

## Report of the Head of Planning, Sport and Green Spaces

**Address** HEATHROW ENERGY CENTRE, CENTRAL TERMINAL AREA HEATHROW AIRPORT HOUNSLOW

**Development:** Proposed temporary enabling boilers with associated pipe work and permanent header building (Consultation Under Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015)

**LBH Ref Nos:** 62360/APP/2015/2664

**Drawing Nos:**

- 13000-00-GA-200-000028 Version 4.0
- 13000-00-GA-200-000029 Version 4.0
- 13000-00-GA-200-000030 Version 4.0
- 13000-00-GA-200-000031 Version 4.0
- 17447-00-GA-200-000001 Version 2.0
- 13000-00-GA-200-000034 Version 4.0
- 13000-40-GA-212-000003 Version 3.0
- 13000-40-GA-212-000004 Version 3.0
- 13000-XX-SE-200-000003 Version 4.0
- 17447-XX-SE-200-000006 Version 2.0
- 17447-XX-SE-200-000007 Version 2.0
- 17447-XX-SE-200-000008 Version 2.0
- 17921-00-GA-200-000002 Version 2.0
- 17921-00-GA-200-000003 Version 2.0
- 17921-00-GA-248-000001 Version 4.0
- 17921-XX-GA-248-000002 Version 4.0
- 17921-XX-SE-248-000001 Version 4.0
- 17921-XX-SE-248-000002 Version 4.0
- 17921-XX-SE-248-000003 Version 2.0
- Design and Access statement
- Covering Letter
- 17447-30-GA-224-000001 Version 2.0
- 17447-40-GA-200-000001 Version 2.0
- 17447-A0-GA-200-000001 Version 2.0
- 17447-A0-GA-200-000002 Version 2.0
- 17447-A0-GA-224-000001 Version 2.0
- 17447-XX-DE-223-000001 Version 2.0
- 17447-XX-DE-223-000002 Version 2.0
- 17447-XX-DE-223-000004 Version 2.0
- 17447-XX-SE-200-000001 Version 2.0
- 17447-XX-SE-200-000003 Version 2.0
- 13000-00-GA-200-000033 Version 4.0
- 13000-XX-SE-200-000004 Version 4.0
- 13000-XX-SE-200-000005 Version 4.0
- 13000-XX-SE-200-000006 Version 3.0
- 13000-XX-SE-200-000007 Version 3.0
- 17447-00-GA-200-000002 Version 2.0
- 17447-00-GA-200-000003 Version 2.0
- 17447-00-GA-200-000004 Version 2.0
- 17447-00-GA-200-000005 Version 2.0
- 17447-00-GA-200-000006 Version 2.0

17447-00-GA-200-000007 Version 2.0  
17447-00-GA-200-000007 Version 2.0  
17447-00-GA-224-000001 Version 2.0  
17447-10-GA-200-000001 Version 2.0  
17447-10-GA-200-000002 Version 2.0  
17447-10-GA-224-000001 Version 2.0  
17447-20-GA-200-000001 Version 2.0  
17447-20-GA-200-000002 Version 2.0  
17447-20-GA-224-000001 Version 2.0  
17447-30-GA-200-000001 Version 2.0  
17447-30-GA-200-000002 Version 2.0

**Date Plans Received:** 13/07/2015

**Date(s) of Amendment(s):**

**Date Application Valid:** 13/07/2015

## 1. SUMMARY

This development involves the the erection of two temporary enabling boilers with associated pipework and a permanent header building within the Central Terminal Area at Heathrow Airport to replace the existing Boiler House building.

The scheme is located within the Central Terminal Area and therefore presents no amenity issue to neighbours, is directly related to the operational activities of Heathrow Airport and accordingly no objection is raised under the prior notification procedure within the Consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015.

## 2. RECOMMENDATION

### NO OBJECTION

#### 1 COM3 Time Limit

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

Within 3 months of occupation of the permanent Header Building at Terminal 3, the Temporary Enabling Buildings hereby permitted shall be removed and the land restored to its former condition.

#### 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:

17447-00-GA-200-000001 v. 2.0 Header Building/Enabling Boilers/LTHW Location Plan  
13000-00-GA-200-000030 v. 4.0 Enabling Boiler - South, Site Plan as Proposed  
13000-00-GA-200-000031 v. 4.0 Enabling Boiler - North, Site Plan as Proposed  
13000-00-GA-200-000033 v. 4.0 Enabling Boiler - South, Ground Floor  
13000-00-GA-200-000034 v. 4.0 Enabling Boiler - North, Ground Floor

13000-40-GA-212-000003 v. 3.0 Enabling Boiler - South, Roof Plan  
 13000-40-GA-212-000004 v. 3.0 Enabling Boiler - North, Roof Plan  
 13000-XX-SE-200-000003 v. 4.0 Enabling Boiler - South, Elevations  
 13000-XX-SE-200-000004 v. 4.0 Enabling Boiler - North, Elevations  
 13000-XX-SE-200-000005 v. 4.0 Enabling Boilers - Gantry, Existing and Proposed  
 13000-XX-SE-200-000006 v. 3.0 Enabling Boiler - North, Elevations  
 13000-XX-SE-200-000007 v. 3.0 Enabling Boiler - South, Hoarding Elevations  
 17447-00-GA-200-000003 v. 2.0 Header Building, Ground Floor Layout  
 17447-00-GA-200-000004 v. 2.0 Header Building, Site Plan as Proposed with Boiler  
 17447-00-GA-200-000005 v. 2.0 Header Building, Site Plan as Proposed with CTA Hotel  
 17447-00-GA-200-000006 v. 2.0 Header Building, Level 00  
 17447-00-GA-200-000007 v. 2.0 Header Building, Demolitions  
 17447-00-GA-224-000001 v. 2.0 Header Building, Level 00  
 17447-10-GA-200-000001 v. 2.0 Header Building, First Floor Layout  
 17447-10-GA-200-000002 v. 2.0 Header Building, Level 10 Wall Types  
 17447-10-GA-224-000001 v. 2.0 Header Building, Level 10 Ceiling, Floors and Wall  
 17447-20-GA-200-000001 v. 2.0 Header Building, Second Floor Layout  
 17447-10-GA-200-000002 v. 2.0 Header Building, Level 20 Wall Types  
 17447-20-GA-224-000001 v. 2.0 Header Building, Level 20 Ceiling, Floor and Wall  
 17447-30-GA-200-000001 v. 2.0 Header Building, Third Floor Layout  
 17447-30-GA-200-000002 v. 2.0 Header Building, Level 30 Wall Types  
 17447-30-GA-224-000001 v. 2.0 Header Building, Level 30 Ceiling, Floor and Wall  
 17447-40-GA-200-000001 v. 2.0 Header Building, Roof Plan  
 17447-A0-GA-200-000001 v. 2.0 Header Building, Basement Floor Layout  
 17447-A0-GA-200-000002 v. 2.0 Header Building, Basement Level, Wall Types  
 17447-A0-GA-224-000001 v. 2.0 Header Building, Ceiling, Floor and Wall Finishes  
 17447-XX-DE-223-000001 v. 2.0 Header Building, External Door Types 01  
 17447-XX-DE-223-000002 v. 2.0 Header Building, Internal Door Types  
 17447-XX-DE-223-000004 v. 2.0 Header Building, External Door Types 02  
 17447-XX-SE-200-000001 v. 2.0 Header Building, Sections  
 17447-XX-SE-200-000001 v. 2.0 Header Building, Elevations  
 17447-XX-SE-200-000006 v. 2.0 Header Building, Plan and Section Details  
 17447-XX-SE-200-000007 v. 2.0 Header Building, Wall Section Details  
 17447-XX-SE-200-000008 v. 2.0 Header Building, Wall Section Details  
 17921-00-GA-200-000003 v. 2.0 Enabling Boilers, LTHW/Staircase, Site Plan as propose  
 17921-XX-GA-248-000002 v. 4.0 Enabling Boilers, LTHW/Staircase, Proposed Staircase  
 17921-XX-SE-248-000002 v. 4.0 Enabling Boilers, LTHW/Staircase, Proposed Staircase  
 17921-XX-SE-248-000003 v. 2.0 Enabling Boilers, LTHW/Staircase, Pipework

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).

#### INFORMATIVES

##### 1 I52 Compulsory Informative (1)

The decision to no objection to this consultation 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).

## **2 I53 Compulsory Informative (2)**

The decision to raise no objection to this consultation 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
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
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
BE13	New development must harmonise with the existing street scene.
BE21	Siting, bulk and proximity of new buildings/extensions.
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.6	(2015) Aviation
LPP 7.6	(2015) Architecture
NPPF	National Planning Policy Framework
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

## **3 I59 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

## **4 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](http://www.aoa.org.uk/publications/safeguarding.asp))

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The existing Boiler House site is located in the Central Terminal Area (CTA) directly adjacent to Multi Storey Car Park 3 (MSCP3). The proposed Header Building will be located immediately adjacent to this existing site, with the two temporary Boilers to the north and south of this location.

The surrounding locality consists of the buildings of Terminal 3 and drop off areas.

#### **3.2 Proposed Scheme**

This development involves the the erection of two temporary enabling boilers with associated pipework and a permanent header building within the Central Terminal Area at Heathrow Airport.

##### **BACKGROUND**

The existing heating systems at Heathrow comprise multiple systems operating at different temperatures and pressures. At present, the main system is within the Central Terminal Area and comprises a boilers house located directly adjacent to MSCP3 which serves Terminal 1, Terminal 3 and some other smaller accommodation. The boilers and their supporting infrastructure date back to 1980 and require replacement. This would also involve the replacement of multiple heat exchangers located in at least eight different locations within the CTA.

The Heathrow Energy Centre was completed in 2012 within the cargo area, to provide electricity and hot water to the new Terminal 2 and Terminal 5. The generating plant comprises 8MW thermal output, 1.8MW electrical output CHP plant fuelled by biomass and two 10MW output natural gas boilers. A branch from the mains that run to Terminal 2 was left to allow connection to other areas within the CTA.

The requirement to replace the existing Boiler House coupled with the existing passive connection to the Heathrow Energy Centre, provides an opportunity to link the CTA to the new system. However the existing Boiler House systems are not designed to handle and distribute the Low Temperature Hot Water (LTHW) system of the Heathrow Energy Centre, and therefore a new Header Building is required to provide a physical link between the Energy Centre and secondary heating circuits that feed various buildings within the CTA.

Several environmental and operational benefits would arise from this scheme which include

1. overall reduction in the airports site wide carbon emissions from thermal sources;
2. facilitation of a future district heating system throughout the CTA;
3. LTHW is a safer system;
4. More efficient system to provide hot water throughout the CTA, as the heat loss will be reduced.

## PROPOSED WORKS

The proposed development will be brought forward in two phases. Phase One involves the erection of two temporary 'Enabling Boilers' to distribute LTHW throughout the CTA whilst the Boiler House is decommissioned. Phase Two involves the construction and commissioning of the Header Building, followed by the removal of the Enabling Boilers.

### - PHASE ONE

The two temporary Enabling Boilers are proposed within the CTA and are referred to on the plans as the North and South Boilers. The North Boiler is located in the northern corner of the Terminal 3 set down area. The building proposed is 11.3 metres by 16.4 metres in footprint and 19.5 metres in height with four flues extending to a total height of 19.5 metres. Ply hoarding, 2.4 metres in height, will be erected around the Boiler and painted grey.

The Southern Boiler is located between the MSCP2 exit ramp and the South Wing of Terminal 3. The building housing the boilers will be 7.7 metres by 12 metres in footprint and 5.2 metres in height. Four flues extend to a height of 14 metres from the centre of this building and this will also be enclosed by a 2.4 metre ply hoarding painted grey.

At the South Boiler, a connection to the existing high level gantry is proposed, which then drops to ground level before going underground to connect to the North Boiler.

### - PHASE TWO

The proposed new header building will be located to the north of the existing Boiler House, between this and the MSCP3. The building is approximately 26 metres by 10 metres and will be 21 metres in height at its tallest point. A new basement is proposed to enable the connections to the existing service tunnels. The building contains five levels, including the basement level.

## 3.3 Relevant Planning History

### Comment on Relevant Planning History

There is no relevant planning history for this proposal.

## 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

A5 New development at airports - incorporation of ancillary retail and leisure facilities and other services

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
BE13	New development must harmonise with the existing street scene.
BE21	Siting, bulk and proximity of new buildings/extensions.
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.6	(2015) Aviation
LPP 7.6	(2015) Architecture
NPPF	National Planning Policy Framework
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

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **22nd September 2015**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

#### NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

#### 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 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/policysafeguarding.htm>)

#### Internal Consultees

None received to date. Any additional comments will be reported within the addendum to the committee report.

### **7. MAIN PLANNING ISSUES**

#### **7.01 The principle of the development**

This application is a consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015. This part of the Order allows the carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport. Development is permitted by Class F subject to the condition that the relevant airport operator consults the local planning authority before carrying out any development. This submission has therefore been submitted as part of this consultation and relevant considerations will be added to any decision if deemed appropriate.

In terms of the principle, there is no in principle objection to the development, which will consolidate several heating systems within the airport and provide a more efficient system that reduces the airports site wide carbon emissions from thermal sources.

#### **7.02 Density of the proposed development**

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

#### **7.04 Airport safeguarding**

No objection is raised to the scheme in terms of airport safeguarding.

#### **7.05 Impact on the green belt**

Not applicable to the consideration of this application.

#### **7.07 Impact on the character & appearance of the area**

The Enabling Boilers are small in scale, being single storey structures of just over five metres in height, although the stack heights are noticeable in the context of the buildings (14 metres for the South Boiler and 19.5 metres for the North Boiler). Whilst the buildings and associated hoarding would be noticeable within the surrounding area, given the nature and character of the surrounding airport infrastructure, they are not considered to be of such a design and scale, that would appear out of character. Further, these are temporary structures proposed only until the completion of the Header Building. The Council will add a consideration to the any decision, to ensure that these structures are removed within 3 months of completion of the Header Building.

The proposed Header Building has been designed with a grey rainscreen cladding and darker grey for the proposed louvers for ventilation. The majority of the buildings within the CTA are grey in colour and this proposed building therefore reflects the material palettes



within the surrounding area. The height of this building will be comparable to that of the MSCP3 and Terminal buildings within the surrounding area. Given the location, acceptable design and scale of the proposed building, the scheme is not considered to appear incongruous within the CTA.

#### **7.08 Impact on neighbours**

Given the location of the site within the Heathrow Airport Boundary and over 1.2km from the nearest residential property, the scheme is not considered to have a detrimental impact on the amenities of residential occupiers.

#### **7.09 Living conditions for future occupiers**

Not applicable to the consideration of this application.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Not applicable to the consideration of this application. There will be no permanent staff present at any of the structures.

#### **7.11 Urban design, access and security**

The design and scale of the temporary and permanent buildings has been discussed within 'Impact on the character & appearance of the area'.

#### **7.12 Disabled access**

Not applicable to the consideration of this application. There will be no permanent staff present at any of the structures.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to the consideration of this application.

#### **7.14 Trees, landscaping and Ecology**

No landscaping is proposed given the location of the site between other buildings, within the airport boundary, and also the temporary nature of the Enabling Boilers. No objection is therefore raised in this regard.

#### **7.15 Sustainable waste management**

Not applicable to the consideration of this application.

#### **7.16 Renewable energy / Sustainability**

There are notable benefits in replacing the existing system in that it will allow a connection to the Heathrow Energy Centre. This will result in a further reduction in the Airports site wide carbon emissions from thermal sources, reduce the heat loss from the system, therefore providing a more efficient delivery of hot water throughout the CTA. Such efficiency improvements and carbon emission reduction are welcomed in the airport area and no objection is therefore raised in respect of sustainability.

#### **7.17 Flooding or Drainage Issues**

There are no flooding or drainage issues associated with the application.

#### **7.18 Noise or Air Quality Issues**

No objection in regard to noise. The Councils Environmental Protection Officer has not provided comments to date on the application. These comments will be added to the addendum once received.

#### **7.19 Comments on Public Consultations**

None.

#### **7.20 Planning obligations**

Not applicable to the consideration of this application.

#### **7.21 Expediency of enforcement action**

Not applicable to the consideration of this application.

#### **7.22 Other Issues**

There are no other issues for consideration with this application.

## **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 Probity 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**

Not applicable to the consideration of this application.

**10. CONCLUSION**

This development involves the the erection of two temporary enabling boilers with associated pipework and a permanent header building within the Central Terminal Area at Heathrow Airport to replace the existing Boiler House building.

The scheme is located within the Central Terminal Area and therefore presents no amenity issue to neighbours, is directly related to the operational activities of Heathrow Airport and accordingly no objection is raised under the prior notification procedure within the Consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015.

**11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
The London Plan (March 2015)  
National Planning Policy Framework 2012

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