

## Report of the Corporate Director of Planning & Community Services

**Address** T2, QUEENS BLDG, P/O T1, CTA & P5 CAR PARK, SEALAND RD  
HEATHROW AIRPORT HOUNSLOW

**Development:** Variation of condition 27 (Building dimensions) of planning permission ref.62360/APP/2006/2942 dated 02/07/2007: Development of a replacement passenger terminal building in the Central Terminal Area.

**LBH Ref Nos:** 62360/APP/2009/2232

**Drawing Nos:** HAL-FAP-HET-A-S0010-P40 (Existing Location Plan)  
HAL-FAP-HET-A-S0011-P4X (Proposed Location Plan)  
HAL-FAP-HET-A-S0020-P40 (Existing Site Plan)  
HAL-FAP-HET-A-S0030-P40 (Condition 3 Zonal Plan)  
HAL-FAP-HET-A-S0021-P4X (Parameter Plan 1)  
HAL-FAP-HET-A-S0022-P4X (Parameter Plan 2)  
HAL-FAP-HET-A-S0024-P41 (Parameter Plan 3)  
HAL-FAP-HET-A-S0025-P41 (Parameter Plan 4)  
HAL-FAP-HET-A-G0300-P4X (Parameter Plan 5)  
HAL-FAP-HET-A-G0301-P41 (Parameter Plan 6)  
HAL-FAP-HET-A-G0302-P4X (Parameter Plan 7)  
HAL-FAP-HET-A-G0303-P41 (Parameter Plan 8)  
HAL-FAP-HET-A-G0310-P41 (Parameter Plan 9)  
HAL-FAP-HET-A-G0311-P41 (Parameter Plan 10)  
HAL-FAP-HET-A-G0312-P41 (Parameter Plan 11)  
HAL-FAP-HET-A-G0313-P41 (Parameter Plan 12)  
HAL-FAP-HET-A-P41 (Parameter Plan 13)  
HAL-FAP-HET-A-P41 (Parameter Plan 14)  
Design & Access Statement ref: 12142XX-EC-XXX-000132

**Date Plans Received:** 09/10/2009                      **Date(s) of Amendment(s):**

**Date Application Valid:** 09/11/2009

### 1. SUMMARY

Outline planning permission for the development of a new terminal building, on the site of the existing Terminal 2 and Queen's Building in the Central Terminal Area at Heathrow Airport was granted on 02/07/07. The reserved matters relating to the new terminal were subsequently approved on 14/01/09. Notably, whilst the reserved matters provided for a ground level forecourt in front of the building, they did not include details of car parking, as this did not form part of the original outline proposal.

Since the Council's approval of the reserved matters BAA have acquired the former Control Tower site, located towards the west of Terminal 2, and wish to take the opportunity to provide a replacement car park for Multi-Storey Car Park 2 (MSCP2), which is reaching the end of its useful life. This would create a similar arrangement to that already existing at Terminal 5. Details of the proposed car park would form a later application/consultation to the Council.

BAA have advised the progression of the design of the car park proposal has indicated in order to achieve the optimum distance between the terminal and the new car park (and taking into account the size required for the car park, safety and site constraints), that a

reduction in the width of the terminal building will be required. As such, it is proposed to vary condition 27 of the outline permission, to amend the dimension relating to the width of the terminal building, to allow greater flexibility. Should approval be granted, revised reserved matters applications would follow.

It is not considered that the proposed changes to the building width would have any significant impact on the overall quality of design, character or appearance of the terminal building. The proposal will not result in any other changes to the original outline consent. Sufficient information has been provided to confirm that the proposed car park, which will form part of a subsequent application/consultation, will not result in any detrimental impact on the terminal building and can be appropriately dealt with at a later stage. The proposal complies with relevant London Plan and UDP policies and, accordingly, approval is recommended.

## **2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning & Community Services to vary the original S106 agreement to refer to the new planning permission and to subsequently grant planning permission subject to the following conditions:**

### **1 OUT1 Time Limit- outline planning application**

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

#### **REASON**

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

### **2 OUT2 Reserved matters - submission**

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: -

- (a) Layout
- (b) Scale
- (c) Appearance
- (d) Access
- (e) Landscaping

#### **REASON**

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

### **3 NONSC Reserved matters and phasing of development**

For the purposes of this condition the application site shall be sub divided into (a) terminal site; (b) forecourt area; (c) energy centre site and (d) chiller station and substation site as identified on drawing no. S0030/P40. Before development commences above ground on an individual part of the development site (as defined above) approval of the details of the layout, scale, access, appearance and landscaping of that site shall be obtained from the local planning authority in writing before any development is commenced.

#### **REASON**

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended).

#### **4 NONSC Reserved matters**

Plans and particulars of the reserved matters referred to in condition 2 shall be submitted in writing to the local planning authority and shall be carried out as approved.

#### **REASON**

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended).

#### **5 NONSC Construction management strategy**

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- Details of the area(s) subject to construction activity and the storage of materials and equipment including height of storage area for materials and/or equipment.
- Details of arrangements for the delivery of materials and construction equipment to the site.
- Details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with 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)).
- Details and measures for the control of activities likely to produce dust and smoke etc.
- Details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).
- Details and measures for the Control and disposal of putrescible waste to prevent attraction of birds.

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

#### **REASON**

To avoid endangering the safe operation of aircraft in compliance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

#### **6 NONSC Height restriction**

The height of the buildings and other structures (not including cranes) shall be restricted to the obstacle limitation surfaces as detailed in CAA Publication CAP 168 Chapter 4. The site is under both the Transitional Surface (TRANS) and the Inner Horizontal Surface (IHS) which will limit building and construction heights to between 54m AOD - 67.870m AOD.

#### **REASON**

So that it does not breach the Obstacle Limitation Surfaces detailed in CAA Publication CAP168 Licensing of Aerodromes, to avoid endangering the safe operation of aircraft through interference with navigational aids, and in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

#### **7 NONSC Lighting**

No element of the permanent lighting scheme shall be installed before full details have

first been submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme is to be implemented as approved, no subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.

#### REASON

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and in order to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Heathrow Airport. For further information please refer to Advice Note 2 'Lighting Near Aerodromes' available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp).'

### **8 NONSC Soft and water landscaping**

No soft or any water landscaping shall take place until full details have first been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp). These details shall include:

- Grassed areas
- The species, number and spacing of trees and shrubs
- Details of any water features

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

#### REASON

To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site, and in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

### **9 NONSC Landscaping**

No landscaping shall take place until full details of a schedule of landscape maintenance that shall be implemented for perpetuity has first been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. The landscaping scheme shall be carried out in accordance with the approved schedule. No subsequent alterations to the approved schedule are to take place unless submitted to and approved in writing by the Local Planning Authority.

#### REASON

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of trees and shrubs on the application site.

### **10 NONSC Landscaping**

No trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted to grow above the height of the Obstacle Limitation Surface (IHS) as detailed in CAP 168 Chapter 4.

## REASON

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007, because if trees or shrubs exceed this height they will penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport, and to avoid trees and shrubs on the application site endangering the safe movement of aircraft and the safe operation of the aerodrome through interference with communication, navigational aids and surveillance equipment.

### **11 NONSC Bird hazard management plan**

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

- Sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) available at
- Management of any roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds (possible different management strategies during the breeding season and outside the breeding season)
- Physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste.

The Bird Hazard Management Plan shall be implemented as approved. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

## REASON

In accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because it is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

### **12 NONSC Buiding impact assessment**

Before any construction takes place above apron level 23.5m AOD details of the external building design shall be submitted to and approved in writing by the Local Planning Authority. An 'Impact Assessment' must be submitted with the building design details to demonstrate the following:

- \* That the performance of communication, navigational aids and surveillance equipment required for the safe operation of Heathrow Airport is not impaired by the proposed development or any of the construction equipment.
- \* That any shadowing of sightlines from the VCR caused by the building has an operational mitigation method agreed with the airport
- \* The impact that the building design may have on wind turbulence and the potential for windshear to affect aircraft or runway operations.

The development shall be carried out and operated in accordance with the approved 'Building Design Impact Assessment' or any alteration subsequently approved in writing by the Local Planning Authority.

## REASON

In accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

### **13 NONSC Details of wind turbines**

Before any construction takes place above apron level 23.5m AOD details of the proposed wind turbines shall have been submitted to and approved in writing by the Local Planning Authority. The details shall include, the design, dimensions and proposed siting of the turbines plus an Impact Assessment to demonstrate that the performance of the following systems is not impaired:

- \* 23cm Primary Surveillance Radar
- \* 10cm Primary Surveillance Radar
- \* Secondary Surveillance Radar
- \* Surface Movement Radar
- \* Multilateration (SSR Receiver)
- \* Airport Communications Systems

No subsequent alterations to the approved details are to take place unless first submitted to and approved in writing by the Local Planning Authority.

#### **REASON**

In accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

### **14 NONSC Landscape scheme**

For the purposes of this condition the application site shall be sub divided into (a) terminal site; (b) forecourt area; (c) energy centre site and (d) chiller station and substation site as identified on drawing no. S0030/P40. 12 months before any individual Part of the development becomes operational (as defined above) a landscape scheme providing full details of hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include:

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme

The scheme shall also include details of the following:-

- Proposed finishing levels or contours
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures).

#### **REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

## **15 NONSC Landscaping**

For the purposes of this condition the application site shall be sub divided into (a) terminal site; (b) forecourt area; (c) energy centre site and (d) chiller station and substation site as identified on drawing no. S0030/P40. All hard and soft landscaping for any individual Part of the development (as defined above) shall be carried out in accordance with the approved landscaping scheme for that Part and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

### **REASON**

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

## **16 NONSC Landscape maintenance**

For the purposes of this condition the application site shall be sub divided into (a) terminal site; (b) forecourt area; (c) energy centre site and (d) chiller station and substation site as identified on drawing no. S0030/P40. 12 months before any individual Part of the development becomes operational (as defined above) a schedule of landscape maintenance shall be submitted to and approved etc a schedule of landscape maintenance for a minimum period of 5 years shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

### **REASON**

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

## **17 NONSC Control of noise**

Unless otherwise agreed in writing by the Local Planning Authority, development of the Energy Centre hereby permitted shall not commence until a scheme which specifies the provisions to be made for the control of noise emanating from the development has been submitted to, and approved by, the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the LPA. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for use and that any and all constituent parts are repaired and maintained and replaced in whole or in part so often as occasion may require.

#### REASON

To protect amenity of occupiers of neighbouring noise sensitive residential and other properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

#### **18 NONSC Environmental management plan**

Before the development hereby approved commences, an Environmental Management Plan (EMP), incorporating a noise plan shall be submitted to Spelthorne Borough Council and LB Hounslow (for consultation purposes) and approved in writing by, the Local Planning Authority. The EMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The EMP shall address issues including hours of work, noise and vibration, air quality, water quality, visual impact, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries and all construction materials storage areas. It will ensure appropriate communication with, and distribution of information to, the local community and adjacent local authorities relating to relevant aspects of construction. The EMP shall adhere to the GLA 'London Best Practice Guidance: The Control of Dust and Emissions from Construction and Demolition - Nov 2006. Construction of the development shall be carried out in accordance with the approved EMP unless otherwise agreed in writing by the LPA.

#### REASON

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

#### **19 NONSC Restrictions of retail**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order or other statutory provision revoking and re-enacting that Order with or without modification):

(a) Retail shops within the Application Site shall only be located within the Terminal Building.

(b) No landside retail shop within the Application Site shall exceed 500m<sup>2</sup> (net);

(c) Total landside retail shops within the Application Site shall not exceed 6,435m<sup>2</sup> gross. (For the purposes of this condition, "retail shops" means all shops excluding catering facilities, Bureaux de Change, car hire facilities, hotel booking facilities, pay phones, travel facilities and banks, and "landside retail shops" means those shops which are located so as to be accessible to all persons without having to pass through security and passenger control points).

#### REASON

To protect the vitality and viability of surrounding retail centres in accordance with Policy 3D.1 of the London Plan 2008 and Policy A5 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

#### **20 NONSC Surface water drainage**

Surface water drainage works shall be carried out in accordance with details which shall



have been submitted to and approved in writing by the Local Planning Authority before development commences.

**REASON**

To prevent the increased risk of flooding in compliance with policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**21 NONSC Contamination**

Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council. The development shall then proceed in strict accordance with the measures approved.

**REASON**

To prevent pollution of the water environment and to safeguard the health of future occupiers in compliance with Policies OE1 and OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**22 NONSC Ground water pollution**

No soakaways shall be constructed in contaminated ground.

**REASON**

To prevent pollution of groundwater in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**23 NONSC Contamination**

The construction of the surface and foul water drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.

**REASON**

To prevent pollution of the water environment in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**24 NONSC Contamination**

The construction of the site foundations shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before the development commences.

**REASON**

To prevent pollution of groundwater in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

## **25 NONSC Contamination**

The construction of storage facilities for oils, fuels or chemicals shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority before development is commenced.

### **REASON**

To prevent pollution of the water environment in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

## **26 NONSC Energy**

The new terminal hereby permitted shall not be opened to traffic until the pipe connecting the energy centre to the new terminal via the Cargo Tunnel has been provided in accordance with details to be submitted to and agreed in writing by the LPA. Thereafter the pipe shall be permanently retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

### **REASON**

To assist in the provision of 20% of the site's energy needs from on site renewable energy sources in compliance with the requirements of Policy 4A.7 of the London Plan 2008.

## **27 NONSC Building dimensions**

The proposed main buildings shall not exceed, at or above ground level, the following dimensions and shall be sited only within the areas identified on approved drawings: S0021/P4X, S0022/P4X (terminal and chiller plant/substation) and S0024/P41, S0025/P41 (energy centre):

### **REASON**

To ensure that an appropriate form of development is provided which will not adversely impact upon the visual amenity of this part of the airport or surrounding area, and that all potential environmental impacts of the development can be fully assessed in accordance with Policies BE13, BE38 and OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

#### **Terminal Building**

Length - Maximum;336m (north south) - Minimum;328m (north south)

Width - Maximum;270m (west east) - Minimum;230m (west east)

Height - Maximum;38.28m - Minimum;33.94m

Dimensions include overhangs and canopies

#### **Chiller Plant**

Length - Maximum;50m (west east) - 45m (west east)

Width - Maximum;20m (north south) - 20m (north south)

Height - Maximum;20m - 15m

#### **Substation (L-shaped plan)**

Length - Maximum;32m (west east) - Minimum;30m (west east)

Width - Maximum;15m (north south) - Minimum;14m (north south)  
Height - Maximum;12m - Minimum;12m

#### Energy Centre

Footprint - Maximum;40m X 30m - Minimum;35m X 35m  
Height - Maximum;17m - Minimum;15m  
Flues - Maximum;35m - Minimum;25m

Note: for the purposes of this condition no account shall be taken of fixed link bridges, car park link bridges, fixed equipment, or protrusions above the roof.

#### **28 NONSC Floorspace**

The maximum gross floor space of the terminal building shall not exceed 180,000m<sup>2</sup> (excluding unenclosed floorspace, atria and voids and other spaces serving the same architectural purpose, underground pedestrian tunnels, baggage handling and plant areas, fixed link bridges, canopies and shelters).

#### REASON

To ensure that an appropriate form of development is provided which will not adversely impact upon the visual amenity of this part of the airport or surrounding area, and that all potential environmental impacts of the development can be fully assessed in accordance with Policies BE13, BE38 and OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

#### **29 NONSC Floorspace**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 no additional floorspace above the limit detailed in condition 28 shall be provided within the terminal building without the prior grant of planning permission.

#### REASON

To ensure that an appropriate form of development is provided which will not adversely impact upon the visual amenity of this part of the airport or surrounding area, and that all potential environmental impacts of the development can be fully assessed in accordance with Policies BE13, BE38 and OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

#### **30 NONSC Extensions**

Notwithstanding the provisions of Class A of Part 18 of Schedule 2 to the Town & Country Planning (General Permitted Development) Order 1995 or any order revoking and re-enacting that order no extensions to the terminal building shall be erected without the grant of planning permission.

#### REASON

To ensure that an appropriate form of development is provided which will not adversely impact upon the visual amenity of this part of the airport or surrounding area, and that all potential environmental impacts of the development can be fully assessed in accordance with Policies BE13, BE38 and OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**31 NONSC Design/layout of pedestrian connections**

Before any development commences on the forecourt area details of the design and layout of the pedestrian connections to the underground Heathrow Express and Piccadilly Line stations shall be submitted to and approved in writing by the Local Planning Authority. The connections as approved shall be provided prior to the first opening of the terminal for public use.

**REASON**

To ensure the provision of high quality pedestrian connections to public transport facilities in accordance with Policies AM1, AM8, AM11 and AM13 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**32 NONSC Details of forecourt, piazza, and pedestrian routes**

Before any development commences on the forecourt area, details of the piazza, roads and forecourt layout and surface level pedestrian routes between the new terminal and the central bus station shall be submitted to, and approved in writing by, the Local Planning Authority. Before any part of the terminal building is open to public use the piazza, roads and forecourt as approved shall be provided and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To ensure the provision of an appropriate and high quality forecourt, piazza, and road layout in accordance with Policies AM1, AM8, and AM13 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**33 NONSC Parking for construction workers**

A scheme shall be operated so as to ensure that the number of cars of which are parked at locations designated for the purpose does not exceed 45% of the total construction workforce at the time. For this purpose:

- (a) it shall be a requirement of any construction contract that no employee of the contractor who comes to work by car shall park other than at a location designated by BAA;
- (b) it shall be a requirement of any such contract that no such employee shall park at a designated location unless he is the holder of a pass issued by BAA authorising the parking of that car at that location;
- (c) records shall be maintained of the number of car parking passes issued and of the numbers of the construction workforce at work on each day at all of the sites, and shall afford a duly authorised representative of the Local Planning Authority the opportunity to inspect such records during working hours, and
- (d) compliance with requirements (a) and (b) above shall be monitored and all practicable steps taken to ensure that the contractors comply with the said requirements.

**REASON**

To limit the number of construction workers' vehicle movements in the interests of the free and safe flow of traffic and air quality in accordance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies September 2007, Policy 4A.3 of the London Plan 2008 and Hillingdon's Supplementary Planning Guidance on Air Quality.

**34 NONSC Wheel cleaning**

During the construction of the development hereby permitted wheel cleaning equipment

shall be installed at any location where HGVs departing from the sites may be likely to deposit mud onto the highway and all practical steps shall be taken to ensure that vehicles do not deposit mud or other material onto the public highway, and prompt measures will be taken to remove any material that is so deposited.

#### REASON

To safeguard the amenity of surrounding areas, and in the interests of highway safety in accordance with Policies OE1 and AM7(ii) of the Hillingdon Unitary Development Saved Policies September 2007.

### **35 NONSC Working hours**

For the purposes of this condition the restrictions relate to the site of the proposed energy centre only during its construction phase.1. Unless otherwise agreed in writing by the Local Planning Authority and subject to the exceptions listed in para 2 below, working hours shall be restricted to the hours 0700 to 1900 Monday to Friday, and 0700 to 1600 on Saturday, these hours being referred to as the 'Core Working Hours'.2. Exceptions to the restriction to Core Working Hours are as follows:(a) 24 hour 7 day per week working shall be permitted for all tunnelling work and internal fit out work;(b) maintenance work shall, in addition to Core Working Hours, be permitted to be carried out on Mondays to Fridays between the hours 1900 and 2300 and on Sundays between 0900 and 1700;(c) works affecting facilities such as highway services and diversion works shall, in addition to Core Working Hours, be permitted to be carried out on Sundays between 0900 and 1700;(d) unloading and loading of lorries shall, in addition to core working hours, be permitted from 1900 to 2300 on Monday to Friday;(e) preparing for and taking delivery of abnormal loads shall be permitted at any time, (g) other work exceptionally agreed to in writing by the Local Planning Authority from time to time. This would include construction work entailing temporary occupation of public or airport roads or airside areas and work which if carried out during core working hours would adversely affect the safety or security of the operation of the airport.

#### REASON

To minimise construction disturbance to residents in accordance Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

### **36 NONSC Dust from construction vehicles**

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

#### REASON

To safeguard the amenity of surrounding areas and to minimise air pollution in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007, Policy 4A.3 of the London Plan 2008 and Hillingdon's Supplementary Planning Guidance on Air Quality.

### **37 NONSC Construction activities**

A log shall be kept in order to record any complaint relating to construction activities arising from the development hereby permitted received from a local resident or business including:

- (i) the date of that complaint;

- (ii) the nature of that complaint, and
- (iii) any measures taken as a result of that complaint.

All logs shall be available to inspection by the London Borough of Hillingdon and the Borough of Spelthorne during working hours.

**REASON**

To minimise construction disturbance to residents in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**38 NONSC Energy centre**

The energy centre hereby permitted shall only use fuel comprising natural gas or wood waste unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To ensure any environmental impacts can be fully assessed in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007, Policies 4A.1 and 4A.3 of the London Plan 2008 and because the operation of the energy centre is the subject of an environmental impact assessment and any material alteration to the operation of that energy centre may have an impact which has not been assessed by that process.

**39 NONSC Compliance with Design & Access Statement**

The development hereby permitted shall be designed in conformity with the principles within the Design and Access Statement and indicative external materials detailed within the environmental statement.

**REASON**

To ensure that the development carried out is the same as the project assessed within the environmental statement in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**40 NONSC Archaeology**

No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

**REASON**

The sites are of archaeological interest and it is considered that all evidence of remains should be recorded in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**41 NONSC Routings for construction traffic**

Before work commences on any part of the development hereby approved a scheme shall be submitted to and approved by the Local Planning Authority which identifies the routings for all construction lorry movements to and from the site and this scheme shall demonstrate that all such movements are restricted to the airport road system and the trunk road network.

**REASON**

To minimise construction disturbance to residents in accordance with Policy OE1 of the Hillingdon Unitary Development plan Saved Policies September 2007.

#### **42 NONSC Grey water recycling**

Prior to the commencement of development a feasibility study examining the use of grey water recycling shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to the first use of the Terminal and thereafter permanently retained and maintained.

#### **REASON**

To reduce and make efficient use of rainwater runoff and promote water conservation in compliance with Policies 4A.9, 4A.11 and 4A.14 of the London Plan 2008.

### **INFORMATIVES**

#### **1 152 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).

#### **2 153 Compulsory Informative (2)**

The proposed changes to the building width would not have any significant impact on the overall quality of design, character or appearance of the terminal building. The proposal will not result in any other changes to the original outline consent and does not give rise to any planning considerations which have not previously been assessed. Accordingly, the proposal is considered to comply with relevant London Plan and UDP policies.

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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

EC3	Potential effects of development on sites of nature conservation importance
BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area

OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport 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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
MIN17	Proposals for concrete crushing/soil screening plants
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures

### 3            160            **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)).



#### **4**

To assist in good management of noise arising from demolition, construction work and enabling work associated with the development hereby approved, consideration should be given to making an application for prior consent under Section 61 of the Control of Pollution Act 1974. The consent should specify methods of working, hours of work and noise controls to be applied in accordance with "best practicable means" as defined in section 72 of the Control of Pollution Act 1974. The use of a section 61 consent offers advantages to both contractors and local authorities in managing noise and vibration from demolition and construction works.

#### **5**

The proposed development may require an Environmental Permit in accordance with the requirements of the Environmental Protection Act 1990.  
Contact the Environment Agency on 01707 632491 for further details.

#### **6**

The applicant's attention is drawn to the requirements of the proposed London Low Emission Zone with reference to the standards for HGVs. Further information is available from TfL's website: <http://www.tfl.gov.uk/tfl/low-emission-zone/>.

#### **7**

Wherever in the schedule of conditions the Local Planning Authority is given power within a condition to approve a variation to a requirement imposed by that condition, it will only do so if it is satisfied that the relevant variation would not have significantly different environmental effects from that which otherwise would be permitted by that condition.

#### **8**

The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.

#### **9**

When inviting tenders for the supply of materials for use in construction, the applicant should require those tendering to specify whether they could supply materials by rail, and if so, at what cost, and, to take into account in the consideration and acceptance of tenders for the supply of materials the willingness of suppliers to deliver by rail as well as the cost of so doing.

#### **10**

The applicant is requested to supply prior notification to the LPA of the details of the source of supply of aggregate from, and of disposal of demolition waste within, the local area (Hillingdon, Hounslow, Slough, Spelthorne or South Bucks).

#### **11**

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

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

## **12**

The applicant is encouraged to provide comprehensive and consistent directional signage and information to reduce the need for unnecessary travel within the airport, with the consequent benefit of reduced vehicle emissions.

## **13**

The applicant is advised that the reserved matters submission should make additional provision within the forecourt for designated disabled parking/drop off that will provide access direct to the terminal without the need to cross vehicle drop-off lanes.

## **14**

It is acknowledged that various details, that will be relevant to the new Section 73 approval, have been submitted to and approved in writing by the Local Planning Authority in compliance with the original outline consent (ref: 62360/APP/2006/2942 dated 02/07/07). Where appropriate, where those details already submitted directly apply to conditions attached to the S73 consent, these could be discharged by way of written agreement from the Council as suggested in your letter of 09/10/09 from Ian Frost.

### **3. CONSIDERATIONS**

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

Two separate sites make up the application. The principle application site for the new terminal building is located within the Central Terminal Area and comprises all of Terminal 2; part of associated piers 1 and 2; the adjacent Flight Connections Centre building; Queens Building and office block; the southern section of Terminal 1; and Multi Storey Car Parks 1 and 2.

The second site is for an ancillary energy centre and comprises the P5 Car Park at Sealand Road within the cargo area on the south side of the airport. As no changes are proposed to the approved plans and reserved matters for the energy centre, this report focuses on the principal application site and proposed alterations to the terminal building.

The principal site has an area of 15.5ha and contains a total of 208,171m<sup>2</sup> of building floorspace. Adjoining the site to the east is the eastern airfield including various piers, aircraft stands, taxiways and the redundant crosswind runway where the Council has

previously agreed proposals for reconfiguration of the airfield layout to replicate the rectilinear layout that has been used on the western airfield at T5. To the south of Terminal 2 is the adjoining Pier 1 and limited aircraft stands and taxiways, beyond which is the Southern Runway some 330m south of the site boundary. To the west the site boundary adjoins the portal of the airside road tunnel linking to T5, encompasses Multi Storey Car Park 2 and follows the line of the inner ring road beside the Control Tower, past the Central Bus Station and around Multi Storey Car Park 1. The northern boundary takes a zig zag course through the southern section of Terminal 1. Below the site are a number of tunnels, subways and service runs including the London Underground Piccadilly Line tunnel.

The entire site falls within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map.

### **3.2 Proposed Scheme**

Following BAA's acquisition of the adjacent Control Tower site they wish to provide a replacement car park for MSCP2 in front of the terminal building in order to provide a similar arrangement to that existing at Terminal 5. This will be the subject of a future application. In order to achieve the optimum distance between the proposed car park and terminal building, taking into consideration safety requirements, such as the need for a 30m public safety zone in front of the building (reinforcing counter terrorism measures), site constraints and the size of the buildings required, it is necessary to reduce the width of the approved terminal building.

Condition 27 of the outline permission states:

"The proposed main buildings shall not exceed, at or above ground level, the following dimensions and shall be sited only within the areas identified on approved drawings: S0021/P41, S0022/P41 (terminal and chiller plant/substation) and S0024/P41, S0025/P41 (energy centre):

#### **REASON**

To ensure that the development carried out is the same as the project assessed within the environmental statement in accordance with Policy OE2 of the Hillingdon Unitary Development Plan.

#### **Terminal Building**

Length - Maximum; 336m (north south) - Minimum; 328m (north south)

Width - Maximum; 288m (west east) - Minimum; 288m (west east)

Height - Maximum; 38.28m - Minimum; 33.94m

Dimensions include overhangs and canopies

#### **Chiller Plant**

Length - Maximum; 50m (west east) - 45m (west east)

Width - Maximum; 20m (north south) - 20m (north south)

Height - Maximum; 20m - 15m

#### **Substation (L-shaped plan)**

Length - Maximum;32m (west east) - Minimum;30m (west east)  
Width - Maximum;15m (north south) - Minimum;14m (north south)  
Height - Maximum;12m - Minimum;12m

#### Energy Centre

Footprint - Maximum;40m X 30m - Minimum;35m X 35m  
Height - Maximum;17m - Minimum;15m  
Flues - Maximum;35m - Minimum;25m

Note: for the purposes of this condition no account shall be taken of fixed link bridges, car park link bridges, fixed equipment, or protrusions above the roof."

Whilst the terminal length and height had minimum and maximum dimensions, the building width was set at 288m. The approved reserved matters accordingly provide a building which is 334m long, 288m wide and 34m high (to roof apex). The large canopy on the western elevation of the building, which overhangs the pedestrian plaza and part of the forecourt drop-off area, accounts for some 58m of the total terminal width.

Initial design proposals for the car park indicate that the canopy will need to be reduced by at least 18m in order to accommodate the new car park. Accordingly the terminal width will need to be reduced to at least 270m.

Whilst it is proposed to reduce the terminal width, there will not be any significant design changes between the actual footprint and floorplates of the terminal building, or the building envelope, to those details already approved under the existing reserved matters consent. Notably, this application proposed to vary the outline consent only. Changes relating to how the terminal building interfaces with the new car park (i.e. depth of canopy between the terminal building and the car park; design of pedestrian link bridges and vertical circulation cores between the two; treatment of the area beneath the canopy; etc) will be provided in a revised reserved matters application likely to be submitted in conjunction with an application for the car park in early 2010. To allow flexibility, as these elements of the scheme are yet to be finalised, it is proposed to introduce a minimum and maximum width parameter. As the building footprint and remainder of the envelope will not change, it is proposed to establish the minimum width as that from the external face of the western façade to the tip of the roof overhang on the eastern façade, i.e. 230m.

Accordingly, minimum and maximum dimensions for the terminal width of 230m and 270m respectively are proposed. This equates to a reduction in the overall width of the terminal of between 18m and 58m. This application therefore seeks to vary that part of condition 27 of the outline planning consent that relates to the terminal width in order to reflect these dimensions.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

Heathrow Airport has an extensive planning history dating back to the 1950s. The most relevant planning history relating to this application can be summarised as follows:

62360/APP/2006/2942 - Development of a replacement passenger terminal building in the Central Terminal Area to include passenger processing, baggage, retail, office and associated facilities, and integral pier comprising gate rooms; air bridges and nodes; provision of airside road; forecourt layout including vertical connections to public transport

facilities; minor road configurations; energy centre and ancillary buildings and infrastructure; provision of boreholes; ancillary supporting infrastructure and plant; demolition of existing structures (including Terminal 2, Queens Building and part of Terminal 1); provision of enabling works including service diversions and associated infrastructure (outline application) - 02/07/07.

62360/APP/2008/3000 - Removal of condition 36 (restriction of HGV movements) of planning permission ref: 62360/APP/2006/2942 dated 02/07/07: Development of a replacement passenger terminal building in the Central Terminal Area - Approved 08/12/08.

62360/APP/2008/2788 - Reserved matters (details of access, appearance, landscaping, layout and scale) in respect of the energy centre site, in compliance with conditions 2, 3 and 4, together with details of conditions 7 (lighting scheme), 8 (soft and water landscaping), 20 (surface water drainage) and 24 (site foundations) in compliance with outline planning permission ref: 62360/APP/2006/2942 dated 02/07/07 (development of a replacement passenger terminal building in the Central Terminal Area) - Approved 19/12/08.

62360/APP/2008/2786 - Proposed gasification plant - approved 18/11/08.

62360/APP/2008/3080 - Reserved matters (details of layout, scale, appearance, access and landscaping) in respect of the proposed terminal building and forecourt site, in compliance with conditions 2, 3 and 4 of outline planning permission ref: 62360/APP/2006/2942 dated 02/07/07 (development of a replacement passenger terminal building in the Central Terminal Area) - Approved 14/01/09.

Applications relating to the discharge of various conditions, including conditions 5 (Construction Management Strategy), 7 (lighting scheme), 8 (soft and water landscaping), 11 (Bird hazard management plan), 12 (building design impact assessment), 14 (hard and soft landscaping), 18 (environmental management plan), 20 (surface water drainage), 21 (contamination), 23 (surface and foul water drainage), 24 (site foundations) and 42 (construction vehicle routes), have also been approved.

It should be noted that an Environmental Impact Assessment (EIA) screening opinion has been undertaken not only for previous applications but also for the current proposal. An EIA is not required.

#### **4. Planning Policies and Standards**

London Plan  
Hillingdon Unitary Development Plan Saved Policies 2007  
PPS 1 Delivering Sustainable Development  
PPS 9 Biodiversity and Geological Conservation  
PPS 10 Planning for Sustainable Waste Management  
PPG 13 Transport  
PPS 22 Renewable Energy  
PPS 23 Planning and Pollution Control  
PPG 24 Planning and Noise  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Supplementary Planning Guidance - Planning Obligations

## Supplementary Planning Document - Accessible Hillingdon

### UDP / LDF Designation and London Plan

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

#### Part 1 Policies:

- PT1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.12 To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
- PT1.27 To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.32 To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.
- PT1.33 To promote the construction of new roads or the widening of existing roads only where they would: improve safety; promote pedestrian movement, cycling or public transport, or the improvement of the environment; reduce local congestion in a cost effective way; or are required to accommodate traffic likely to be generated by new development.
- PT1.34 To maintain the road hierarchy set out in this Plan and accordingly seek to segregate different types of traffic by the function of the various tiers of the hierarchy through traffic management schemes, road signing and planning control over development and redevelopment schemes.
- PT1.35 To accord priority to pedestrians in the design and implementation of road construction and traffic management schemes, and to seek to provide a network or cycle routes through the Borough to promote safer cycling and better conditions for cyclists.
- PT1.36 In consultation with public transport operators to improve facilities at bus and rail interchanges and in consultation with LT and bus operators to promote traffic management measures which give priority to buses.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

#### Part 2 Policies:

- EC3 Potential effects of development on sites of nature conservation importance
- BE1 Development within archaeological priority areas
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE13 New development must harmonise with the existing street scene.

BE18	Design considerations - pedestrian security and safety
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport 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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
MIN17	Proposals for concrete crushing/soil screening plants
OE11	Development involving hazardous substances and contaminated land -

requirement for ameliorative measures

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd December 2009**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

GREATER LONDON AUTHORITY (GLA)

Have confirmed that they do not wish to comment.

ENVIRONMENT AGENCY

Have confirmed that they do not wish to comment on this application.

NATIONAL AIR TRAFFIC SERVICES (NATS)

Awaiting response.

BAA SAFEGUARDING

Awaiting response.

### Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

A reduction in the width of the terminal is necessary in order to provide space for a new car park to replace Multi-Storey Car Park 2. The present application would be followed by a reserved matters application and a GPDO consultation for the new car park. The present application accordingly needs to consider only the variation of condition 27, and not the environmental issues of the new terminal and new car park. In addition, it is noted that the Council has already agreed that the proposed change to the terminal width does not result in any significantly different environmental effects to those previously considered in the Environmental Statement that accompanied the outline planning application, in its screening opinion issued on 17 September 2009. Accordingly, no objections are raised. Any environmental impacts associated with the reserved matters application and the GPDO consultation for the new car park will be assessed when those applications are submitted in due course.

TREES/LANDSCAPE OFFICER

The Design & Access Statement sets out general landscape objectives which relate existing landscape principles adopted for Terminal 5 and Terminal 3. These design principles are led by the operational requirements of BAA and are, of necessity, urban in character. The primary design concept is stated to be the requirement for clear way finding, a 'sense of place' and a 'sense of journey'.

The scheme is to utilise a consistent palette of hard landscape materials (mainly paving and street furniture), and 'appropriate' soft landscaping, which will include semi-mature deciduous tree planting within the pedestrian islands associated with the set down zones. Design images are provided and the palette of trees has been selected in the light of CAA guidelines.

The Design and Access Statement refers to inclusive design, recognising the importance of 'easy



access for all'. This commitment should be acknowledged in the design and specification of external spaces as well as within the buildings.

No detailed external layout, or landscape plans, have been submitted as part of this outline proposal. Full details will be required to be submitted through reserved matters and landscape conditions.

No objections are raised subject to the submission of reserved matters (landscape) and conditions TL4, TL6 and TL7.

#### URBAN DESIGN OFFICER

The submitted application relates to the outline planning application for the redevelopment of Terminal 2, the Queens Building and the southern end of Terminal 1 at Heathrow airport, and the erection of a new major terminal building, Heathrow East Terminal (HET), for which outline permission was granted in October 2006. The proposed terminal project will include a new passenger terminal building, forecourt, energy centre, ancillary facilities, enabling works and associated infrastructure.

The terminal, which is estimated to be used by 30 million passengers per annum, is a development of importance from an urban design point of view, due to its physical scale, location and function as a prominent international gateway to the UK. The approved reserved matters application provided for a terminal building of 334 m in length (north to south) and 270 m in width (west to east). The consented scheme included a covered piazza along the main façade of the building with a overhanging canopy sheltering the main pedestrian entrance to the terminal, and provided a high quality public realm with circulation space, waiting areas, seating and additional planting. The extensive canopy covered part of the forecourt drop-off area, and accounted for some 58m of the terminal width.

The submitted variation relates to the reduction in the width of the building from 288m to 270m, and the reduction of the canopy structure by 18 meters. The reduction in width will however have no significant design implications on the floorplates of the building, or the actual footprint, accounting for 180,000m<sup>2</sup>.

As the existing Terminal 1 and 2 are being replaced, internal functions currently configured on two levels, will be rearranged in a more efficient footprint over 4 principal levels. These will include departures check-in, departures gates, arrivals and apron/baggage basement.

The massing diagram shows two different principal roof forms, with a gently curved minimal roof shape, and a maximum alternative, which includes a break in the roof line. There are no objections to the proposed scale, height, nor to the proposed two massing alternatives.

In the forthcoming design process it is important to implement the ambitious design visions from the consented scheme, in which a distinct, triple wave roof structure formed a key design element in terms of external appearance. The dynamic roof form is also considered to contribute to an airy and interesting interior character, especially in the single open volume of the landside departures hall. From an urban design point of view the final building proposal needs to be design driven, and should accommodate a high quality roof design of high architectural merits. With dimensions of 336m in length and a width of 270m in width (west to east) HET is one of the most strategically important development projects in the borough. Given the scale, the prominent location and the key functions of the Heathrow East Terminal, the final design outcome needs to be of world class quality with regards to built elements as well as landscaped areas.

The consented public open space in front of the terminal fills a vitally important function as the

arrival point and main entrance to the Heathrow East Terminal building. The pedestrian piazza as well as the vehicular forecourt forms a very important and interesting opportunity to achieve a dynamic, efficient, highly accessible, legible and pleasant public open space providing good wayfinding, a coordinated and attractive design, as well as climate shelter. From an urban design point of view the integration of public art in its widest sense, including state of the art street furniture, landscape art, installations and lighting effects is much encouraged. The Council's Art in the Public Realm draft Policy, adopted by Cabinet in June 2008, identifies Heathrow airport as one of the priority areas for public art in the borough. The excellent exterior landscaping at Copenhagen Airport and the recent interior Public Art programme at Athens airport are some positive role models in this respect.

The materials indicated in the Design and Access Statement, glass, stainless steel, aluminium and fabric are all high quality, contemporary materials which are considered suitable for the project. The colour palette is expected to conform with the established colour scheme within the Heathrow perimeter area, characterised by steel grey, silver and aluminium, all light, durable and timeless colours. The building design benefits from an advanced technology to achieve high sustainability in terms of passive energy, energy efficiency measures, sustainable design as well as materials.

HIGHWAY ENGINEER

No objection.

ACCESS OFFICER

The applicant has confirmed that the development will fully comply with relevant criteria within the Disability Discrimination Act and associated legislation.

S106 OFFICER

There are no S106 obligations required as part of this application. However, a deed of variation will be required to update the original S106 consent to refer to this new planning application reference number.

## **7. MAIN PLANNING ISSUES**

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

The principle of development has already been established through the original permission (ref: 62360/APP/2006/2492 dated 02/07/07) for the development of a new terminal building in the Central Terminal Area at Heathrow Airport.

Notably, in assessing the original application it was accepted that, due to the increasing use of larger lower frequency long-haul aircraft with much longer turn-around times than the smaller short-haul flights which currently dominate the eastern apron, the number of passengers expected to use the terminal could actually fall, and indeed the terminal has been designed to provide less capacity than is currently available within the existing terminals 1 and 2. In addition, the redevelopment of this terminal will not lead to an increase in air traffic movements over the 480,000 limit set by the Inspector in determining Terminal 5. It is primarily a modern replacement for the existing dated terminals which is aimed at increasing standards and the passenger experience, in addition to maintaining competitive equivalence between British Airways, who operate out of Terminal 5, other airlines on the airport, and with other airports.

The only change proposed to the original consent is the variation of condition 27 to allow a relatively small reduction in the overall width of the approved terminal building. BAA's

justification for the need for this change is considered to be acceptable. It is not considered that this application will result in any new issues which were not assessed as part of the original consent and, accordingly, no objections are raised to the principle of development providing site specific issues can be addressed.

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

The London Plan density matrix, and HDAS guidelines relate specifically to residential properties. As such, the density of commercial and industrial schemes needs to be assessed on a case by case basis. In this instance the size, scale and overall density of the proposed terminal building has been agreed through previous outline and reserved matters applications. It is not considered that the reduction in the width of the terminal building will have any significant impacts in terms of density.

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

The impact of the development on archaeology was assessed at the time of both the outline and reserved matters applications on this site. It is not considered that the proposed reduction in the width of the terminal building would have any increased impacts on archaeology.

#### **7.04 Airport safeguarding**

Responses are yet to be received from BAA Safeguarding and National Air Traffic Services. These will be reported at Committee. However, it should be noted that no objections were raised to the previous outline or reserved matters applications. As this proposal decreases the overall size of the terminal building it is not anticipated that any objections are likely.

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

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

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

The visual impacts relating to the provision of a new terminal in the Central Terminal Area have been assessed as part of the previously submitted outline and reserved matters applications.

As this application is for the variation of a condition relating to the outline consent, similar details to those submitted and approved at that time have been provided. These show that unlike Terminal 5, which is a freestanding building envelope from which the internal floors are structurally separated, Heathrow East Terminal is likely to be built on a structural grid pattern around supporting roof columns as with the Stansted Airport Terminal. However, as with Terminal 5, the main public façade will be largely glazed and the roof potentially curved.

Whilst, due to its outline nature limited details of the design are provided (these would be dealt with by way of a revised reserved matters application), the Design and Access Statement contains illustrative visual images which confirm that the proposed reduction in the width of the terminal has not changed the overall design concept of the building and it is not considered that the proposal will result in any detriment to the high quality design which has been previously agreed or to the character or appearance of the Central Terminal Area and surrounding airport.

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

It is not considered that the reduction in the width of the terminal building would result in any detrimental impact on the amenities of the occupiers of the nearest residential properties, over and above that which was approved at the time of the original outline application, or that resulting from the existing terminal buildings. Notably the nearest residential properties are over 1,000m away to the north, beyond the northern runway and the A4 Bath Road.

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

Not applicable to this type of development.

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

The impact of the development of a replacement passenger terminal in the Central Terminal Area on the surrounding highway network was fully assessed at the outline application stage, where it was concluded that because the proposed terminal would not lead to any increase in passenger numbers, there would be no adverse highway impacts outside the airport as a result of the proposed development. Whilst it is acknowledged that there will need to be some considerable realignment of roads within the Central Terminal Area, these fall within the Heathrow Airport boundary and, as such, it is for the airport operator to assess the impact this would have on the airport road network.

As explained above, the reduction in the width of the terminal building would facilitate the future provision of a replacement car park. Notably, in assessing the original outline application, it was acknowledged that Multi-Storey Car Parks 1 and 2 would be demolished as part of the redevelopment works and that a replacement car park would be provided in the future. No objections were raised at that time to the replacement short-stay car parking within the Central Terminal Area and it was acknowledged that the level of car parking provided by BAA across the airport must not exceed the Terminal 5 condition 42,000 space car park cap.

It is not considered that the proposed variation of condition 27 would result in any detrimental impact on the airport or surrounding local authority or Transport for London road networks.

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

This issue has been dealt with to some extent in part 7.07 of the report. The only design changes proposed to the original outline consent are the reduction in the width of the terminal by between 18m and 58m, and the provision of a baggage basement under the terminal building. Details of this have been provided to reflect that which has already been approved under the current reserved matters approval and for consistency.

The applicant has confirmed that the reduction in the width of the building would largely be made through the reduction in the approved 58m wide canopy on the west elevation of the terminal, which would overhang the pedestrian plaza and the forecourt drop-off area. The applicant has confirmed that there would not be any significant design changes between the actual footprint and floorplates of the terminal building, or to the building envelope which has been approved at reserved matters stage. The main changes will relate to how the proposed building interfaces with the proposed new car park, which would be built adjacent, on the site of the old Control Tower. Full details of this would be provided with the revised reserved matters application.

It is not considered that the reduction in the width of the terminal building, through reducing the size of the canopy, would result in any detrimental visual impact on the

character, appearance or high quality design of the building. The proposed changes are in keeping with the design concepts agreed at both outline and reserved matters stage and, accordingly, no objections are raised on urban design grounds.

#### **7.12 Disabled access**

No changes have been made to the details relating to accessibility which were agreed at outline application stage and whilst these were somewhat limited, the applicant's Design and Access Statement maintains BAA's commitment to providing an inclusive and accessible environment for all and to fulfilling its obligations under the Disability Discrimination Act and associated legislation. Its aim is to meet the needs of all users in providing a safe and enjoyable experience and best practice is set out in BAA's own Accessible Airports Standard and demonstrated by their continued involvement with groups including the Disabled Persons' Transport Advisory Committee, the Mobility and Inclusion Unit at the Department of Transport, and the British Standards Institute.

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

Not applicable to this type of development.

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

The Design and Access statement sets out the general landscape objectives, which are based on those which have been adopted at Terminals 3 and 5, and are by necessity urban in character. The primary design objectives are way finding, sense of place and sense of journey. The hard and soft landscaping would comply with the general palette of materials seen around the airport and granite paving will be blended with deciduous tree planting to create a character similar to that seen at Terminal 5. This application does not propose any changes to the landscape objectives agreed at the time of the original outline consent and they are considered to be totally acceptable in this busy airport location. Notably, the Council's Trees/Landscape Officer has raised no objections to the landscape proposals.

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

As the application is for commercial development, the airport operator ultimately has discretion over which waste management methods are used. The Design and Access Statement confirms that recycling storage areas would be provided within the terminal building to allow segregation of recyclable waste.

In terms of construction/demolition waste the applicant has confirmed that the re-use/use of recycled materials will be maximised, and that recycling of demolition waste from the site will also be maximised. Condition 18 requires the applicant to submit an Environmental Management Plan, which would include details on waste management.

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

No alterations are proposed to the previously agreed sustainability and renewable energy measures. Notably, reserved matters have been approved for the energy centre, which formed part of the outline application. This would provide 20% of the site's energy needs from renewable sources.

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

The Environment Agency have confirmed that they do not wish to comment on this application. Notably no objections were raised to the outline or reserved matters

applications on grounds of flooding.

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

Issues associated with noise and air quality were assessed at the time of the original outline consent. It is not considered that proposed variation of condition 27, relating to the building dimensions, will have any impact on noise or air quality issues associated with the terminal. Notably, officers in the Council's Environmental Protection Unit have raised no objections.

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

None received.

#### **7.20 Planning obligations**

Policy R17 of the Unitary Development Plan Saved Policies September 2007 states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

At the time of the original outline consent the applicant entered into a S106 agreement with the Council which agreed the following:

- (i) The permanent closure of passenger handling facilities in Terminal 1 following the full opening of the Heathrow East Terminal.
- (ii) The phased closure of passenger handling facilities in Terminal 1 following the opening of Phase 1 of the Heathrow East Terminal.
- (iii) A contribution of £100,000 towards implementation of the proposed West Drayton to Heathrow cycle route.
- (iv) A contribution of £25,000 to the Council's Air Quality Action Plan.
- (v) Funding of £150,000 per annum to the Heathrow Local Labour Strategy (with one third of the overall budget to be for the benefit of LB Hillingdon trainees) from commencement of the development for a period of 10 years. (Total £1.5m).
- (vi) BAA will use reasonable endeavours to ensure that arriving passengers will be able to access tourist and travel information relating to the West London area.
- (vii) Employment of an Environmental Liaison Officer responsible for co-ordinating construction impacts including acknowledging complaints within 1 working day formally responding within 3 working days.
- (viii) Provision of a dedicated construction workers' accommodation helpdesk.
- (ix) BAA to use reasonable endeavours to achieve reductions in CO2 emissions for the terminal building and its associated systems compared to emissions permitted under the National Building Regulations 2006 by achieving building design and technology energy efficiency measures as an integral part of the design of the new terminal building, the details of such measures and reductions for specification to have regard to Commitments offered by BAA to the GLA.
- (x) BAA to use reasonable endeavours to deliver further reductions in CO2 emissions through the application of Combined Heat and Power systems and the implementation of biofuel and other renewable energy technology measures, the details of such measures and reductions for specification to have regard to Commitments offered by BAA to the GLA.

No changes are proposed to the agreed S106 agreement. However, the Council's S106 Officer has confirmed that a deed of variation will be required in order for it to relate to the new Section 73 consent, should approval be granted.

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

Not applicable.

#### **7.22 Other Issues**

None.

### **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

### **9. Observations of the Director of Finance**

As there are no S106 or enforcement issues involved, the recommendations have no financial implications for the Planning Committee or the Council. The officer recommendations are based upon planning considerations only and therefore, if agreed by the Planning Committee, they should reduce the risk of a successful challenge being made at a later stage. Hence, adopting the recommendations will reduce the possibility of unbudgeted calls upon the Council's financial resources, and the associated financial risk to the Council.

### **10. CONCLUSION**

It is not considered that the proposal would compromise the high quality design of the

proposed terminal building or be detrimental to the character and appearance of the building or surrounding airport development. No other changes are proposed to the original outline consent, and it is not considered that the proposal would give rise to any new issues which have not previously been assessed. Sufficient information has been provided to confirm that the proposed car park, which will form part of a subsequent application/consultation, will not result in any detrimental impact on the terminal building and can be appropriately dealt with at a later stage. The proposal complies with relevant London Plan and UDP policies and, as such, approval is recommended.

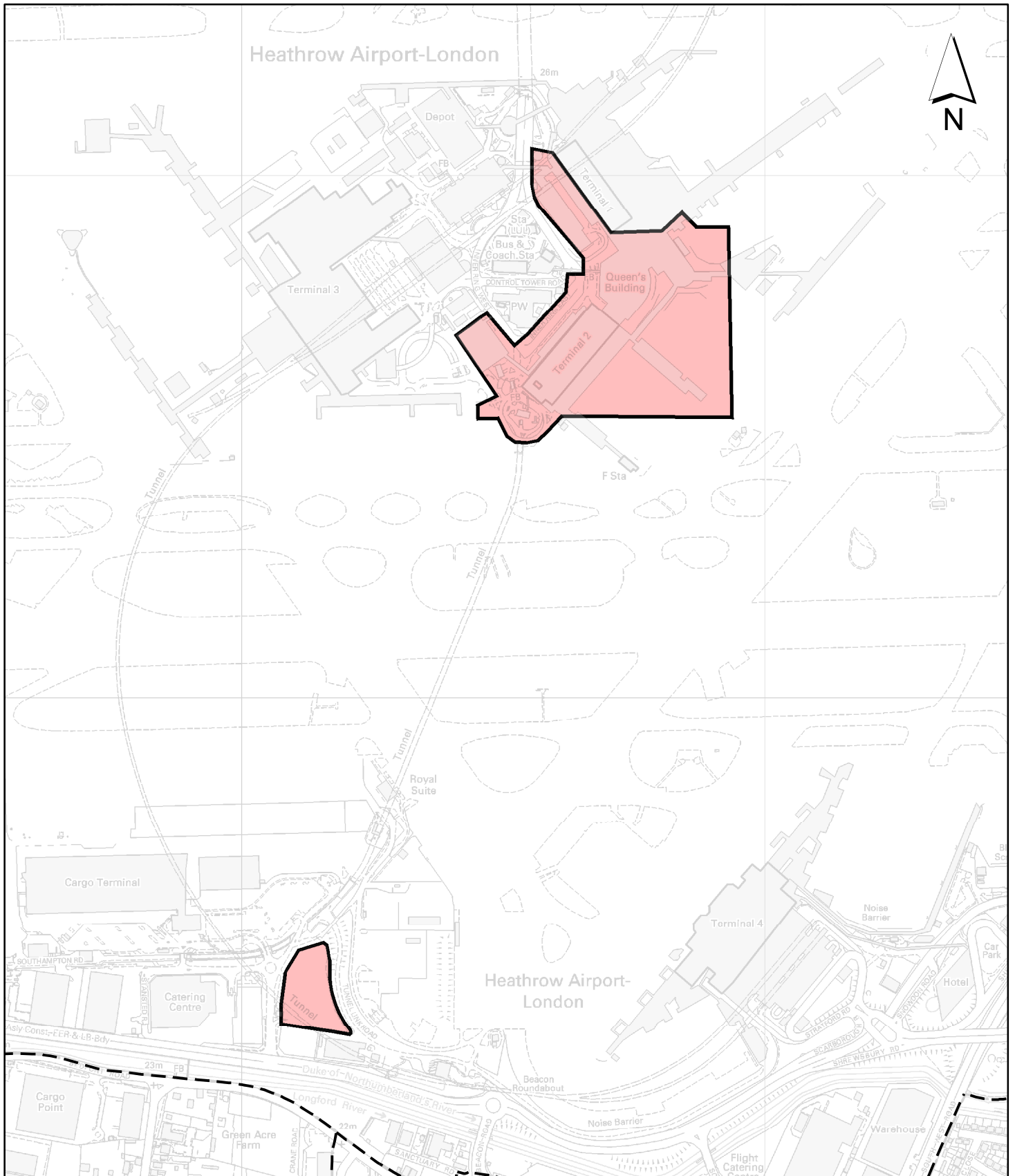
## **11. Reference Documents**

London Plan  
Hillingdon Unitary Development Plan Saved Policies 2007  
PPS 1 Delivering Sustainable Development  
PPS 9 Biodiversity and Geological Conservation  
PPS 10 Planning for Sustainable Waste Management  
PPG 13 Transport  
PPS 22 Renewable Energy  
PPS 23 Planning and Pollution Control  
PPG 24 Planning and Noise  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Supplementary Planning Guidance - Planning Obligations  
Supplementary Planning Document - Accessible Hillingdon

**Contact Officer:** Johanna Hart

**Telephone No:** 01895 250230





**Notes**

 Site boundary  
For identification purposes only.

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**Site Address**

**T2, Queens Building, P/O T1  
CTA and P5 Car Park  
Heathrow Airport, Hounslow**

Planning Application Ref:

**62360/APP/2009/2232**

Planning Committee

**Central and South**

Scale

**1:10,000**

Date

**December 2009**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



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