

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select Option

- | | |
|--|--------------------------|
| 1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received | ☐ |
| 2. Application complies with all relevant planning policies and is acceptable on planning grounds | ☐ |
| 3. There is no Committee resolution for the enforcement action | ☐ |
| 4. There is no effect on listed buildings or their settings | ☐ |
| 5. The site is not in the Green Belt (but see 11 below) | ☐ |

REFUSAL RECOMMENDED: GENERAL

- | | |
|--|--------------------------|
| 6. Application is contrary to relevant planning policies/standards | ☐ |
| 7. No petition of 20 or more signatures has been received | ☐ |
| 8. Application has not been supported independently by a person/s | ☐ |
| 9. The site is not in Green Belt (but see 11 below) | ☐ |

RESIDENTIAL DEVELOPMENT

- | | |
|--|--------------------------|
| 10. Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha | ☐ |
| 11. Householder application in the Green Belt | ☐ |

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

- | | |
|--|--------------------------|
| 12. Change of use of retail units on site less than 1 ha or with less than 1000 sq m other than a change involving a loss of A1 uses | ☐ |
| 13. Refusal of change of use from retail class A1 to any other use | ☐ |
| 14. Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use. | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 15. Certificate of Lawfulness (for proposed use or Development) | ☐ |
| 16. Certificate of Lawfulness (for existing use or Development) | ☐ |
| 17. Certificate of Appropriate Alternative Development | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 18. ADVERTISEMENT CONSENT (excluding Hoardings) | ☐ |
| 19. PRIOR APPROVAL APPLICATION | ☐ |
| 20. OUT-OF-BOROUGH OBSERVATIONS | ☐ |
| 21. CIRCULAR 18/84 APPLICATION | ☐ |
| 22. CORPSEWOOD COVENANT APPLICATION | ☐ |
| 23. APPROVAL OF DETAILS | ☐ |
| 24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval | ☐ |
| 25. WORKS TO TREES | ☐ |
| 26. OTHER (please specify) | ☐ |

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Building Control, Sport & Green Spaces**

Address UNIT 521A STIRLING ROAD HEATHROW AIRPORT

Development: Proposed single storey building for use as a gatehouse and associated works including new security barriers, fencing, alterations to parking and internal access

LBH Ref Nos: **70845/APP/2015/3386**

Drawing Nos: J6/01065
 CTL/00/(10)/0451 Rev 02
 CTL/00/(10)/0452 Rev 02
 CTL/00/(20)/1451 Rev 02
 CTL/00/(20)/1455 Rev 02
 CTL/00/(21)/2455 Rev 02
 Planning, Design and Access Statement

Date Plans received : 21/09/2015

Date(s) of Amendment(s):

Date Application Valid: 21/09/2015

1. SUMMARY

The application seeks planning permission for the erection of a single storey building for use as a gatehouse and associated works including new security barriers, fencing, alterations to parking and internal access. The application building is located on the west side of Stansted Road and to the north of Southern Perimeter Road, within the boundary of Heathrow Airport. The alterations proposed would not have an adverse impact on the character or appearance of the building in this airport location and would not detract from highway safety.

2. RECOMMENDATION

APPROVAL subject to the following:

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:-

Planning, Design and Access Statement;
 CTL/00/(20)/1455 Rev 02;
 CTL/00/(21)/2455 Rev 02 and
 J6/01065

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 (2015).

INFORMATIVES

1 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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).

2 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).

3 I53 Compulsory Informative (2)

The decision to GRANT planning permission 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 (2015) and national guidance.

BE13 New development must harmonise with the existing street scene.

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

BE15 Alterations and extensions to existing buildings

4 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 (2015). 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.

5

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 Code of Practice for the safe use of cranes for crane operators to consult the aerodrome before entering a crane in close proximity to the aerodrome. This is explained in advice note 4 Cranes and Other Construction Issues

3. CONSIDERATIONS

3.1 Site and Locality

The application building is located on the west side of Stansted Road and to the north of Southern Perimeter Road, within the boundary of Heathrow Airport.

The building comprises a large warehouse with a number of loading doors.

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

The application seeks planning permission for the erection of a single storey building for use as a gatehouse and associated works including new security barriers, fencing, alterations to parking and internal access. The gatehouse would measure 7.512 x 3.242 and would be finished with a flat roof measuring 3.242.

3.3 Relevant Planning History

70845/APP/2015/1579 Unit 521a Stirling Road Heathrow Airport

External alterations and associated work to all elevations

Decision: 08-07-2015 Approved

70845/APP/2015/2817 Unit 521a Stirling Road Heathrow Airport

Non-material amendment to planning permission ref: 70845/APP/2015/1579 (external alterations and associated work to all elevations) comprising: (1) Repositioning of four cargo doors on the northern section of the eastern elevation; (2) Omission of windows in one cargo door (a09) along the eastern elevation; and (3) Addition of an extra window in each cargo door along the same elevation

Decision: 28-08-2015 Approved

Comment on Planning History

70845/APP/2015/1579 - External alterations and associated work to all elevations APPROVED following the grant of permission an application was made for a Non-material amendment to planning permission ref: 70845/APP/2015/1579 (external alterations and associated work to all elevations) comprising: (1) Repositioning of four cargo doors on the northern section of the eastern elevation; (2) Omission of windows in one cargo door (a09) along the eastern elevation; and (3) Addition of an extra window in each cargo door along the same elevation under application reference 70845/APP/2015/2817 which was approved.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- Not applicable

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

BAA Safeguarding - No safeguarding Objections.

Highways Officer - The barriers are set well back from the roads leading into the site and therefore it is unlikely that any queueing would affect the main roads which are the responsibility of Heathrow Airport. Three parking car spaces would be lost, however as there are on street parking restrictions on roads in Heathrow's control and no roads in Hillingdon's control nearby no objections are raised on highway grounds.

6. UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

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

BE15 Alterations and extensions to existing buildings

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

The application site is located on the airport where there are no nearby residential properties. As such there would be no impact on residential amenity.

7.2 Impact on Street Scene

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Furthermore policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of existing and adjoining sites.

The alterations proposed would not have an adverse impact on the character or appearance of the building in this location.

7.3 Traffic Impact/Pedestrian Safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The barriers would be set well back from Stirling Road. The Highways Officer has confirmed that any queueing would be unlikely to affect the main roads which are the responsibility of Heathrow Airport.

The proposal would result in the loss of 3 parking spaces within the site. There are parking restrictions on all roads surrounding this access, which are under the control of Heathrow Airport. As such it is unlikely that the loss of 3 parking spaces would result in an increased demand for on-street parking within the immediate vicinity. The Highways Officer has raised no objection to the proposal.

As such the proposal is considered acceptable in accordance with Policies AM7 and AM14 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

7.4 Carparking & Layout

see above

7.5 Urban Design, Access and Security Considerations

The proposed alterations are considered to respect the character and appearance of the site and locality.

7.6 Other Issues

No other issues raised

8. Reference Documents

National Planning Policy Framework (March 2012)

National Planning Practice Guidance

London Plan (2015)

Hillingdon Local Plan (November 2012)

Hillingdon Local Plan SPD: Accessible Hillingdon, May 2013

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