

18/00750/FUL

**NEW AIRPORT TERMINAL BUILDING
SOUTHEND AIRPORT**

APPLICATION TO VARY CONDITION 2 (APPROVED PLAN NUMBERS) RELATING TO PLANNING PERMISSION REFERENCE 17/00996/FUL FOR EXTENSION TO THE TERMINAL BUILDING AND;

DISCHARGE CONDITIONS 3 (CANOPY), 4 (EXTERNAL MATERIALS), 5 (ARCHAEOLOGY), 6 (BREEAM), 8 (RECESSED ROOF AREA) AND 14 (DUST MANAGEMENT PLAN) IMPOSED ON PLANNING APPLICATION 17/00996/FUL

APPLICANT: LONDON SOUTHEND AIRPORT CO. LTD.

**ZONING: LONDON SOUTHEND AIRPORT AND ENVIRONS
JOINT AREA ACTION PLAN (JAAP)**

PARISH: ROCHFORD PARISH COUNCIL

WARD: ROCHE SOUTH

1 RECOMMENDATION

1.1 It is proposed that the Committee RESOLVES

That planning permission be approved, subject to the following conditions:-

- (1) The development hereby permitted shall be begun before the expiration of three years from 3 January 2018 (date of original permission for 17/00996/FUL).
- (2) The development hereby approved shall be carried out in accordance with the approved plans as follows:-

17064-00 100-003 Rev 00, 17064-00-200-001 Rev 01, 17064-00-200-002 Rev 01, 17064-00-200-007 Rev 00, 17064-00-300-010 Rev 00,

RPS-P3-SI-DR-A-003 P01, RPS-P3-GF-DR-A-007 P02, RPS-P3-XX-DR-A-017 P01, RPS-P3-02-DR-A-010 P01, RPS-P3-GF-DR-A-009 P01, RPS-P3-GF-DR-A-008 P01, RPS-P3-02-DR-A-012 P01, RPS-P3-02-DR-A-011 P01, RPS-P3-XX-DR-A-014 P01, 17064-00-200-014 Rev 00, RPS-P3-XX-DR-A-016 P01, RPS-P3-XX-DR-A-015 P01, RPS-P3-XX-DR-A-018 P01, RPS-P3-XX-DR-A-021 P01, RPS-P3-XX-DR-A-019 P01.

- (3) The external facing materials to be used in the construction of the development hereby permitted shall be those materials as detailed on the submitted plans (see condition 2 above). Where alternative materials are to be used, no development shall commence before details of those alternative external facing (including windows and doors) and roofing materials to be used in the development have been submitted to and approved in writing by the Local Planning Authority.
- (4) The development shall be constructed in accordance with the approved details in the BREEAM pre-assessment submitted in conjunction with this application. Within 3 months of completion of the development hereby approved, or otherwise agreed in writing by the Local Planning Authority, a BREEAM assessment of the development shall have been submitted to and agreed by the Local Planning Authority.
- (5) Prior to completion of the development hereby approved, details of how the development will secure at least 10 per cent of its energy from a decentralised and renewable or low-carbon source, unless details are provided to demonstrate that this is not feasible or not viable, shall be submitted to and approved in writing by the Local Planning Authority. The details as agreed shall be implemented prior to first beneficial use of the development hereby approved.
- (6) Prior to first beneficial use of the extensions hereby approved, details of hard and soft landscaping including the bund shall be submitted to and agreed in writing by the Local Planning Authority. Hard and soft landscaping shall be completed as agreed prior to first beneficial use of the extensions unless an alternative timetable is previously agreed in writing by the Local Planning Authority.
- (7) Prior to commencement of the development hereby approved details of how the development will use rain water harvesting and water recycling unless details are provided to demonstrate that this is not feasible or not viable, shall be submitted to and approved in writing by the Local Planning Authority. The details as agreed shall be implemented prior to first beneficial use of the development hereby approved.
- (8) No works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the

development, has been submitted to and approved in writing by the Local Planning Authority.

The scheme should include but not be limited to:-

- Limiting discharge rates to 1 in 1 year green field rate unless this is demonstrated not to be feasible, in which case a minimum of 50% betterment of the existing brown field rate, for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Details of capacity within the existing drainage network if this is to be utilised.
- Final modelling and calculations for all areas of the drainage system, including run off rate and storage provision.
- The appropriate level of treatment for all run off leaving the site, in line with the CIRIA SuDS Manual C753.
- Permission from the relevant water authority to connect to the existing surface water sewer.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

- (9) No works shall take place until a Maintenance Plan detailing the maintenance arrangements, including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed in writing by the Local Planning Authority.

Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

- (10) The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.
- (11) The approved Dust Management Plan dated 1 August 2018 shall be implemented as agreed and adhered to throughout the construction of the development hereby approved.
- (12) No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No development shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

2 RELEVANT PLANNING HISTORY

- 2.1 97/00526/OUT – APPROVED - Erect Replacement Air Terminal With New Integrated Rail Station, Visitor Centre, Access Road and Associated Car Parking.
- 2.2 04/00639/REM – APPROVED - Replacement Air Terminal with Integrated Rail Station, Visitor Centre, Access Road and Associated Car Parking. (Reserved Matters Following Outline Approval 97/00526/OUT).
- 2.3 09/00599/FUL – APPROVED - Application to Vary Conditions No. 5 and No. 8 to the Existing Planning Permission to Erect a Replacement Air Terminal with Integrated Rail Station, Visitor Centre, Access Road and Associated Car Parking. (04/00639/REM).
- 2.4 10/00643/NMA – APPROVED - Application for a Non-Material Amendment Following Approval at 04/00639/REM.
- 2.5 11/00074/FUL – APPROVED - Application For Variation Of Condition 1 Of Planning Consent 07/01056/FUL To Allow For Amendments To The Design Of The New Terminal Building.
- 2.6 12/00103/FUL – APPROVED - Extension Of Passenger Terminal Building; Configuration Of An Aircraft Parking Area For 5 Aircraft Stands; Passenger Walkways; And Associated Works.
- 2.7 12/00751/FUL – APPROVED - Extension to the Passenger Terminal Building.
- 2.8 17/00996/FUL – APPROVED - Northern and Southern Extensions to the Passenger Terminal Building

- 2.9 Also of relevance to this proposal is the planning consent (09/01960/FULM) subject to a Legal Agreement and issued by Southend-on-Sea Borough Council in 2011 for the runway extension. The s106 legal agreement is dated 30 April 2010 and subject to a deed of variation dated 20 June 2012.

3 PLANNING APPLICATION DETAILS

- 3.1 This application is made under S.73 of the Town and Country Planning Act 1990 for the variation of condition 2 of the planning permission reference 17/00996/FUL.
- 3.2 A resolution to grant planning permission was taken by Members of the Development Committee on 14 December 2017 for the extensions to the northern and southern flank elevations of the terminal building under planning application number 17/00996/FUL; the planning consent was issued on 3 January 2018.
- 3.3 The terminal building was originally constructed in 2011 and extended previously in 2014.
- 3.4 The terminal building is two-storey with single storey parts to the northern and southern elevations. The building has a curved roof and is finished in composite cladding which is grey in colour. The building has an overhanging canopy feature to the eastern side which forms the façade visible to the public realm.
- 3.5 The terminal building houses departure and arrival areas including security and search areas, baggage screening and reclaim areas and associated retail, offices, toilets and catering facilities.
- 3.6 Planning permission is being sought to alter the appearance of the extensions to the northern and southern flank elevations, previously granted planning permission, by way of varying condition 2 which relates to approved drawing numbers 17064-00-200-007 Rev 00, 17064-00-200-003 Rev 01, 17064-00-200-002 Rev 02, 17064-00-200-001 Rev 01, 17064-00-300-003 Rev 00, 17064-00-100-001 Rev 04, 17064-00-400-001 Rev 00, 17064-00-200-008 Rev 00, 17064-00-200-010 Rev 02, 17064-00-200-011 Rev 01, 17064-00-200-012 Rev 00, 17064-00-200-013 Rev 00, 17064-00-200-014 Rev 00, 17064-00-300-010 Rev 00, 17064-00-300-011 Rev 00, 17064-00-300-012 Rev 00, 17064-00-300-013 Rev 00.
- 3.7 The above drawing no's would be replaced with the following drawing nos:-
17064-00 100-003 Rev 00, 17064-00-200-001 Rev 01, 17064-00-200-002 Rev 01, 17064-00-200-007 Rev 00, 17064-00-300-010 Rev 00, RPS-P3-SI-DR-A-003 P01, RPS-P3-GF-DR-A-007 P02, RPS-P3-XX-DR-A-017 P01, RPS-P3-02-DR-A-010 P01, RPS-P3-GF-DR-A-009 P01, RPS-P3-GF-DR-A-008 P01, RPS-P3-02-DR-A-012 P01, RPS-P3-02-DR-A-011 P01, RPS-P3-XX-DR-A-014 P01, 17064-00-200-014 Rev 00, RPS-P3-XX-DR-A-016 P01,

RPS-P3-XX-DR-A-015 P01, RPS-P3-XX-DR-A-018 P01, RPS-P3-XX-DR-A-021 P01, RPS-P3-XX-DR-A-019 P01. By listing the new plans permission would be granted for the proposed changes to the terminal building extension; these are detailed below.

Northern Extension

- 3.8 The proposed extension to the north elevation would increase capacity of the baggage reclaim area and provide space to accommodate a new immigration hall within the existing terminal building as a result of the relocation of the existing baggage reclaim to the proposed extension.
- 3.9 The proposed northern extension has been revised mainly through the design of the roof and to a degree encloses the baggage operational area along the western elevation.
- 3.10 The proposed roof would now comprise a curved roof with a central area of flat roof and an array of solar PV panels attached to the central flat roof section, whilst the shallow sloping east and west side planes would accommodate roof lights. The mansard roof would be disguised at the northern end of the extension with a curved parapet. These alterations proposed to the roof have arisen from further design works which revealed that the previous recessed area would not have been large enough to accommodate the necessary plant without protruding above the roof line or reducing the ceiling height, this would have compromised the external appearance or reduced the quality of the internal passenger environment. The plant is now proposed to be enclosed at ground floor level, which is subject to a separate planning application.
- 3.11 The depth of the extension has been decreased slightly than that originally approved. It is also no longer proposed to fully enclose the operational baggage area (both entry and return routes for baggage vehicles and the baggage off load positions). Alternatively it is proposed that the roof of the extension would extend over the access route for baggage vehicles and the baggage off load positions. A perforated aluminium mesh screen would separate the entry route and baggage offload areas from the return route. A canopy would be provided by the roof and a mesh screen would provide weather protection and visual screening to the external baggage off-load positions. The purpose of reducing the depth of the extension was based upon further ground investigations. It has been established that the approved western elevation curtain wall foundations would impinge on the existing underground surface water attenuation tanks.

Southern Extension

- 3.12 It is now proposed to extend, rather than demolish, the existing Hold Baggage Screening (HBS) facility to its east-western and southern elevation. The proposed extension to the south elevation would increase capacity for the

baggage shed and screening area which houses the departures Hold Baggage Screening system. The proposals to extend this area are related to the need to install new baggage security screening equipment to meet new European Regulations.

- 3.13 The footprint of the revised southern extension would be somewhat larger than what was originally approved to accommodate the finalised configuration of baggage conveyors and screening equipment.
- 3.14 The floor area of both the southern and northern extensions has either been slightly reduced or enlarged. The following table compares the existing and proposed floor area.

	Existing Terminal Floor Area	Approved Net Additional Floor Area Southern Extension under 17/00996/FUL	Approved Net Additional Floor Area Northern Extension under 17/00996/FUL	Revised Proposed Net Additional Floor Area (Southern Extension)	Revised Proposed Net Additional Floor Area (Northern Extension)	Total Proposed Terminal Floor Area
Terminal Ground Floor	8,373	835	2,771	972	2,441	11,786
Terminal First Floor	3,527	0	0	0	0	3,527
TOTAL	11,900	835	2,771	972	2,441	15,313

- 3.15 This application also proposes to either alter or discharge conditions 3 (coach canopy), 4 (external elevations), 5 (archaeology), 6 (BREEAM), 8 (recessed roof area) and 14 (dust management plan) imposed on planning permission 17/00996/FUL.

4 SITE AND CONTEXT

- 4.1 The application site is located in the far south eastern corner of the operational airport. This area of the airport lies close to the railway line and Southend Road, the opposite side of which lie residential properties within the Rochford District some 150 metres away at the closest point. Residential properties within Southend-on-Sea Borough also lie in fairly close proximity to the proposed development site to the south.
- 4.2 The Rochford District Council Local Development Framework Allocations Plan (2014) forms part of the Development Plan for Rochford District and identifies the site as being within the Joint Area Action Plan (2014) for the airport and its environs. The JAAP sets out the Council's vision for the development of the airport and relevant policies within this Plan apply.

5 MATERIAL PLANNING CONSIDERATIONS

Principle of Development

- 5.1 The principle of the development of the extension of the terminal building at this site has already been determined by approval of application reference 17/00996/FUL. Therefore the acceptability of such principle has already been determined and will not be revisited as part of this application.

Appearance

- 5.2 The previously approved southern extension had a shallow pitched roof. The appearance of the proposed southern extension has been altered as it now incorporates a central curved roof bordered by areas of flat roof some 5.6 metres in height. The extension would be read as a curved roof addition assimilating with the appearance of the main terminal building. The steel frame construction would be clad in 900mm high composite panels in a metallic silver colour to match the cladding on the existing terminal building. The inclusion of a central curved roof has improved the appearance of the extension as it adds visual interest and integrates well with the existing built form. The proposed southern extension is considered acceptable and would not have a detrimental impact to visual amenity.
- 5.3 The northern extension would still have a profile mimicking that of the existing terminal building albeit at single storey with a maximum height of some 6.4 metres, some 3.4 metres lower than the existing terminal building. Alterations have been made to the roof form, this includes removing a recessed area and incorporating an area of centrally located flat roof which will comprise solar PV panels concealed behind a parapet wall some 7 metres in height. The appearance of the revised roof form would still be consistent with the main terminal building. The walls would be clad in materials which would also match the existing building. The front elevation would be composed of aluminium curtain glass walling with tinted glass to match that on the existing building and provide for an active frontage to the building's main public viewpoint. Doors would also match existing. A canopy is proposed to the far northern elevation of this extension comprising of materials that would match and would appear inconsequential within its setting.
- 5.4 The extension to the northern elevation would be significant in scale, albeit reduced compared to the previous scheme. The addition would, however, appear as a later addition given that the roof height would be significantly lower than the main two-storey terminal building. The design and form would still mimic the existing building. It is considered to be well designed and appropriate to its context.

Proposed Discharge and Variation of Conditions Imposed on Planning Application 17/00996/FUL

- 5.5 As part of this section 73 application a new planning consent would be issued for the development approved originally under 17/00996/FUL allowing for the altered design proposed. The applicant has requested that details relating to various conditions, originally imposed on 17/00996/FUL are considered. If the details are agreed the conditions recommended for the new consent could be re-worded to require compliance with the agreed details or omitted completely, if appropriate. The details in respect of conditions are discussed below.
- 5.6 *Condition 3 - Details of the canopy including elevation drawings, roof plan and materials for use in external finish to be submitted to and agreed in writing prior to the commencement of construction of the canopy structure to the northern elevation of the extension to the north elevation of the existing terminal building hereby approved.*
- 5.7 The canopy is proposed to the northern end of the northern extension adjacent to the domestic coach drop off point. Details have been provided as part of this application and are considered acceptable, condition 3 is now discharged. The applicant has suggested a revised condition to confirm the canopy would be carried out in accordance with approved plan. It is considered this condition is not necessary as it would be covered by condition 2 which lists the plans to be approved in relation to the amended design.
- 5.8 *Condition 4 - The external facing materials to be used in the construction of the development hereby permitted shall be those materials as detailed on the submitted plans (see condition 2 above) and shall match corresponding areas of the existing building. Where alternative materials are to be used, no development shall commence before details of those alternative external facing (including windows and doors) and roofing materials to be used in the development, have been submitted to and approved in writing by the Local Planning Authority. Any materials that may be agreed in writing by the Local Planning Authority shall be those used in the development hereby permitted.*
- 5.9 The materials proposed on the external elevations of the proposed southern and northern extensions would be primarily consistent with the terminal building. An aluminium mesh would be used on the proposed southern extension for the baggage operational area screen. The materials proposed are considered acceptable. The applicant has suggested slightly amended wording of condition 4 to state:-
- 5.10 The external facing materials to be used in the construction of the development hereby permitted shall be those materials as detailed on the submitted plans (see condition 2 above). Where alternative materials are to be used, no development shall commence before details of those alternative external facing (including windows and doors) and roofing materials to be

used in the development, have been submitted to and approved in writing by the Local Planning Authority.

- 5.11 The revision to this condition is acceptable and would be imposed.
- 5.12 *Condition 5 - No development or preliminary ground works of any kind shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.*
- 5.13 An Archaeological Evaluation and Written Scheme of Investigation (WSI) have been submitted as part of this application to discharge condition 5. ECC Place Services (Historic Environment) were consulted and no objections were raised. It is considered that the WSI and programme of archaeological evaluation is satisfactory. No further archaeological investigation will be required on the site and there are no further archaeological recommendations being made on this application. Condition 5 is therefore discharged and can be removed from the decision notice for the current proposal.
- 5.14 *Condition 6 - Prior to commencement of the development hereby approved an updated BREEAM pre-assessment shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the development hereby approved can achieve a BREEAM rating of 'Excellent', unless for reasons of viability or other factors this cannot be achieved in which case details shall be provided and the highest possible BREEAM rating achieved. Once agreed, the development shall be constructed in accordance with the details as agreed. Within 3 months of completion of the development hereby approved, or otherwise agreed in writing by the Local Planning Authority, a BREEAM assessment of the development shall have been submitted to and agreed by the Local Planning Authority.*
- 5.15 An updated BREEAM pre-assessment has been submitted as part of this application. The findings of the report conclude that the development cannot achieve an 'Excellent' rating but can achieve a 'Very Good' rating. Suggested wording has been submitted to vary condition 6 to state:-
- 5.16 The development shall be constructed in accordance with the approved details. Within 3 months of completion of the development hereby approved, or otherwise agreed in writing by the Local Planning Authority, a BREEAM assessment of the development shall have been submitted to and agreed by the Local Planning Authority.
- 5.17 The alteration to condition 6 is considered acceptable, although has been slightly adjusted for clarity and it is recommended the altered condition be imposed.

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- 5.18 Condition 8 - *Details of any proposed recessed areas within the roof of the extension to the northern elevation hereby agreed shall be submitted to and agreed in writing by the Local Planning Authority prior to work commencing to construct such. The roof shall be constructed as agreed.*
- 5.19 This application proposes to revise the roof form of the northern extension forming a central area of flat roof rather than a recessed roof. The alterations to the scheme removes the need for condition 8 to remain attached to the planning permission and therefore it is recommended that this condition be removed.
- 5.20 Condition 14 - A Dust Management Plan (DMP) shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of the development hereby approved. The DWP will be implemented as agreed and adhered to throughout the construction of the development hereby approved.
- 5.21 A construction Dust Management Plan has been submitted setting out the measures proposed to be taken to avoid dust generation during construction presenting a risk to local amenity.
- 5.22 Environmental Health has been consulted but no written comments have been received. If the Construction DMP is acceptable, it is proposed to vary condition 14 to state:-
- 5.23 The approved Dust Management Plan dated 1 August 2018 shall be implemented as agreed and adhered to throughout the construction of the development hereby approved.
- 5.24 It is considered that the contents of the submitted DMP are acceptable and therefore the revised rewording of the condition relating to this is recommended.

6 CONSULTATIONS AND REPRESENTATIONS

- 6.1 None received.

7 EQUALITY AND DIVERSITY IMPLICATIONS

- 7.1 An Equality Impact Assessment has been completed and found there to be no impacts (either positive or negative) on protected groups as defined under the Equality Act 2010.

8 CONCLUSION

- 8.1 The proposal is considered not to cause undue demonstrable harm to any development plan interests, other materials considerations or to the character and appearance of the area such as to justify refusing the application.

- 8.2 The recommendation is of approval subject to the revised conditions with all other conditions remaining the same as originally imposed on the 17/00966/FUL consent.



Matthew Thomas

Assistant Director, Planning and Regeneration Services

Relevant Development Plan Policies and Proposals

Policies CP1, ENV1, ENV8, ENV10, T1, T3, T5, ED1 and ED2 of the Rochford District Core Strategy (2011).

Policies E1, LS1, LS2, LS3, TF1, T3, T5, T7 and ENV7 London Southend Airport and Environs – Joint Area Action Plan (2014)

National Planning Policy Framework (NPPF)

Policies DM1, DM30 and DM31 of the Development Management Document (2014).

Allocations Plan (2014)

National Planning Practice Guidance

Background Papers

None

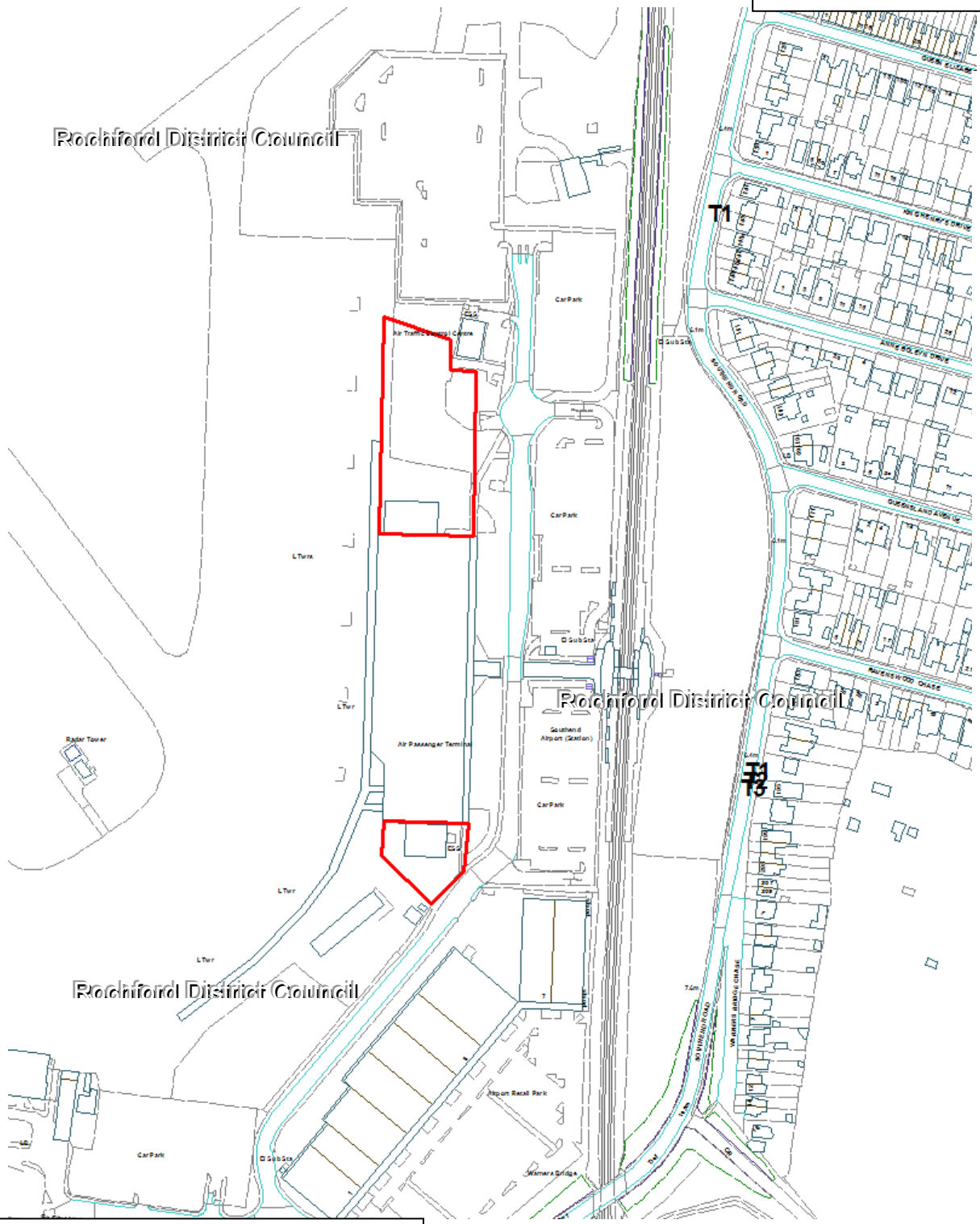
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