

Report of the Head of Planning, Sport and Green Spaces

Address SNOWBASE EASTERN PERIMETER ROAD HEATHROW AIRPORT

Development: New airfield operations facility, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

LBH Ref Nos: 45151/APP/2014/2016

Drawing Nos: 16872-00-GA-223-000003 Version 2.6
16872-10-GA-223-000002 Version 2.6
16872-XX-SE-213-000002 Version 0.4
16872-XX-SE-200-000005 Version 0.4
Location plan
Design and Access Statement
PLC/CORE/RE/HSS/GUI/134
Visqueen Low Permeability Gas Membrane
Report 16872-XX-DS-911-000001 Version 2.0
AOF View 1
Archaeological Evaluation Report reference 93003\780
Floor Risk Assessment Version 3
AOF View 2

Date Plans Received: 10/06/2014 **Date(s) of Amendment(s):**

Date Application Valid: 10/06/2014

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 a new airfield operations facility at Heathrow.

The proposals are directly related to the operational 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.

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

2. RECOMMENDATION

No objection subject to the following considerations:

1 COM3 Time Limit

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 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, 16872-00-GA-223-000003 Version 2.6, 16872-10-GA-223-000002 Version 2.6, 16872-XX-SE-213-000002 Version 0.4, 16872-XX-SE-200-000005 Version 0.4, Location plan and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

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To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

- Design and Access Statement
- Visqueen Low Permeability Gas Membrane
- Report 16872-XX-DS-911-000001 Version 2.0
- Archaeological Evaluation Report reference 93003\780
- Floor Risk Assessment Version 3
- PLC/CORE/RE/HSS/GUI/134

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

1 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)

2 I52 Compulsory Informative (1)

The decision to raise NO OBJECTION 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).

3 I53 Compulsory Informative (2)

The decision to raise NO OBJECTIONS has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including

the London Plan (July 2011) and national guidance.

| | |
|---------|--|
| A4 | New development directly related to Heathrow Airport |
| BE13 | New development must harmonise with the existing street scene. |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| LPP 6.6 | (2011) Aviation |
| NPPF | National Planning Policy Framework |
| OE11 | Development involving hazardous substances and contaminated land - requirement for ameliorative measures |

3. CONSIDERATIONS

3.1 Site and Locality

The site is contained within the Snow Base, an area of airfield principally dedicated to snow operations. 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 600m from the site.

3.2 Proposed Scheme

At present, Heathrow's Airside Operations and Engineering personnel are spread throughout various specialist departments at disparate locations across the airfield and in landside offices. This arrangement has developed in a piecemeal fashion over time, but creates inefficiencies in working practices. For example, many landside based staff are required to work airside to fulfil their daily work. The current arrangement requires a significant amount of time travelling to and from airside locations through security control posts. Furthermore, when taking breaks during airside shifts, staff need to pass through security control posts to access welfare facilities which are located landside.

Proposed as part of this submission is the creation of an Airfield Operations Facility (AOF) which will provide a permanent airside location for the staff and also relocate existing airside teams from multiple locations into one specialist facility.

The building will be a standalone office building location on the southern side of the new Snow Base, occupying a footprint of 18 metres by 45 metres. The building proposed is two storey and its total height will be 8 metres.

3.3 Relevant Planning History

45151/APP/2001/1672 Grass Area 5, Eastchurch Road Heathrow Airport Hounslow
RELOCATION OF SNOWBASE INVOLVING ERECTION OF VEHICLE WORKSHOP, FUEL AND GLYCOL TANKS, VEHICLE SHELTER, WASHING AND PARKING AREAS WITH ACCESS TO ENFIELD ROAD ROUNDABOUT (CONSULTATION UNDER SCHEDULE 2,

PART 18 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)

Decision: 15-10-2001 NO

45151/APP/2012/664 Snowbase Eastern Perimeter Road Heathrow Airport

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).

Decision: 22-05-2012 NO

45151/APP/2013/1768 Snowbase Eastern Perimeter Road Heathrow Airport

Expansion of the existing snow base to accommodate additional open parking and vehicle maneuvering areas plus within the footprint of the existing approved snow base the erection of a new snow vehicle storage shed and erection of enclosures for glycol, diesel and stand cleaning liquid (Consultation Under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

Decision: 25-09-2013 Approved

45151/APP/2014/1805 Snowbase Eastern Perimeter Road Heathrow Airport

New Sweeper tip at Heathrow Airport, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

Decision: 16-07-2014 Approved

45151/APP/2014/2123 Snowbase Eastern Perimeter Road Heathrow Airport

Enclosed vehicle parking building at Heathrow Airport, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

Decision: 12-08-2014 NO

Comment on Relevant Planning History

This site has an extensive planning history for the construction of the Snowbase in this location, however there are no specific applications of relevance to this application.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

| | |
|---------|--|
| A4 | New development directly related to Heathrow Airport |
| BE13 | New development must harmonise with the existing street scene. |
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| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| LPP 6.6 | (2011) Aviation |
| NPPF | National Planning Policy Framework |
| OE11 | Development involving hazardous substances and contaminated land - requirement for ameliorative measures |

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **11th July 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

HEATHROW SAFEGUARDING - We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observation: Cranes Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicants 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/policysafeguarding.htm>)

NATS - No safeguarding objections

ENGLISH HERITAGE (GLAAS) - No response at time of writing. Any comments will be added to the addendum.

Internal Consultees

CONSERVATION AND URBAN DESIGN

There are no objections in design terms to the proposed works, however, as the area lies within the Heathrow proposed Archaeological Priority Zone, GLAAS should be consulted on these works.

CONTAMINATED LAND OFFICER

Comments with regard to land contamination only. Some low levels of ground gas has been identified in the investigation, with one of the carbon dioxide readings over 5%, and it is noted worst case scenario (gas flow rates during low and falling pressure) has not been established. It may be advisable to undertake further ground gas monitoring with regard to methane under worst case

scenario conditions. No significant soil contamination was identified, and no groundwater monitoring appears to have been undertaken, even though wells were installed. It may be worth running this past the Environment Agency to determine if they require this information. A gas resistant membrane to address carbon dioxide and low levels of methane has been proposed for the buildings to address ground gas risk. There is also a Land Management document which indicates amongst other things how unexpected contamination would be addressed. Given the submitted information, I have no objection to the proposals. Consideration with regard to soil or gas contamination probably isn't necessary given the submitted information and provided they follow the good practice guidance referred to in the documents. This would include establishing 'worst case' scenario for ground gas.

ENVIRONMENTAL PROTECTION UNIT

No objections

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).

At present, Heathrow's Airside Operations and Engineering personnel are spread throughout various specialist departments at disparate locations across the airfield and in landside offices. This arrangement has developed in a piecemeal fashion over time, but creates inefficiencies in working practices. For example, many landside based staff are required to work airside to fulfil their daily work. The current arrangement requires a significant amount of time travelling to and from airside locations through security control posts. Furthermore, when taking breaks during airside shifts, staff need to pass through security control posts to access welfare facilities which are located landside. The proposed scheme would create a permanent airside location for the staff and also relocate existing airside teams from multiple locations into one specialist facility.

As such, the proposed works are required for purposes directly related to the operation of the airport. The proposal represents permitted development and accordingly, there is no objection to the principle of the development.

7.02 Density of the proposed development

Not applicable to this application given the nature of the development.

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.

An archaeological report has been submitted as part of the application and is being reviewed by GLAAS. At the time of writing this report, no comments had been received from this department.

7.04 Airport safeguarding

The building is proposed to be located in the south west corner of the Snow Base compound. The site is constrained by the operational airfield to the west, Mike Taxiway and recently constructed fire access track to the south and height restrictions due to the Obstacle Limitation Surface (OLS). The OLS is the area within which an aircraft may use on approach to land.

The building has been designed to sit safely beneath the OLS and given such, no objections are raised to the proposal on airport safeguarding grounds.

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 building will be clad in composite cladding panels, coloured in a light grey with contrasting bands of darker coloured cladding. 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 and structures within this part of 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7.08 Impact on neighbours

The nearest residential property is located approximately 600m from the application site. 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 applicable to this application given the nature of the development proposed.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not applicable to this application given the nature of the development proposed.

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 building is accessed via level thresholds at two entrances on the northern elevation. DDA compliant ramped access will be provided for the transition between external areas and the internal floor level. Once inside the access to the second floor can be gained either by two stair cores or combined use lift.

The building is considered acceptable in terms of its disability access.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Given the location of the building, it is surrounded by hard standing. The surrounding area will be finished in paving to match the existing. Given the location of the building, no objection is raised to this approach.

7.15 Sustainable waste management

Not applicable to this application.

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

7.17 Flooding or Drainage Issues

The development will tie into the existing hard standing and provide suitable falls for surface water drainage.

7.18 Noise or Air Quality Issues

The scheme is not considered to give rise to any significant noise disturbance or air

quality issues.

7.19 Comments on Public Consultations

None received.

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

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probitry in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should

consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None

10. CONCLUSION

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) for the erection of a new airfield operations facility.

The proposals are directly related to the operational 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.

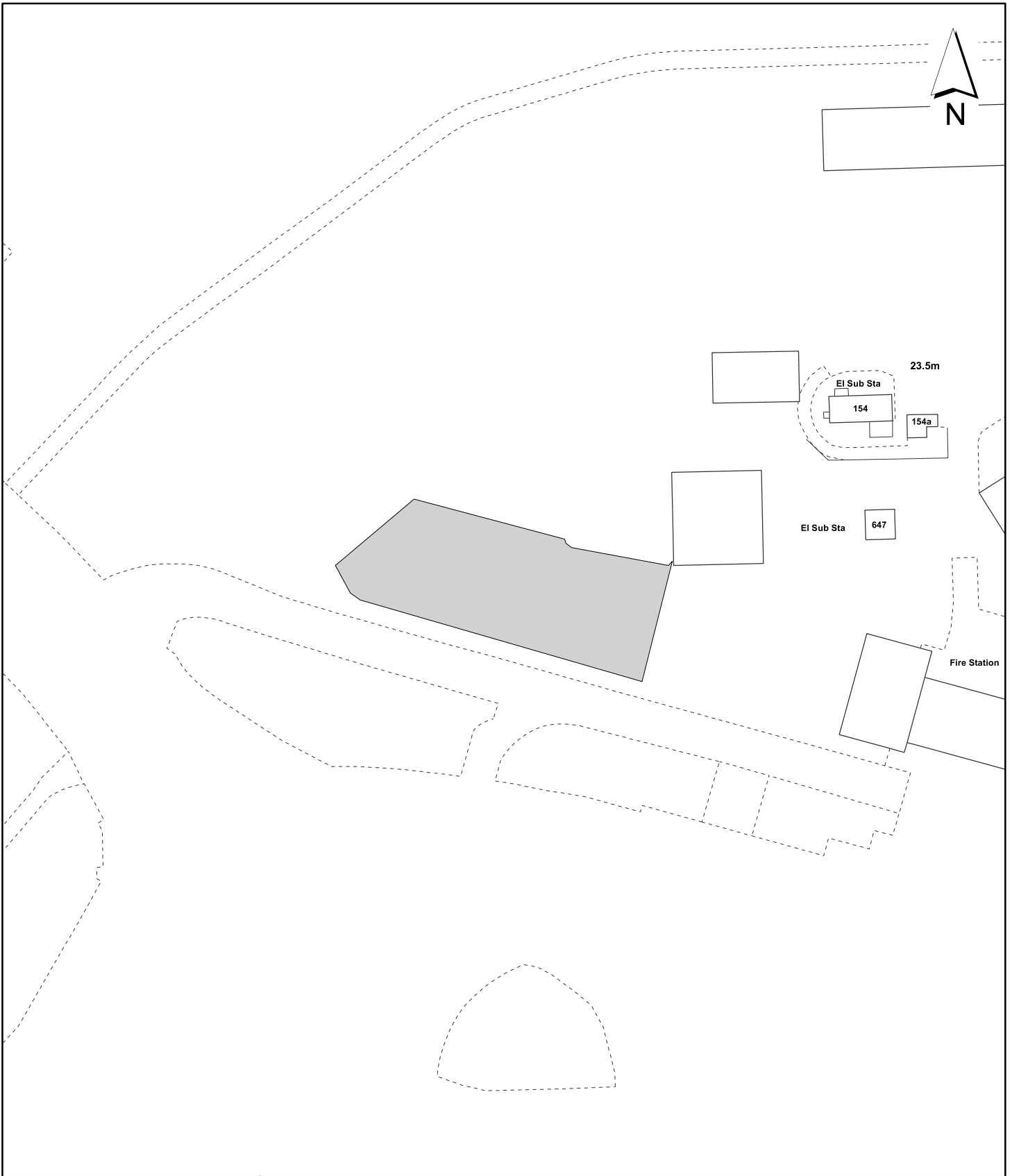
Accordingly, no objection is raised to the proposal.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework (March 2012)

Contact Officer: Charlotte Bath

Telephone No: 01895 250230



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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 and database rights 2014 Ordnance Survey 100019283</p> | <p>Site Address</p> <p style="text-align: center;">Snowbase Eastern Perimeter Road Heathrow Airport</p> | | <p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services Planning Section</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p> |
| | <p>Planning Application Ref:</p> <p style="text-align: center;">4918/APP/2014/1274</p> | <p>Scale</p> <p style="text-align: center;">1:1,250</p> |  HILLINGDON LONDON |
| | <p>Planning Committee</p> <p style="text-align: center;">Major</p> | <p>Date</p> <p style="text-align: center;">August 2014</p> | |