520B SOUTHERN PERIMETER ROAD HEATHROW AIRPORT

Development: Rebuilding of an existing cargo transit shed with ancillary office accommodation.

LBH Ref Nos: 57331/APP/2010/2038

Drawing Nos: 100306-(D)-002 B (Site Plan)
100306-(D)-003 A (Site Elevations)
100306-(D)-004 A (Layout Plan)
100306-(D)-005 A (Roof Plan)
100306-(D)-006 A (Office/Plant Plans)
10036-(D)-007 A (Elevations)
100306-(D)-008 A (Sections)
100306-(D)-001 B (Site Location Plan)
100306-(D)-009 A (Site Contour Plan)
100306-(D)-010 A (Fire Strategy Plan)
CK400 07 (Proposed Drainage)
Design and Access Statement prepared by 3D Reid dated August 2010
Energy Statement prepared by DSA Engineering dated 27/08/10
Preliminary Risk Assessment prepared by Buro Happold dated 30/09/10
Final Removal Report for Removing Radioisotopes prepared by Radiation Consultancy Services Ltd dated 16/09/10
Geotechnical & Contamination Interpretative Report prepared by Buro Happold dated August 2000
Unit B Phase 2 Contamination Assessment Report prepared by Buro Happold dated June 2004

Date Plans Received: 27/08/2010 **Date(s) of Amendment(s):** 17/09/0010
Date Application Valid: 17/09/2010 01/10/0010
27/10/0010

1. SUMMARY

This application seeks full planning permission for the rebuild of an approximately 7,600m² B1/B2/B8 industrial building, which has been damaged by fire, along the Southern Perimeter Road at Heathrow Airport.

With the exception of some very minor alterations, such as the insertion of additional doors at ground floor level, and minor internal alterations to the reception lobby, the new building would be a replica of the existing which, due to fire damage, is due to be demolished. The site infrastructure and external works are to remain as existing.

The proposed development would directly replace an existing facility at Heathrow. Its size, scale, design and layout are considered to be acceptable, in keeping with the existing and adjoining units. No alterations would be made to the access or parking arrangements and the scheme would have no additional impact on the surrounding highway network over and above the existing facility. The applicant has confirmed that the development would be fully accessible and, unlike the original unit, a proportion of the site's energy needs would be met through use of renewable technologies, in compliance with current London Plan standards.

The proposal is considered to comply with relevant UDP and London Plan Policies and, accordingly, approval is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 Time Limit - full planning application 3 years

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

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M2 External surfaces to match existing building

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building, and the adjacent Unit 520A, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 MCD10 Refuse Facilities

No development shall take place until details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

5 DIS1 Facilities for People with Disabilities

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance

with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

6 DIS4 Signposting for People with Disabilities

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

8 SUS6 Green Travel Plan

Prior to the commencement of the development hereby permitted a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements [insert desired for target(s)];
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies 3C.1, 3C.2 and 3C.3 of the London

Plan (February 2008)

9 NONSC Contamination 1

Suitable gas protection measures, for example the use of a gas membrane, shall be implemented at the new building to the satisfaction of the Local Planning Authority. The details of the installation of these measures shall be submitted to, and agreed in writing by, the Local Planning Authority prior to the commencement of development.

REASON

To ensure risks of contamination from the site are minimised in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and because previous site investigations confirmed that there were low levels of gas and/or vapour near to the building structure and a protective gas membrane was recommended for the site.

10 NONSC Contamination 2

Prior to commencement of development, the developer shall provide to the satisfaction of the Local Planning Authority written details of the clean up of contaminants released as a consequence of the building fire at the site. The report shall include an inventory of potential contaminants, an assessment of any chemical release likely to be present in the soil or groundwater and the details of any remediation work.

REASON

To ensure that risks from land contamination to the future users of the new building and neighbouring land are minimised, together with those to controlled waters and property so 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).

11 NONSC Noise

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas."

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

12 NONSC Dust

Development shall not begin until a scheme for protecting nearby premises from dust emitted from the construction works, has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include such combination of dust control measures and other measures as may be approved by the Local Planning Authority.

REASON

In accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and because it is known that dust from construction works can cause nuisance by soiling surfaces and other articles in and about buildings. Dust can also cause irritation such as irritation to the eyes, nose, and throat. There is growing evidence and concern that dust, especially the very small and fine dust particles, can cause or exacerbate, respiratory ill-health.

13 NONSC Construction Environment Management Plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with and the distribution of information to the local community and the Local Planning Authority, relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the amenity of surrounding areas in accordance with policies OE1 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 NONSC Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' available at www.aoa.org.uk/publications/safeguarding.asp.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, in accordance with policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 NONSC Environment Agency Condition 1

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors

· potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON

To protect the quality of groundwater and surface water in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007). The site lies on a Principal aquifer and close to a surface water course. The contaminative impact of the fire upon the groundwater needs further investigation including groundwater monitoring. The PRA recognises this need: "In order to make a more detailed statement about the likelihood of contamination impact on the underlying ground mass... an assessment [should be] made of whether any significant chemical release is likely to have occurred via the 'firewater' by leakage through the site drainage system. It is also worth verifying whether the fire service used water or another media to extinguish the fire." The PRA continues that these assessments were made by others but the PRA was only accompanied by a Final Removal Report for remaining radioisotopes.

16 NONSC Environment Agency Condition 2

Prior to commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

REASON

To protect the quality of groundwater and surface water, in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), by ensuring any measures required by the previous condition were undertaken and demonstrated to have been successful.

17 NONSC Environment Agency Condition 3

The development hereby permitted shall not be commenced until such time as a scheme to dispose of fowl and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

REASON

To prevent future pollution incidents, in accordance with policy OE11 of the Hillingdon

Unitary Development Plan Saved Policies (September 2007), by ensuring surface and fowl water is kept separate and areas used to store potential contaminants do not drain into surface water drains.

18 NONSC Energy

Prior to commencement of development full details of the air source heat pumps and energy efficiency measures, as detailed in the Energy Statement prepared by DSA Engineering, dated 27/08/10, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the building and thereafter permanently retained and maintained.

REASON

To provide at least 20% of the development's energy needs from on-site renewable energy sources in compliance with the requirements of Policy 4A.7 of the London Plan (2008).

19 OM2 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

20 NONSC Rainwater Harvesting

Prior to commencement of development full details showing how rainwater harvesting facilities will be built into the design of the building shall be submitted to and approved in writing by the Local Planning Authority. The approved rainwater harvesting facilities shall be maintained and retained in perpetuity.

REASON

In order to provide a sustainable form of development and promote water conservation in accordance with Policies 4A.9, 4A.11 and 4A.14 of the London Plan (Consolidated with Alterations since 2004).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically 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).

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3 I1 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

5 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

6 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

7 I11 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

8 I12 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding

visible from outside the site.

9 I15 **Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with: -

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

10 I19 **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

11 I25 **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

12 I34 **Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled

people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

13 I46 Renewable Resources

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

14 I47 Damage to Verge

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

15 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn 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 www.aoa.org.uk/publications/safeguarding.asp)

16

With regard to condition 7 you are advised to contact Mike Smooker, Crime Prevention Design Advisor for Heathrow Airport, at mike.smooker1@met.police.uk, for further information.

17

With regard to condition 14 BAA Safeguarding have provided the following information:

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Given the amount of pigeon activity that currently exists in and around this site it is important that bird spikes are applied to any open ridges or other areas within the roof space which have the potential to attract birds for roosting, loafing or breeding purposes. The implementation of bird spikes must also be documented in the Bird Hazard Management Plan (BMP) along with a maintenance program to ensure degradation of the spikes is monitored and recorded and any defects replaced as and when required.

However, please note that if the proposed roof structure was netted and a maintenance program implemented which would ensure that the condition of the netting was monitored all year round, this would then remove the need for a BMP or bird strikes (you are advised that the acceptability of netting would depend on the visual impact of this).

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 7,600m² rectangular shaped cargo warehouse, with ancillary offices, which has recently been badly fire damaged, located on the northern side of the Southern Perimeter Road at Heathrow Airport. The unit is known as Building 520B. As no alterations are proposed to the existing car parking, access, loading arrangements or landscaping, these areas do not form part of the application site. Nevertheless, the site plan confirms that land adjoining the building, including the adjacent unit, falls within the applicant's ownership.

The unit is similarly designed to the adjacent building, known as 520A, and both units are

broadly oriented north-south within the overall site. Unit 520B is located to the east of the existing unit 520A facility, which is currently occupied by Royal Mail. The buildings are separated by a 40m wide shared airside yard area which provides direct access to the airside area to the north of the site. The application site has its own landside service yard area, located to the east of the site and accessed via Stansted Road from Southampton Road.

The plans indicate that 43 car parking spaces for staff and visitors are provided in the south west corner of the site. 10 staff car parking spaces are also provided to the rear of the building. The building would appear to have a total of 14 loading bays and 4 HGV parking spaces.

The site is bounded to the north by the BA World Cargo Centre and to the east by Gate Gourmet, an in-flight catering facility. The Duke of Northumberland's River and Longford River are located to the south of the Southern Perimeter Road, beyond which is Bedfont Road and warehousing falling within the jurisdiction of Spelthorne Borough Council. A Thames Valley Power Station, multi-storey car park and cargo handling units are located beyond Unit 520A to the west.

The site falls within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map. The northern part of the site falls within an airside area.

3.2 Proposed Scheme

This application seeks full planning permission for the rebuild of unit 520B, a cargo warehouse located towards the south of Heathrow Airport, which has recently been badly damaged by fire. It is proposed to re-provide the original building in form, size and appearance, but constructed to current regulations and guidelines. The only changes proposed include the insertion of additional doors at ground floor level and minor internal alterations to the reception area.

The building provides 6,476m² of warehouse space. In addition a total of 1,142m² of office space (168m² at ground floor level, 487m² at first floor level and 487m² at second floor level) is provided at the southern end of the building, fronting the Southern Perimeter Road.

The building measures approximately 110m by 62m by 16m high with a repeated gable roof. The re-build would be produced in the same materials as the current buildings, the warehousing element finished in silver/grey profiled cladding, and the office element, at the southern end of the building, characterised by ribbon glazing. The east and west elevations would be punctured by several service/loading bays.

3.3 Relevant Planning History

Comment on Relevant Planning History

This Council raised no objections to a consultation, submitted under Part 18, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, for the erection of three cargo transit sheds (units A, B and C) with ancillary offices, car parking and landscaping, on 02/06/03 (ref: 57331/APP/2003/425).

By way of letter dated 23/02/05, the combination of units B and C to form a single facility (the existing building 520B) were agreed as a minor amendment to the original

consultation. This also included minor alterations to the car parking and HGV parking layout.

Details relating to considerations 1 (lighting), 4 (landscaping) and 6 (fencing, surfacing and cycle shelter details) of consultation ref: 57331/APP/2003/425 were approved on 24/11/05 (ref: 57331/APP/2005/2064).

Details relating to consideration 7 (Green Waste Strategy) of consultation ref: 57331/APP/2003/425 were approved on 15/03/06 (ref: 57331/APP/2006/376).

Advertisement consent for the installation of 16 internally illuminated fascia signs was granted on 13/07/06 (ref: 57331/ADV/2006/38).

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (Consolidated with Alterations since 2004)
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Guidance 13: Transport
Planning Policy Statement 22: Renewable Energy
Planning Policy Guidance 24: Planning and Noise
Planning Policy Statement 25: Development and Flood Risk
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Planning Obligations

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.27 To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.

PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

BE18 Design considerations - pedestrian security and safety

BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London

BE36 Proposals for high buildings/structures in identified sensitive areas

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

OE1 Protection of the character and amenities of surrounding properties and the local area

OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **8th October 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to three adjoining owner/occupiers. It was also advertised by way of press notice. One response has been received on behalf of Gate Gourmet (London) Ltd, who operate an in-flight catering facility on the land directly adjacent (to the east) of the application site. The following points are raised:

- i) Gate Gourmet (London) Ltd does not object to the proposed planning application but seeks that in assessing the development proposal the Local Planning Authority take account of their operation.
- ii) The operation adjacent to the application site provides in-flight catering facilities for both c.200 short haul flights and international flights for a blue chip customer base. It is a 24 hour operation working 7 days a week.
- iii) It is requested that a planning condition is attached to any consent that requires that a suitable dust suppression system is installed for the duration of the construction contract for the new transit shed. This is in order to protect air handling plant which is in close proximity to the application site. In the event that dust does become an issue the air handling plant would cease to operate and as a result the building operation must shut down until the air handling system is cleaned. This can have significant and far reaching impacts on airlines flying out of Heathrow who rely on Gate

Gourmet for their in-flight catering requirements.

iv) The Local Planning Authority should be aware that Scottish Widows insurers are currently paying for Gate Gourmet to have additional cleaning and temporary screens positioned in front of the intakes to the air handling units as a temporary measure as they are fully aware of the consequences to Gate Gourmet's business if the system should fail.

v) Seeking to protect Gate Gourmet's operation during building operations is not an unreasonable request. The following conditions are recommended:

- Prior to the commencement of development the subject of this permission the detail of a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, but not be limited to, details of the intended hours and duration of work, measures proposed to minimise dust and noise, on and off site traffic management proposals (including details of wheel washing facilities) and the location of waste management and site compound areas within the site. The construction of the development shall then proceed in accordance with the approved details.

- No construction plant or vehicles which are carrying material that has the potential to give rise to the emission of dust shall be permitted to exit the construction site unless they are covered in such a manner as to minimise the emission of dust during transit.

ACCESS PANEL

i) No door widths are shown.

ii) New access standards are not referred to.

iii) Details of proposed slip resistant floor to entrance area should be provided.

iv) No detail of refuge area and communication buzzer provided.

v) No signage audit has been done.

vi) Door and corridor widths should be 1.5m wide.

vii) Unobstructed space of 600mm minimum should be provided on the pull side of doors, or they should be fully automatic.

viii) No ground floor toilet provided.

ix) No details of treads and risers are provided.

x) Information on the number of staff working at the building should be provided to ascertain how many disability standard parking spaces should be provided.

xi) The lift should be an 8 person lift. The ground floor plan shows elements which could hinder the true width of the lift and thereby constrain wheelchair access.

xii) Part M standards for public/retail should be adhered to for the office element of the scheme, rather than commercial standards.

ENVIRONMENT AGENCY

No objection subject to conditions regarding contamination.

SPELTHORNE BOROUGH COUNCIL

No objection.

NATIONAL AIR TRAFFIC SERVICES (NATS)

No objection.

BAA SAFEGUARDING

No objection subject to a condition regarding bird hazard management and an informative regarding cranes.

ENGLISH HERITAGE

The present proposals are not considered to have an affect on any significant historic assets of archaeological interest. Accordingly, it is advised that any required for archaeological assessment of this site in respect to the current application could be waived.

HEATHROW AIRPORT LIMITED

No response received.

CRIME PREVENTION DESIGN ADVISER (CPDA) FOR HEATHROW

No objection subject to the standard secure by design condition and an informative advising the applicant to contact the CPDA for Heathrow.

Internal Consultees

URBAN DESIGN OFFICER

The proposal is to reconstruct the existing fire-damaged warehouse building to its original scale, built form and physical appearance, but constructed to current regulations and guidelines.

The design approach is based on the principle of two identical buildings, unit 520A and unit 520B, both orientated north-south and sharing a 40 m wide central service yard between the two buildings. Access to the two buildings is however separate from individual service roads.

The warehouse buildings are constructed in the form of a traditional twin-skin metal cladding in metallic silver, with half-round profile. The re-build will be produced in the same materials as the current buildings, with a ribbon-windowed three storey office block, which sits below the main roof overhang behind a colonnade of steel columns. The south facing elevation are provided with shading louvres in metallic silver. The main plant accommodation is located above the accommodation block between the office block and the underside of the overhanging roof, all concealed behind continuous louvres. The material palette and colour scheme is considered to be in line with the successful design guidelines once developed and adopted for the T5 development, which however influences development in the wider Heathrow area.

It is important that the landscaping scheme is being re-provided to ensure a continuous, robust green setting appropriate for these large scale warehouse buildings.

ENVIRONMENTAL PROTECTION UNIT

- Noise and air quality

No objection subject to conditions regarding noise, dust and the requirement for a Construction Environmental Management Plan.

- Contamination

It appears that a gas protection membrane was recommended for the building in 2004 due to low levels of gas in the ground. Although the slab is intact it is anticipated that the membrane may have to be reinstalled if it was on the top of the concrete in the fire. The Council does not have the details of what sort of membrane was installed. Confirmation should be sought that this will again be reinstalled if damaged given that the developer indicates that the building will be rebuilt identically to the burnt down structure. A condition could be applied to ensure that the information is sent.

ACCESS OFFICER

No objection.

S106 OFFICER

In this instance, the only obligation required would be for a Travel Plan. This could be secured by way of condition.

TREES/LANDSCAPE OFFICER

The site is occupied by a fire-damaged warehouse, on the Heathrow Airport campus, on the north side of the Southern Perimeter Road. The Council raised no objections to a GPDO consultation for the building in 2004. Due to the operational nature of the site and other site constraints, the associated landscaping was restricted to a shallow bund, between 6-10 metres between the building and the Southern Perimeter, with hedge planting a unifying feature which extends to the east and west across the adjacent buildings.

There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

The proposal is to reconstruct the building to its original form, size and appearance. The Design & Access Statement confirms that the bund and hedge planting will be retained and maintained in accordance with the original scheme and the detailed landscape strategy, as submitted to the local planning authority.

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. In this instance, the development is a like for like replacement, with the existing (previously approved) landscape scheme to be retained.

No objections are raised and in this case, there is no need for landscape conditions, providing the original landscape scheme is safeguarded.

HIGHWAY ENGINEER

No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This application seeks the rebuild of an existing warehouse at Heathrow Airport which needs to be demolished due to fire damage. No alterations are proposed to the use or built form of the building. Accordingly, the principle of the development has already been established in this location.

Nevertheless, it is noted that the proposed use of the building as a cargo transit warehouse is directly related to the operation of the airport and, accordingly, the proposal is considered to fully comply with UDP policy A4, which requires development directly related to the operation of Heathrow Airport to be located within its boundary.

7.02 Density of the proposed development

Not applicable to this type of development.

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

The site does not fall within an Archaeological Priority Area. However, it is located in an area of known archaeological interest and, accordingly, English Heritage have been consulted. They have confirmed that no objections are raised to the proposal and that there is no requirement for any conditions relating to archaeology in this instance.

There are no Conservation Areas, listed buildings, or Areas of Special Local Character within the vicinity.

7.04 Airport safeguarding

BAA Safeguarding and National Air Traffic Services (NATS) have been consulted on this application. No objections have been received subject to appropriate conditions and

informatives.

7.05 Impact on the green belt

Not applicable. There is no Green Belt land in the vicinity of the application site.

7.07 Impact on the character & appearance of the area

No alterations are proposed to the size, scale, height or appearance of the proposed building over that which it will replace. The only alterations proposed relate to the provision of additional doors in the eastern elevation and minor internal alterations to create a separate driver's reception area. It is not considered that these alterations would have any adverse impact on the character or appearance of the building in this location.

The main public views of the warehouse would be from the Southern Perimeter Road. However, the site is located in an area populated by large buildings, including the 30m high British Airways World Cargo Centre and 18m high Building 549, both to the north, the 15m high Gate Gourmet building to the east, and the 16m high Royal Mail building in the adjoining, similarly designed warehouse to the west. The existing building sat comfortably within the site in terms of height, bulk and scale and it is not considered that its replacement, with an almost identical building, would be detrimental to the visual amenities of the streetscene or this part of the airport.

7.08 Impact on neighbours

The application site falls entirely within the Heathrow Airport boundary, the nearest residential properties located approximately 180m away to the south east in Stanwell. Nevertheless, the application site is not visible from these properties and the Southern Perimeter Road, the twin rivers and commercial uses along Bedfont Road provide a significant barrier between the application site and the nearest residential areas. Notably, Spelthorne Borough Council have confirmed that they have no objections to the proposal.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The applicant has confirmed that no alterations are proposed to the existing parking, loading/unloading/delivery and access arrangements. Accordingly, whilst the plans indicate that these areas do fall within the applicant's control, they do not form part of the application site.

Details relating to parking, service yard areas and access have however, been shown on the submitted site plan for information, in order to demonstrate that the site can operate effectively.

An airside service yard, shared with the adjoining Royal Mail warehouse, is provided to the west of the building, where seven loading bays are provided. Access is via Southampton Road to the north. A landside service area, serving seven loading bays, four HGV parking spaces and parking for 43 cars, including three disability standard spaces, is provided to the east of the warehouse with access via Stansted Road to the east. Landside parking for 10 cars is also provided to the north of the building.

Notably, the parking provision falls below the Council's maximum car parking standards for B1/B2/B8 uses, which would require a maximum provision of 76 spaces for a warehouse of this size. This is considered positive in encouraging sustainable modes of transport. Parking restrictions apply to roads within the surrounding area and, accordingly, this would not lead to an increase in on-street parking.

The plans indicate that parking provision for 28 bicycles would be provided. Whilst this is

marginally below the Council's current cycle parking standards, which require a total provision of 30 spaces, given the nature of the development, this is considered to be acceptable in this instance.

Roads falling within the airport boundary fall under the jurisdiction of the airport operator and not the Council. The nearest Council maintained roads are located some distance away to the west and north. Nevertheless, given that no alterations are proposed to the existing parking and access arrangements at the site, it is not considered that the proposal would result in any detrimental impact on the surrounding highway network.

7.11 Urban design, access and security

This application looks to re-provide the original building in form, size and appearance. The building would be viewed in context with surrounding large scale airport related development and its size, scale, height and design is considered to be appropriate in this location.

The southern elevation of the building, fronting the Southern Perimeter Road, is where the office element of the proposed development would be located. The glazed/metal panel frontage proposed is considered to be a positive design element in terms of the overall visual appearance of the building. The metal clad panelling proposed for the remainder of the building's elevations is considered entirely acceptable.

The applicant has confirmed that all materials and colours will be as per the original building and the to match the adjacent unit 520A to the west, which was originally developed at the same time as the application site.

7.12 Disabled access

The applicant's Design and Access Statement confirms that the proposal would comply with Part M of the Building Regulations and BS 8300. It confirms that level access will be provided to building entrances and that doors, lifts, corridors, disabled WCs, etc, would meet relevant criteria. The Council's Access Officer has raised no objections to the proposals.

The Council's Access Officer has confirmed that those points raised by the Access Panel not shown on the plans are conditioned by the Building Regulations.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

As part of the original consultation for the development a detailed landscape strategy was approved. This application does not seek to make any changes to the original agreed landscape strategy or layout.

The existing soft landscaping includes the provision of a raised bund running between the building and the Southern Perimeter Road with planted hedging and grass verge adjoining the footway.

The original landscaping scheme applied to this and the adjacent Royal Mail site and, accordingly, is uniform across both sites. Given the nature of the site and the character of the surrounding area, it is not considered necessary for additional landscaping to be provided in this instance. Notably, the Council's Trees/Landscape Officer has raised no objections and has confirmed that no conditions are necessary.

7.15 Sustainable waste management

As the application is for a commercial development, the site operator ultimately has discretion over which waste management methods are used. It is anticipated that no changes will be made to the existing arrangements. However, further information regarding this would be required by way of condition should approval be granted.

7.16 Renewable energy / Sustainability

Policy 4A.7 of the London Plan 2008 advises that boroughs should require major developments to show how they would reduce carbon dioxide emissions by 20% through addressing the site's electricity or heat needs from renewable sources, wherever feasible.

The applicant has submitted an Energy Statement in support of the application. This confirms that a number of sustainable design measures, such as use of energy efficient lighting, thermally efficient building fabric, air permeability efficiency in exceedence of building control requirements and use of efficient mechanical systems would be incorporated into the scheme.

In addition, the applicant has investigated the use of renewable energy sources in order to reduce the site's carbon emissions. A 20% reduction in carbon emissions would be achieved through use of an air source heat pump system. This is considered to comply with London Plan policy.

7.17 Flooding or Drainage Issues

Whilst the site does not fall within a flood plain, given its proximity to the Duke of Northumberland and Longford Rivers the Environment Agency have been consulted. No objections have been raised subject to conditions to ensure the quality of ground water is protected. Notably, given the need to commence construction as soon as possible, the applicant has submitted additional information in a bid to address the requirements of the Environment Agency's conditions at this stage. Whilst the Environment Agency have been consulted on the additional information submitted, no response has been received to date. Should a response be received this would be reported to Committee. However, until this is received, the originally proposed conditions would be attached should approved be granted.

7.18 Noise or Air Quality Issues

- Noise

The application site is located a significant distance away from receptors sensitive to noise, such as residential properties. In addition, it directly replaces an existing cargo transit shed. Accordingly, it is not considered that the development would have any significant noise impacts.

Notably, officers in the Council's Environmental Protection Unit have raised no objections on noise grounds, subject to appropriate conditions.

- Air Quality

The application does not seek to make any changes to the existing building operation, built form or layout. Accordingly, it is not considered that there would be any additional impact on air quality. The comments received on behalf of Gate Gourmet, which raise concerns regarding dust from demolition and construction works are noted. These would be addressed by way of appropriate condition should approval be granted.

Notably, officers in the Council's Environmental Protection Unit have raised no objections on air quality grounds, subject to appropriate conditions.

7.19 Comments on Public Consultations

These have been addressed in the report.

7.20 Planning obligations

The Council's S106 Officer has advised that, because this is a direct replacement building, with the exception of a requirement for a Travel Plan, no planning obligations are required in this instance. Issues relating to S106 obligations would have been considered at the time of the original proposal.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

- Contamination

The applicant has submitted various reports relating to contamination, in support of the application. Initial comments from the Environment Agency advise that no objections are raised subject to the imposition of appropriate conditions should approval be granted. Additional information provided by the applicant has been forwarded to the Environment Agency for further comment. Any additional comments received from the Environment Agency will be reported to Committee. Officers in the Council's Environmental Protection Unit have confirmed that no objections are raised subject to appropriate conditions.

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

Not applicable.

10. CONCLUSION

The proposed development would directly replace an existing facility at Heathrow. Its

size, scale, design and layout are considered to be acceptable, in keeping with the existing and adjoining units. No alterations would be made to the access or parking arrangements and the scheme would have no additional impact on the surrounding highway network over and above the existing facility. The applicant has confirmed that the development would be fully accessible and, unlike the original unit, a proportion of the site's energy needs would be met through use of renewable technologies, in compliance with current London Plan standards.

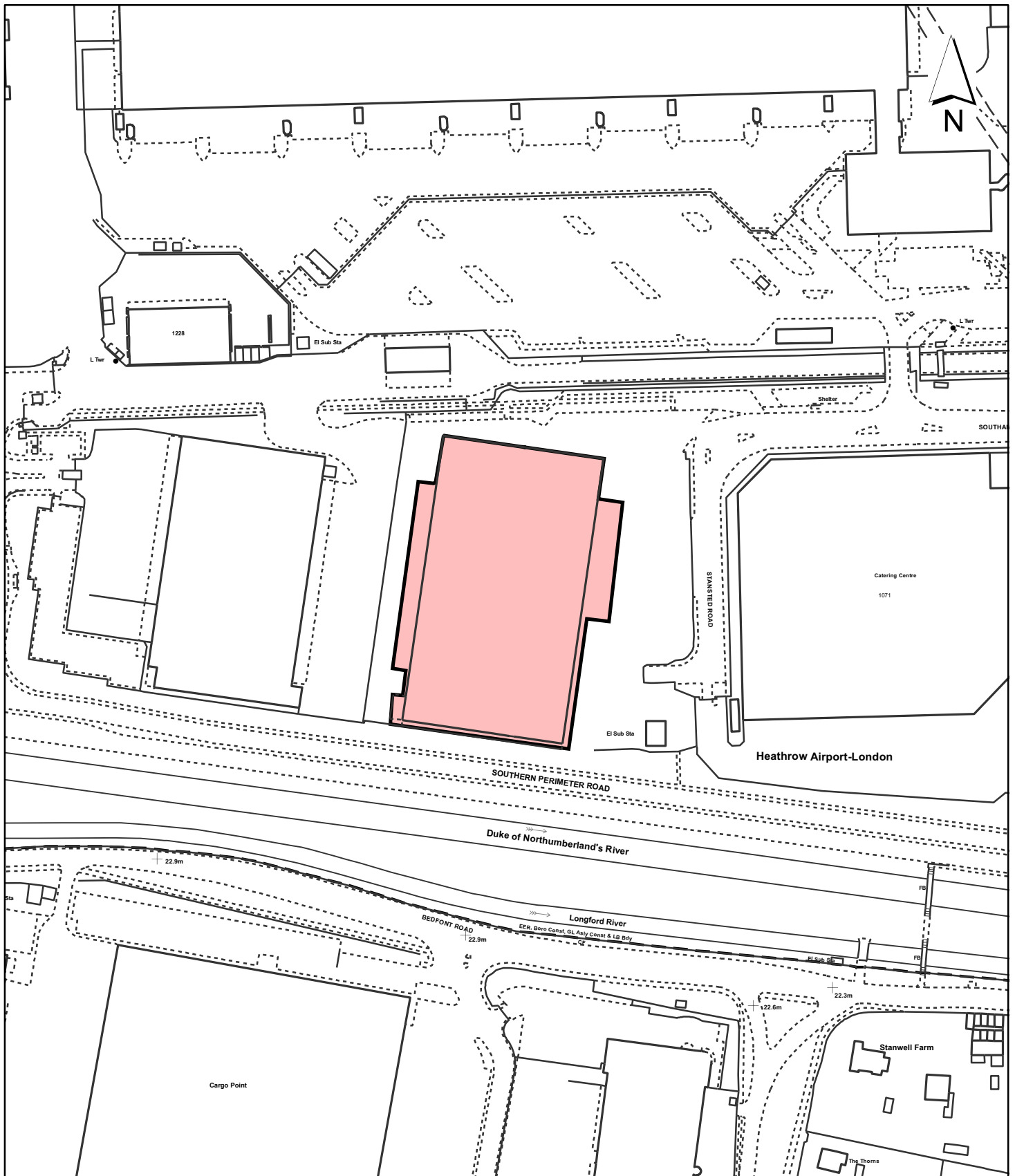
The proposal is considered to comply with relevant UDP and London Plan Policies and, accordingly, approval is recommended.



11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (Consolidated with Alterations since 2004)
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Guidance 13: Transport
Planning Policy Statement 22: Renewable Energy
Planning Policy Guidance 24: Planning and Noise
Planning Policy Statement 25: Development and Flood Risk
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Planning Obligations

Contact Officer: Johanna Hart

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<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2010</p>	<p>Site Address</p> <p>520B Southern Perimeter Road Heathrow Airport</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Planning, Environment & Community Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p>57331/APP/2010/2038</p>	<p>Scale</p> <p>1:2,000</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p>Central and South</p>	<p>Date</p> <p>November 2010</p>	