

Report of the Head of Planning & Enforcement

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

Development: Reserved Matters (details of layout, scale, appearance, access and landscaping) in respect of the proposed terminal building and forecourt site, in compliance with condition 2 of planning permission ref: 62360/APP/2009/2232 dated 8/02/2010 : Variation of condition 27 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).

LBH Ref Nos: 62360/APP/2010/648

Drawing Nos: 12142-XX-GA-904-000001 4.0
12142-XX-GA-904-000002 4.0
12142-XX-GA-904-000003 4.0
12142-XX-GA-904-000004 4.0
12142-XX-GA-904-000005 4.0
12142-XX-GA-904-000006 4.0
12142-XX-GA-904-000007 4.0
12142-A0-GA-904-000001 4.0
12142-B0-GA-904-000001 4.0
12142-00-GA-904-000001 4.0
12142-10-GA-904-000001 4.0
12142-20-GA-904-000001 4.0
12142-30-GA-904-000001 4.0
12142-40-GA-904-000001 4.0
12142-60-GA-904-000001 4.0
12142-XX-GA-904-000008 4.0
12142-XX-GA-904-000009 4.0
12142-XX-GA-904-000010 4.0
12142-XX-GA-904-000011 4.0
12142-XX-GA-904-000012 4.0
12142-XX-SE-904-000001 4.0
12142-XX-SE-904-000002 4.0
12142-XX-SE-904-000003 4.0
12142-XX-SE-904-000004 4.0
Architectural Design Report (Doc.no. 12142-XX-RP-904-000001 4.0)

Date Plans Received: 24/03/2010

Date(s) of Amendment(s):

Date Application Valid: 24/03/2010

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 (ref: 62360/APP/2006/2942). In broad terms, the submission comprised a new passenger terminal building and forecourt, an energy centre and ancillary facilities (including a chiller station and an HV substation, both to be located on the new forecourt), together with various enabling works and associated infrastructure to facilitate the construction of the terminal and the demolition of existing

buildings.

The outline planning application reserved all matters (layout, scale, appearance, access and landscaping) for subsequent approval. Conditions 2, 3 and 4 of the outline planning permission required the details of the reserved matters to be submitted to and approved by the Local Planning Authority for (a) the terminal site, (b) the forecourt area, (c) the energy centre site and (d) the chiller station and substation site.

Reserved matters were subsequently approved in respect of the terminal and forecourt site (ref: 62360/APP/2008/3080 dated 14/01/09) and the energy centre site (ref: 62360/APP/2008/2788 dated 19/12/08). The chiller station was subsequently progressed via a full planning application (ref: 27277/APP/2008/1321 approved 03/07/08) and the substation through a GPDO consultation (ref: 64761/APP/2008/2299 - no objections raised 23/09/08) due to changes in BAA's requirements.

Since that time 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.

The introduction of a car park in this location has meant that, 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), a reduction in the width of the terminal building was required. As such, towards the end of 2009, BAA submitted a S73 application to vary condition 27 of the outline permission, relating to the dimensions of the width of the building to allow greater flexibility. That application (ref: 62360/APP/2009/2232) was approved on 08/01/10 and essentially gave BAA a new outline planning permission for the proposed terminal.

This application provides details of reserved matters in respect of the new outline planning permission (ref: 62360/APP/2009/2232). This revised Reserved Matters submission relates to the terminal site only, and includes a covered plaza located between the terminal building and a new proposed Multi Storey Car Park East (MSCP E). Given this area falls within the building envelope as defined by condition 27, it is considered that the plaza should be considered as part of the terminal building.

A separate GPDO consultation for MSCP E, which incorporates arrivals and departures forecourt areas, which will connect to the terminal via link bridges located over the plaza area, is submitted in parallel with this Reserved Matters submission. Vertical Circulation Cores are provided in the form of lifts and escalators as part of the MSCP E GPDO Consultation.

This submission therefore relates to the reserved matters for the terminal site only, incorporating the covered plaza area located between the terminal and the new MSCP E.

The development of the reserved matters details has principally been guided by the information submitted and agreed at the original outline application stage as varied through the recent S73 application. Accordingly, the proposals are in accordance with the dimensions and parameters shown on the revised outline application drawings, and the design principles set out in the Design & Access Statement. The design has also been influenced by the environmental targets set out within the outline Energy Strategy and subsequent S.106 agreement.

In essence, the proposed development involves the provision of a terminal building, designed to serve the eastern apron and accommodate some 30 million passengers per

annum. The details submitted in regard to this application also give consideration to the concurrent GPDO consultation for MSCP E. The aim is to show the integration of these two proposals to deliver a significant improvement in the passenger experience at the new terminal.

It should be noted that throughout previous applications the new terminal building has been referred to as Heathrow East Terminal (HET). BAA have now renamed the proposed building as Terminal 2A (T2A) and it shall accordingly be referred to as such throughout this report.

This application seeks approval of reserved matters for the terminal building and forecourt in respect of layout, scale, appearance, access and landscaping. The proposals are in accordance with the dimensions and parameters shown at outline stage, and the design principles set out in the Design and Access Statement have been adhered to. The scheme is considered appropriate and no objections have been raised by consultees. The reserved matters application is therefore recommended for approval subject to appropriate conditions.

2. RECOMMENDATION

That subject to no objections being received from English Heritage or London Underground Limited, that delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to the following conditions, and any additional conditions and/or informatives which may be required by these consultees:

1 T8 Time Limit - full planning application 3 years

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

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 M3 Boundary treatment - details

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied. Development shall be carried out in accordance with the approved details.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 NONSC Accessibility

Notwithstanding the approved plans and documents, before the development hereby permitted commences a scheme of further details of how the development will ensure a high standard of accessibility for those with disabilities shall be submitted to and agreed in writing by the Local Planning Authority. The scheme should focus on ensuring compliance with BAA's own accessibility guidelines and ensure that the needs of disabled people are fully met in the detailed internal layout of the building. The development shall be carried out and operated in accordance with the approved access statement unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

6 NONSC Security measures

Notwithstanding the approved plans and documents, before the development hereby permitted commences a scheme of further details of how the development will address security issues shall be submitted to and agreed in writing by the Local Planning Authority. All works shall conform to the approved scheme.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy Am13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) policies 3A.13, 3A.17 and 4B.5.

7 NONSC Details of public art

Before the development hereby permitted commences a scheme of measures to introduce public art in open spaces in the plaza area in front of the building shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented before the terminal building is brought into use.

REASON

To ensure this high profile building has an appropriate setting and to ensure that the highest standards of design are carried through to the public spaces around the building in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 NONSC Submission of Building Impact Assessment

Notwithstanding the approved plans no development above apron level 23.5m AOD shall commence until a Building Impact Assessment has been submitted to and

approved in writing by the Local Planning Authority. The assessment shall demonstrate the following:

- * That the performance of communication, navigational aids and surveillance equipment required for the safe operation of the airport is not impaired by the proposed development nor by any construction equipment.
- * That any shadowing of sight lines 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

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, and to comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

9 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:

- 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).
- height of storage areas for materials or equipment

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 ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 NONSC Building foundations

Before the development hereby permitted commences details of the design of the building foundations shall be submitted to and agreed in writing by the Local Planning Authority in conjunction with London Underground limited. The submitted details should seek to ensure that London Underground infrastructure is not adversely affected by the development. All works shall conform to the approved foundation details unless otherwise agreed in writing by the Local Planning Authority in conjunction with London Underground limited.

REASON

To ensure that the proposed development would not adversely impact on the safe running of the London Underground rail network and to comply with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

11 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been 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),
- Retained historic landscape features and proposals for their restoration where relevant.

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).

12 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme 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).

13 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been 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).

14 NONSC Details of lighting

Notwithstanding the approved plans, prior to commencement of development, full details of all permanent external lighting shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be retained and maintained in perpetuity.

REASON

In the interests of visual amenity in compliance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 NONSC Signage

Before the development hereby permitted commences a scheme of directional signage and wayfinding, both within and outside the terminal building, to ensure that links to public transport are clearly identified, shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented before the terminal building is brought into use and retained as such thereafter.

REASON

To ensure that users of the airport terminal building are fully aware of public transport options and how to access them in accordance with London Plan (Consolidated with Alterations since 2004) policies 3C.5 and 3C.9.

16 NONSC Details of pedestrian link bridges

Prior to commencement of development full details of the pedestrian link bridges to be provided over the public plaza, connecting the terminal building with the adjacent Multi-Storey Car Park East, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of visual amenity in compliance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of

property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative 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

AM13	improvement in public transport services 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

3

You are reminded of the need to comply with any relevant outstanding or ongoing conditions, which were imposed on the outline planning permission ref: 62360/APP/2009/2232 dated 08/02/10 and relate to the terminal building and plaza area.

4

With regard to Condition 5 you are advised to liaise with Mick Smooker, Crime Prevention Design Advisor for the Metropolitan Police at Heathrow Airport, regarding security requirements associated with the terminal building and plaza area. He can be contacted at mike.smooker1@met.police.uk.

5

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, Lighting near Aerodromes (available at www.aoa.org.uk/publications/safeguarding.asp). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

6 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

7

It is acknowledged that details in relation to conditions 8 (Building Impact Assessment) and 9 (Construction Management Strategy) have already been submitted to and agreed in writing by the Local Planning Authority in compliance with conditions 5 and 12 of planning permission ref: 62360/APP/2006/2942 dated 02/07/07; Development of a replacement passenger terminal. These conditions have been added at the request of BAA Safeguarding and for consistency. You are advised that the approved details should be applied to this revised consent.

3. CONSIDERATIONS

3.1 Site and Locality

The 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 site has an area of 15.5ha and contains a total of 208,171m² 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

Approval is sought for reserved matters of layout, scale, appearance, access and landscaping, in compliance with condition 2 of outline planning permission ref: 62360/APP/2009/2232 dated 08/02/10.

In support of the application, and in addition to the plans, the applicant has submitted a detailed Architectural Design Report which explains how the detailed design proposals have been developed, taking into account the constraints and concepts outlined in the Design and Access Statement submitted at outline stage.

The main changes between this application and the previously approved reserved matters relate to the building's western facade, the forecourt area and how the building will integrate with the proposed MSCP E on the adjacent site. With the exception of these changes, the overall design and layout of the building is almost identical to that previously approved.

3.3 Relevant Planning History

Comment on Relevant Planning History

The planning history has been broadly explained in part 1 of the report.

Outline planning permission for the development of a replacement passenger terminal building (now known as T2A) in the Central Terminal Area at Heathrow was originally granted planning permission in July 2007 (ref: 62360/APP/2006/2942). That application included the provision of an Energy Centre, designed to provide at least 20% of the terminal's energy needs through renewable energy sources, at the P5 Car Park towards the south of the airport.

Reserved matters were subsequently approved in respect of the terminal and forecourt site (ref: 62360/APP/2008/3080 dated 14/01/09) and the energy centre site (ref: 62360/APP/2008/2788 dated 19/12/08).

Since that time BAA have acquired the old control tower, also located in the Central Terminal Area. This has provided them with the opportunity to replace the existing Multi-Storey Car Park 2 (MSCP2), which is currently undergoing demolition and to provide a larger forecourt area. As a result BAA submitted a Section 73 application to vary condition 27 (building dimensions) of the original outline permission (ref: 62360/APP/2009/2232). This proposed minimum and maximum dimensions for the building width of 230m and 270m respectively, compared to 288m which had been previously proposed. This, in effect, resulted in the reduction in the width of the forecourt canopy in order to accommodate the newly proposed MSCP E. That application was approved in February 2010.

In terms of the Energy Centre, BAA subsequently submitted an application for an ancillary gasification plant which, due to its size, could not be accommodated within the energy centre building as originally thought possible. This was approved in November 2008 (ref: 62360/APP/2008/2786). Notwithstanding that consent, in compliance with the requirements of the S106 agreement, which formed part of the planning approval for T2A, BAA have since developed a more strategic plan for the provision of energy across Heathrow aimed at achieving wider CO2 reductions. Accordingly, the development goals for the airport have now changed such that the energy centre is required to not only serve the new terminal, but a much wider area. This has resulted in the need for significant changes to the functioning and scale of the proposed energy centre and, as a result, this is now being progressed through a new GPDO consultation (ref: 66849/APP/2010/479) rather than under the original T2A planning consent.

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), 42 (construction vehicle routes) and 43 (Grey Water Recycling) have also been approved.

For ease of reference, the key planning applications relating to the T2A development can be summarised as follows:

1. 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) - Approved 02/07/07.

2. 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.

3. 62360/APP/2008/2786 - Proposed gasification plant - approved 18/11/08.

4. 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.

5. 62360/APP/2009/2232 - Variation of condition 27 (building dimensions) 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 08/02/10.

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies (September 2007)

London Plan (Consolidated with Alterations since 2004)

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement 4: Planning for Sustainable Economic Growth

Planning Policy Statement 10: Planning for Sustainable Waste Management

Planning Policy Statement 22: Renewable Energy

Planning Policy Statement 23: Planning & Pollution Control

Planning Policy Statement 25: Development & Flood Risk

Planning Policy Guidance 13: Transport

Planning Policy Guidance 24: Planning & Noise

Council's Supplementary Planning Document - Noise

Council's Supplementary Planning Guidance - Air Quality

Council's Supplementary Planning Guidance - Land Contamination

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:

- EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves
- 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
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative 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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th May 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised by way of site and press notices. No responses have been received.

ENVIRONMENT AGENCY

Have advised that they do not wish to comment.

TRANSPORT FOR LONDON (TfL)

TfL Surface Transport does not have any observations toward this particular proposal.

BAA SAFEGUARDING

No objection subject to considerations requiring the submission of a Building Design Impact Assessment and a Construction Management Strategy, and informatives regarding lighting and cranes.

NATIONAL AIR TRAFFIC SERVICES (NATS)

No objection.

GREATER LONDON AUTHORITY
Do not wish to comment.

ENGLISH HERITAGE
To be reported at Committee.

LONDON UNDERGROUND
To be reported at Committee.

Internal Consultees

URBAN DESIGN OFFICER

The terminal, which is estimated to be used by 30 million passengers per annum is, from an urban design perspective, a building of outmost importance due to its scale, bulk, prominent position and pivotal role as an international gateway to the UK. As the building provides a gross internal floorspace of 180,000 m², it is one of the most strategically important development projects in the borough.

The urban design officer has had the benefit of being involved in the project, providing continuous design advice from the initial pre-application stage.

Concurrent to this application, an application has been submitted for a new multi-storey car park on the Old Control Tower site. Between the proposed car park and the terminal building a large open space, the plaza, is situated. Vertical circulation of passengers will be provided by lifts and escalators on the eastern facade of the car park building. From here, passengers will access the main spine, located within the plaza.

- Design rationale

The site is confined by strict technical constraints in four dimensions, related to the ground, sub terrain services and infrastructures as well as airspace restrictions, all associated to the fact that the application site sits within a fully operational airport.

The key drivers behind the principal site layout have been to provide:

- A key major landside entrance to the west
- Stands and gates along the east and south side of the development
- Enabling for future connections to the modified pier
- Connection to existing underground LUL/HEX public transport tunnels

- Architectural design drivers

In order to maximise the volume of the new terminal building within the limited vertical constraints, a three wave conceptual roof design (section east west) has been proposed as a design approach. The dimensions for the terminal building are set to between 230m and 270m respectively, a reduction from the 288m as previously approved. The reduced scale is a result of the previous second outer canopy above the plaza being no longer required, given the revised layout with an integrated new MSCP.

The internal layout has been designed for a passenger flow in the east west direction, as reflected in the three key compartments; the check in, security and immigration zones, which are expressed in the three distinct roof segments. All public spaces at the departures concourse level have been

designed as double-height, day lit spaces open to the main roof. The check-in hall has clear views from one end to the other.

In addition, environmental and sustainability drivers have influenced the detailed design to a high degree. For example, the north-side roof section allows for air intake and exhaust as well as rain water drainage through the roof cores. Natural day-lighting is provided through north facing skylights. A bright interior with maximum views of the sky and apron has been a key goal for the new terminal in order to achieve a comfortable environment for passengers and staff. The building construction has been designed to minimise solar gain and heat loss through design, and to achieve 40.5% overall reduction in Co2 emissions. A 20% reduction in CO2 emissions is sought through renewable energy solutions.

Externally, the conceptual roof form is considered to be a strong and attractive design characteristic. The triple wave form is considered to create an attractive lightness to the extensive roof structure, reinforced by the large amount of glazing in between the metal segments. The undulating roof form generates an impression of movement and interest, and is considered to have a dramatic effect at night. The elevations are by contrast to the clean, simple roofscape characterised by textured horizontal bands with fixed links and nodes. The main facade material will be glazing, complemented by external solar shading on the south and east facades. Clear glazing along the highly accessible public spaces will maximise views and daylight conditions. Opaque panels are used along the same simplistic concept where views need to be restricted for operational purposes. Around the apron level (ground) airside elevation, metal cladding panels are used in combination with plant louvres and roller shutters.

- Public open spaces

The public plaza, forms the gateway to the terminal building, and therefore plays a pivotal role in the arrival experience for passengers. This rectangular space, providing the main area for pedestrian movements and activities, will be paved in a graphic pattern of sandstone and granite, interspersed by green, landscaped areas with different textures. From an urban design point of view the simplistic design approach with the high quality, natural materials are strongly supported.

Two positions have been identified in the plans for future features, understood to be landscape art, which is considered positive in principle. The proposed positions should however be regarded as indicative only.

- Public Art

From an urban design point of view, this new landmark building is a very interesting opportunity to integrate Public Art into the terminal building and its setting, especially at the main approach on the piazza. Both permanent art features (e.g. in the form of innovative street furniture and artistic lighting effects) as well as temporary art installations would be strongly encouraged in principle, in line with the Hillingdon Council Public Art Policy, adopted by Cabinet in 2008. Internally the spacious terminal building is very suitable for temporary exhibitions on a wide range of themes, for example British Pop Art, as well as installations focused on Commonwealth poetry, music, sport etc.

No objections are raised subject to appropriate conditions regarding the submission of samples of all building materials, hard landscaping materials, and details of street furniture and lighting.

ENVIRONMENTAL PROTECTION UNIT

The application relates to reserved matters (details of layout, scale, appearance and landscaping) of the terminal T2A and forecourt site, in compliance with condition 2 of revised outline planning permission 62360/APP/2009/2232. That permission concerned a variation of condition 27 of original outline planning permission 62360/APP/2006/2942 so as to allow a reduction in terminal

width. The Council has already agreed that the change in terminal width does not result in any significantly different environmental effects to that considered in the Environmental Statement that accompanied the original outline planning application.

The details of reserved matters now submitted do not appear to increase passenger capacity beyond that agreed for the outline planning permissions. It follows that the environmental assessment for the original outline application should be regarded as adequate for the present application. There is no reason for believing that noise impacts associated with operation of the terminal, including those related to air and ground noise caused by aircraft flights, would be any worse than envisaged for the terminal approved by the outline planning permission.

Environmental impacts from demolition and construction work are dealt with by the conditions attached to the revised outline planning permission 62360/APP/2009/2232. For example, condition 18 of that permission requires submission and approval of an Environmental Management Plan for controlling the effects of demolition, construction and enabling works.

It is noted that a separate GPDO consultation has been submitted concurrently for the proposed Multi Storey Car Park East (MSCP E) to be situated adjacent to the proposed new terminal covered by the present application. Nevertheless, the present application covers the new terminal, and cannot consider environmental issues of the MSCP.

In view of the above, no objections are raised on noise grounds.

TREES/LANDSCAPING OFFICER

This part of the Central Terminal Area is characterised by buildings, road layouts and generally hard landscaped circulation spaces associated with the operational requirements of the airport. There are no protected trees or other landscape features which might influence, or constrain, development.

The current application seeks to amend the previously approved reserved matters in the light of the proposal to include a new Multi Storey Car Park (MSCP E).

A new Architectural Design Report explains the resulting opportunities and constraints and the evolution of the development, including the creation of the new Plaza situated between the car park and the terminal building. It describes the design concept of the Plaza, the role of the canopy from the building and the landside connectivity for passengers between the terminal and the new car park.

The landscape masterplan includes a redesigned road layout with extensive areas of undulating soft landscape, with trees to the front of the car park opposite the bus station. The 30 metre wide Plaza separates the MSCP E from the new terminal (T2A) building. This ground level hard and soft landscaping will be viewed from the pedestrian walkways above which link the car park to the terminal. This landscape will be generally low level but is designed to give the impression of a three-dimensional experience. Spaces within the Plaza have been identified for the development of water features and public art, which will provide further visual interest. The Plaza will be accessible to staff for use as a calm amenity space. Special lighting is to be designed to enhance landscape features and focal points. This should add further visual stimulus over and above the need for safe lighting levels.

Given the functional and operational constraints of the site, the landscape layout promises to contribute to the setting of the new MSCP E and the new T2A buildings. All visitors to the central terminal area will also benefit from the new soft landscaping to the front of the MSCP E.

No objections are raised subject to conditions TL5, TL6 and TL7.

HIGHWAY ENGINEER

No objection. The impact of the development 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.

ACCESS OFFICER

No objection.

S106 OFFICER

A S106 agreement was signed at the outline stage for this proposal. No further S106 contributions are required for this scheme.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of building a replacement passenger terminal building in the Central Terminal Area at Heathrow Airport was established under outline planning permission ref: 62360/APP/2006/2942 dated 2 July 2007. Amendments to that consent were agreed by way of a Section 73 application to vary condition 27 of the consent, relating to building dimensions, on 8 February 2010 (ref: 62360/APP/2009/2232). Accordingly, no objections are raised to the principle of the development in this location.

7.02 Density of the proposed development

Not applicable to this type of development.

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

There are no Conservation Areas, Listed Buildings or Areas of Special Local Character within the vicinity of the site.

The application site is not within an Archaeological Priority Area. However, it is within a known area of archaeological potential. English Heritage have accordingly been consulted on the proposals. No response has been received to date and this is reflected in the recommendation. However, the impact of the development on archaeology was assessed at the time of the original outline and reserved matters applications on this site and it is not considered that this application is likely to have any increased impacts on archaeology.

7.04 Airport safeguarding

BAA Safeguarding and National Air Traffic Services have been consulted on this application. No objections have been raised subject to appropriate considerations and informatives.

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 terminal building, which has been designed by Foster & Partners, would measure approximately 334m long (including roof overhang) by 269m wide (including roof overhang and plaza canopy) by 34m high and would have a gross internal floorspace of 180,000m². This falls within the parameters agreed at outline stage. It would be capable of handling up to 30 million passengers per annum. Its size, scale and design have been

determined by a number of factors and constraints associated with its location within an operational airport, the need to tie in with existing airport and transport infrastructure and the need to consider factors such as energy requirements and sustainability.

The aim is to create a new world class terminal. The building's form has been determined by passenger flow in the east west direction. At departures level the main functions are check-in, security and the departures lounge. At arrivals these are immigration, baggage reclaim and arrivals forecourt. Internally the building would be divided into three distinct volumes to correspond with the process space. Externally the three processing spaces at arrivals and departures levels are reflected in the form of the roof which would have three distinctive waves. The roof would take on a triple wave profile which would overhang the eaves to create the impression of a floating and flowing roof. The flowing waves would run east to west as a series of smooth continuous strips. Each strip would be tilted to form a crescent shaped north facing rooflight in order to allow natural daylight to penetrate the building.

The elevations would consist of large vertical surfaces which would be punctured by the fixed airlinks and nodes along the south and east facades. The main material used for the facades would be glazed panels to allow daylight into and views out of the building. Opaque panels would be used to conceal back of house areas such as plant rooms and baggage areas.

The main changes between this and the previously approved reserved matters application relate to the reduction in the width of the building canopy, the building's western facade, the pedestrian plaza and the forecourt drop-off area, which come as a result of the provision of a new adjacent MSCP.

The previously approved 58m wide canopy has been reduced by 19m. It closes the gap between the terminal building and the proposed adjacent multi-storey car park and provides weather protection for arriving and departing passengers. It essentially provides an extension to the roof over the pedestrian plaza below. To enhance the building's sustainable design, photovoltaic panels would be positioned along the edge of the canopy where it interfaces with the car park. From an urban design point of view, it is considered that the canopy would help to emphasise the light and elegant roof form and would be entirely in keeping with the overall building concept and design.

In the previous proposal, the forecourt area provided pedestrian connectivity to the main modes of public transport commencing and terminating in the Central Terminal Area and a large vertical circulation core (VCC), comprising lifts, escalators, etc, projected from the western facade of the building. The VCCs would now be located along the eastern facade of the proposed car park and form part of that consultation. All vertical movements for arriving and departing passengers to and from all car park levels as well as public transport modes would be processed there so that passengers arrive in the terminal building on the correct level. The idea is that once in the terminal building departing passengers would not be required to change levels through check-in, security and departure. Arriving passengers would only need to descend one level. Pedestrian link bridges from the car park would directly connect to the terminal building.

It is considered that the removal of the VCC from immediately in front of the building facade, as previously approved, would create a simpler, cleaner and more legible building form along the western elevation, removing what could have appeared as a busy and confusing element. The provision of the VCC within the car park building is aimed at enhancing the passenger experience by providing improved wayfinding and ensuring that

all passengers entering the terminal building would arrive on the correct level.

The previous proposal provided a new terminal forecourt comprising 5 vehicle lanes running parallel to the terminal but separated from its front facade by a 30m wide covered pedestrian plaza, which would provide the main means of passenger circulation for those using the proposed vertical circulation cores. The forecourt was designed to provide space for vehicle and pedestrian circulation, trolley storage and movements, and a variety of soft landscaping and trees.

With the proposed provision of MSCP E there is no longer a requirement to provide a forecourt area, which would have previously been directly accessible by the public. The alterations to the locations of the VCCs and the provision of link bridges has resulted in changes to the function and layout of this area and the pedestrian plaza. Whilst the plaza area has been designed as a public area and would fill the 30m distance between the terminal building and car park (required for security reasons), and extend the entire length of the building, this space will now be mostly experienced from departures level, 18m above, and arrivals level, 6m above. This allows for a more irregular and random landscaping arrangement, as there is no longer the need to provide direct pedestrian links to a vehicular forecourt. As such, the plaza area would now provide a space for calm orientation and access, with areas of seating and rest areas, characterised by a combination of hard and soft landscaping. Landscaping will be further discussed in part 7.14 of the report.

The Central Terminal Area is centrally located within the middle of the airport and is surrounded by the operational airfield with runways to the north and south. It is separated by a considerable distance from the airport's boundaries, and can only be publicly accessed from beneath the ground either via the main road tunnels under the northern runway from the Concorde Roundabout or via the Piccadilly Line or Heathrow Express trains (unless arriving by air). As such, there would be very limited views of the proposed new terminal from outside the airport. However, the building and forecourt are considered to be of a high quality modern design and appear to successfully work within the operational constraints associated with the site, whilst incorporating numerous sustainable building measures, and providing a world class facility. The proposed changes which have been made to the previously approved reserved matters, as a result of the proposed MSCP, are considered to be positive, enhancing both the visual appearance, functionality and passenger experience of the building.

Visually the building would be more comparable to Terminal 5 than to the existing terminals within the Central Terminal Area, and it is considered that this would significantly enhance the visual amenities of this part of the airport. The Council's Urban Design Officer has raised no objections associated with the layout, scale or appearance of the proposed terminal and is supportive of the overall design and concept.

7.08 Impact on neighbours

Any potential impacts of the proposed new terminal on neighbouring properties were assessed at the time of the original outline consent and reserved matters applications. It is not considered that the changes now proposed, which mainly relate to the design and layout of the forecourt and plaza areas, would lead to any increased impacts on the nearest neighbours. Notably the nearest residential properties are located over 1,000m away to the north, beyond the northern runway and the A4 Bath Road dual carriageway.

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.

It is not considered that the amendments to the originally approved scheme would result in any detrimental impact on the airport or surrounding road networks. The implications of providing a new multi-storey car park in the Central Terminal Area, adjacent to the terminal building, will be assessed as part of that consultation.

7.11 Urban design, access and security

This issue has been largely addressed in part 7.07 of the report. It is considered that the proposed building would be of a high quality design, which would replace existing outdated buildings and significantly enhance the visual amenities of the Central Terminal Area, in addition to the passenger experience. The alterations which have been made since the approval of the original reserved matters application, in order to accommodate the car park, such as the reduction in the width of the canopy, relocation of the vertical circulation cores, and alterations to the pedestrian plaza are considered to be positive both from a functional and visual perspective.

Details of the proposed link bridges, which would connect the proposed car park with the terminal building, will be provided at a later stage.

The loss of the vehicular forecourt from in front of the building and subsequent alterations to the pedestrian plaza, which would comprise simple undulating landscaping, seating, and locations for public art and water features, are considered to be particularly positive.

Notably the Council's Urban Design Officer is fully supportive of the proposals subject to conditions requiring submission of details/samples of materials and details of the areas for public art.

7.12 Disabled access

No changes have been made to the details relating to accessibility which were agreed at the outline application stage and, whilst these were somewhat limited, the applicant's Design and Access Statement at that time confirmed BAA's commitment to providing an inclusive and accessible environment for all and to fulfilling its requirements 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. Further details regarding accessibility would be required by way of condition should approval be granted.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

The applicant has provided a landscape masterplan which shows that the terminal building and the proposed MSCP E would be encircled by landscaped grounds, designed to offer a variety of experiences when seen from different angles and heights. The landscape masterplan includes a redesigned road layout with extensive areas of

undulating soft landscape, with trees to the front of the car park opposite the bus station. The landscape would reflect the east-west movement of passengers and staff between the terminal, MSCP, bus and coach station and adjacent sites and would provide a calm amenity space for staff and members of the public.

The plaza provides a public space between the terminal building and the proposed MSCP E. The dimensions of the space, which is 30m wide and extends the length of the building, is driven by the need for minimal walking distances for passengers and the need for a minimum distance of 30m between vehicles and the terminal building due to security requirements. The building's canopy would extend over the plaza to provide passengers with a semi-internal space.

This area would mainly be viewed from the pedestrian walkways above which link the car park to the terminal. This landscape will be generally low level but would undulate and spread out in an irregular pattern, designed to give the impression of a three-dimensional experience, whilst maintaining a clarity to the space which would be uninterrupted by vertical elements.

The area would be landscaped with sandstone and granite paving, masonry walls, deciduous trees, evergreen hedging, formal laws and groundcover planting, characterised by landscaped mounds and seating. In addition spaces within the plaza have been identified for the development of water features and public art, which will provide further visual interest.

It is considered that the hard and soft landscaping would comply with the general palette of materials seen around the airport. The landscape objectives are considered to be acceptable in this busy airport location and, notably, the Council's Trees/Landscape Officer considers the proposals to comply with UDP Policy BE38 and has raised no objections to the scheme.

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 submitted with the outline application confirmed that recycling recycling storage areas would be provided within the terminal building to allow segregation of recyclable waste.

In terms of construction/demolition waste it should be noted that condition 18 of the outline consent requires the applicant to submit an Environmental Management Plan, which would include details of waste management. Details in compliance with this condition, relating to the original outline consent were approved in December 2008 (ref: 62360/APP/2008/2780).

Given the above, it is not considered that any further details are required as part of this application.

7.16 Renewable energy / Sustainability

No alterations are proposed to the previously agreed sustainability and renewable energy measures. A 20% reduction in carbon dioxide emissions would be achieved through the use of renewable energy sources, and an overall reduction in carbon dioxide emissions of 40.5%, compared to a building fully compliant with Part L of the Building Regulations, and inclusive of the reduction in carbon dioxide from onsite renewable sources, would be achieved.

Nevertheless, in compliance with the S106 obligations relating to the original outline planning permission, BAA have been working on an Airport Wide Energy Strategy. As a result of this the development goals for the airport have now changed such that the energy centre approved as part of the original outline consent for T2A is now required to not only serve T2A and T2B, but also other terminals and buildings within the CTA. It would also provide some of Terminal 5's heat needs. This has resulted in the need for significant changes to the functioning and scale of the proposed energy centre which means that it can no longer be progressed as part of the T2A proposals. As such, a new energy centre, capable of serving a wider area of Heathrow, is currently being progressed through a GPDO consultation (ref: 66849/APP/2010/479), and is scheduled for determination on the 25th May 2010 by the Central and South Planning Committee.

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 original outline or reserved matters applications on grounds of flooding or flood risk.

7.18 Noise or Air Quality Issues

Issues associated with noise and air quality were assessed at the time of the original outline and reserved matters applications. It is not considered that the revised reserved matters would 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

Not applicable. A S106 agreement was signed at the outline stage for this proposal.

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

Not applicable.

10. CONCLUSION

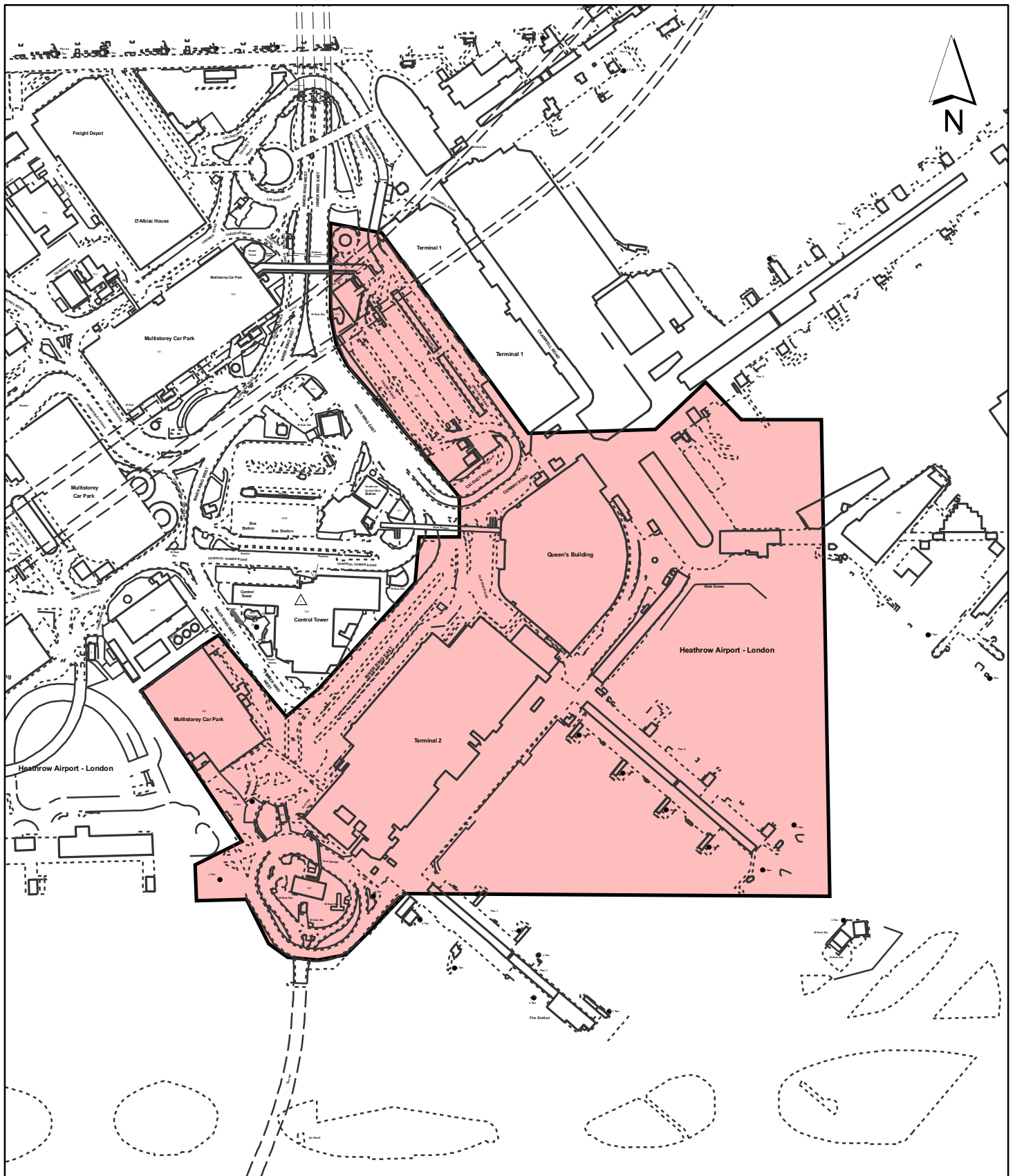
In conclusion, it is considered the proposed building would be of a high quality modern design, which would significantly improve the passenger experience and the visual amenities of the Central Terminal Area. Changes which have been made since the previous reserved matters were approved, such as the relocation of the Vertical Circulation Cores, and a redesigned plaza area, are considered to be positive and sufficient information has been provided to demonstrate that the proposed MSCP E, which forms part of a separate GPDO consultation, would not result in any detrimental impact on the design quality of the terminal building. The reserved matters relating to access, appearance, landscaping, layout and scale are considered to be acceptable and no objections have been raised, subject to conditions. The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, approval is recommended.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (Consolidated with Alterations since 2004)
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 9: Biodiversity & Geological Conservation
Planning Policy Statement 10: Planning for Sustainable Waste Management
Planning Policy Statement 22: Renewable Energy
Planning Policy Statement 23: Planning & Pollution Control
Planning Policy Statement 25: Development & Flood Risk
Planning Policy Guidance 13: Transport
Planning Policy Guidance 24: Planning & Noise
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Land Contamination
Supplementary Planning Document - Accessible Hillingdon

Contact Officer: Johanna Hart

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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**

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

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

Planning Application Ref:

62360/APP/2010/648

Scale

1:4,000

Planning Committee

Central and South

Date

May 2010



HILLINGDON
LONDON