

Report of the Head of Planning & Enforcement

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

Development: Erection of multi storey car park and alterations to road layout (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

LBH Ref Nos: 62360/APP/2010/800

Drawing Nos: 12137-XX-EC-904-000014 v.4.0
12137-XX-EC-904-000016 v.2.0
12137-00-EC-904-000004 v.4.0
12137-10-EC-904-000003 v.4.0
12137-20-EC-904-000002 v.4.0
12137-30-EC-904-000002 v.4.0
12137-40-EC-904-000002 v.4.0
12137-50-EC-904-000002 v.4.0
12137-XX-EC-904-000013 v.4.0
12137-XX-EC-904-000003 v.4.0
12137-XX-EC-904-000004 v.4.0
12137-XX-EC-904-000008 v.4.0
12137-XX-EC-904-000002 v.4.0
12137-XX-EC-904-000005 v.4.0
12137-XX-EC-904-000006 v.4.0
CGI: View across CTA towards MSCP E
CGI: View across departures forecourt towards T2A
Supporting letter from BAA dated 24/03/10
Architectural Design Report ref: 12137-XX-EC-904-000001
Heritage Statement prepared by Framework Archaeology ref: 93016.01
Historic Building Record prepared by Framework Archaeology ref:
93016.02
Flood Risk Assessment prepared by Black & Veatch dated February 2010
Phase II Contaminated Land Assessment ref: 10000-XX-EC-904-000001
v.1.0
Construction Traffic Chart ref: NH50.6
12137-XX-EC-904-000017 v.1.0
Letter from BAA dated 21/05/10

Date Plans Received: 24/03/2010 **Date(s) of Amendment(s):** 24/03/0010
Date Application Valid: 24/03/2010 21/05/0010

1. SUMMARY

BAA has submitted this proposal for consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995. It proposes the erection of a six-storey, 1,980 space, multi-storey car park, in front of the proposed new terminal building (now known as T2A) in the Central Terminal Area (CTA) at Heathrow Airport. It also proposes the realignment of roads within the CTA to provide a ramped access to the car park and to ensure sufficient circulation at grade level.

Outline planning permission for a new terminal building in the Central Terminal Area at

Heathrow Airport, located on the site of the existing Terminal 2 and Queen's Building, was granted on 02/07/07 (ref: 62360/APP/2006/2942). Conditions 2, 3 and 4 of that outline planning permission required details of 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 in respect of the approved terminal building and forecourt were subsequently approved on 14/01/09 (ref: 62360/APP/2008/3080). However, no details of car parking were provided as this did not form part of the outline planning consent.

Since that time BAA have acquired the former Control Tower site, located towards the west of Terminal 2, and this has provided them with the opportunity to provide a replacement car park for Multi-Storey Car Park 2 (MSCP2), which has reached the end of its useful life and is currently undergoing demolition. Accordingly, the proposed car park would be located on the approved T2A forecourt area and part of the control tower site. This would create an arrangement similar to that existing at Terminal 5.

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 for T2A, which related to the dimensions of the building. 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.

Given the close relationship between the proposed multi-storey car park and terminal building, this consultation has been submitted concurrently with the revised reserved matters for T2A, which relates to the terminal building, including a covered plaza area, only. That application (ref: 62360/APP/2010/648) also features on this Committee Agenda.

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. The proposed multi-storey car park will be known as Multi-Storey Car Park East and shall accordingly be referred to as MSCP E.

The proposed development is considered to be visually acceptable in this busy airport location and would integrate well with the new terminal building. The level of car parking provision would fall well within the airports 42,000 space cap and it is not considered that the proposal would have any adverse impacts on the surrounding road network. The proposal complies with relevant London Plan and UDP policies and, accordingly, it is recommended that no objections be raised.

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 raise no objection subject to the following considerations, and any additional considerations and/or informatives which may be required by these consultees:

1 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).

2 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).

3 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).

4 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).

5 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 (September 2007).

6 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 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).

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 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, in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 NONSC Environmental Management Plan

The Environmental Management Plan submitted in compliance with condition 18 of planning permission ref: 62360/APP/2006/2942 (Development of a replacement passenger terminal), and approved under application ref: 62360/APP/2008/2780 dated

17/12/08 shall be applied to the MSCP E site. The agreed measures for controlling the effects of demolition, construction and enabling works associated with the development, 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, shall strictly be adhered to unless otherwise agreed in writing by the Local Planning Authority.

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).

8 NONSC Details of m/cycle and bicycle parking facilities

Prior to commencement of development full details of the proposed motorcycle parking area and bicycle parking facilities shall be submitted to and agreed 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).

9 NONSC Details of pedestrian access to chapel

Prior to commencement of development full details of pedestrian access to St. George's Chapel shall be submitted to and agreed in writing by the Local Planning Authority. Once approved the pedestrian access shall be implemented on site in accordance with the approved details and retained for the lifetime of the use.

REASON

In the interests of visual amenity and to ensure the chapel is fully accessible to all users in compliance with policies BE13 and AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 H1 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas (where appropriate) must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan . (February 2008).

11 NONSC Scheme for Electric Charging

Prior to commencement of the development hereby approved, a scheme of charging facilities for electric vehicles shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented on site prior to occupation of the development and thereafter maintained for the lifetime of the development.

REASON

To comply with London Plan Policy 4A.3 and to encourage sustainable travel.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to raise no objection has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to raise no objection 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.

BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
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
A4	New development directly related to Heathrow Airport
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
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
AM15	Provision of reserved parking spaces for disabled persons

3 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

4 I11 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

5 I12 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

6 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with: -

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

7 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from

www.drc-gb.org.

· Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

8 I46 **Renewable Resources**

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

9 I58 **Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 0PD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com .

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With regard to consideration 6 it is acknowledged that similar details have been submitted to and agreed by the Local Planning Authority, in relation to T2A. Accordingly, it is considered that it would be appropriate to update and resubmit those agreed details to incorporate the MSCP E should you choose.

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Please note the following comments provided by the Environment Agency:

Flood Risk:

The submitted Flood Risk Assessment states that the surface water run-off rate from the site will not increase as a result of the development, and a marginal increase in storage is provided as a result of the diversion of some of the surface water sewer system. Flood Risk should not therefore increase as a result of the development.

As part of any development under the GDPO we would encourage the introduction of sustainable drainage to provide surface water storage and a reduction of run-off rates from the development, to reflect the requirements outlined in PPS25 and regional policies such as the London Plan which applicants should comply with as part of any planning application. Opportunities to improve the surface water system would provide benefits both on and off site by reducing flood risk.

The calculations associated with this assessment have not been provided. These would normally be required as part of an FRA submitted with a planning application to demonstrate the proposed surface water system can satisfactorily attenuate the critical storm on site. As the development is proposed under the GDPO then the applicant is not

obliged to provide this information as part of this consultation.

Contaminated Land:

We would like to be sent the results of the groundwater monitoring that will take place during the development and details of any subsequent remedial work.

Pollution Prevention:

A large number of cars may leak a noticeable amount of oils/fuels (over time), and this can affect the quality of the runoff. As a result, it is recommended that an interceptor or other treatment method be used to reduce the hydrocarbon loading in the runoff. If these measures are put into place, then it is unlikely a permit to discharge to surface/ground water (e.g. a surface water drain leading to a river) would be required; and the runoff should be permissible into the existing surface/storm water system that drains the airport at present.

Prior to occupation of the development (during excavation, construction, demolition etc) the necessary permissions should be sought in order to cope with run off. This is because the effluent from these activities can be contaminated with trace materials or suspended solids etc. The permissions and required treatment will help to protect and conserve the receiving water body, and prevent breaches of the Environmental Permitting Regulations 2010 (formerly legislated under the Water Resources Act 1991) and or breaches of the existing environmental permits (formerly discharge consents).

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If there is any remediation of unexpected contamination or further information on gas protection on the site, relevant reports should be forwarded to Mick Brough, Contaminated Land Officer, for the Council's records. Should you have any queries regarding this Mr Brough can be contacted on 01895 250230 or at MBrough@hillington.gov.uk.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 5.65 hectare irregularly shaped plot located within the Central Terminal Area at Heathrow Airport. It currently includes a large part of the existing Terminal 2 building, Multi-Storey Car Park 2 (MSCP2), the Old Control Tower, St George's Chapel, part of Multi-Storey Car Park 1 (MSCP1), a Sign Shop building and various landside roads, including Inner Ring East, Inner Ring West and Control Tower Road. Terminal 2 and MSCP2 are currently undergoing demolition. The Old Control Tower and St Georges Chapel are proposed for demolition as part of the current car park proposals, and MSCP1 will eventually be demolished to allow for Phase II of the T2A development.

The site would be bounded to the east by the proposed new terminal building and plaza area. The southern edge of the site is defined by the airside/landside boundary and various airside roads, aircraft stands, and the airfield are located beyond. Terminal 3, its forecourt and MSCP3 are located to the west, and the central bus station is located to the north.

The entire site is located within a landside area and falls within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map. The Old

Control Tower and St Georges Chapel are both proposed for local listing. The draft Local List is to be considered for formal agreement by Cabinet on 27 May 2010.

3.2 Proposed Scheme

It is proposed to erect a six-storey 1,980 space (including 60 disability standard spaces) multi-storey car park in the Central Terminal Area at Heathrow. The building would measure approximately 175m by 88m and would have a maximum height of 24m. It would be constructed in two phases and would provide short-term car parking facilities at intermediate levels. It would be the main short-stay car park serving T2A and would ensure the airlines operating from this terminal have equivalent standards of facilities to those at Terminals 4 and 5.

The car park would consist of a departures forecourt on the upper level, four levels of car parking facilities below, an arrivals forecourt at ground floor level and an underground pedestrian connection to public transport. Ramped access would be provided to the departures forecourt and the car park decks. Three spiral ramps would connect the various levels and provide egress from the car park.

It would be located 36m to the west of T2A to provide sufficient space between the buildings to meet security requirements. A plaza area, which forms part of the reserved matters application for T2A would be located in the space between the buildings, which would be linked via a number of link bridges, full details of which would be provided at a later stage.

The departures forecourt, on the upper level, would have direct pedestrian access across the terminal plaza area (via link bridges) to the departures concourse within the terminal building. Vehicles would exit and enter the forecourt via an elevated access ramp from the south west corner and would move in a clockwise direction, with four drop-off lanes running in a north-south direction. A secondary access point, for contingency use, would be provided from one of the spiral ramps along the west elevation.

The principle for the departures forecourt layout is to keep private vehicles segregated from other users, and the two eastern most lanes, closest to T2A, would be used by authorised vehicles only.

The layout of the forecourt has been designed to provide designated safe, clear routes for all pedestrians. Transparent canopies with a simple metal post and frame system would run alongside the drop-off bays to shelter passengers as they alight from their vehicles. The height of the canopies would allow unobstructed vehicle movement whilst still providing passengers with some weather protection. Lighting, signage, wind screens and trolley corals would be integrated into the design, aimed at eliminating the need for additional vertical posts in the pavement area.

Four car parking levels would be provided at first, second, third and fourth floor levels. The layout has been designed to both maximise site usage and to minimise walking distance to the terminal building. These levels would be clad with vertical louvres. A central north-south void would be introduced within the car park in order to maximise daylight, views and ventilation to create the perception of spaciousness within the building and improve the passenger experience.

The main vehicular access to the car park (rather than the departures forecourt) would be provided at level 4, via a spiral access ramp. Of three spiral ramps provided, two would provide downward flow, whilst the third would provide recirculation back up to higher

levels. The parking layout has been designed to reduce the number of cross flows in order to prevent conflicting vehicle movements.

Dedicated pedestrian routes would run perpendicular to the primary vehicle routes and would allow a straight link to the passenger circulation and waiting zones, which would be located at the east of the building. Trolley corals would be provided along these routes in order to help facilitate safe pick-up and drop-off.

The arrivals forecourt would be provided at ground floor level, its height depicted by the need to serve various vehicle sizes and to create a light and airy environment. Five vehicle lanes would be provided and vehicles would flow through the forecourt in a north-south direction. The principle for the forecourt layout is to keep private vehicles segregated from other users. The western two lanes would be used for taxis and valet cars with the remaining lanes to be used by authorised vehicles only. The fifth and western most lane would be used for car park exit and high sided vehicles. Vehicles exiting the arrivals forecourt would join a service road to the south of the car park.

Plant serving MSCP E would be located at the western end of the building at arrivals level. This would be accessed via designated crossings, which would also lead to a single-storey accommodation building for operators and management and, would be located to the south west of the car park building. A separate access road would serve this building.

The primary passenger circulation would be located along the east facade of the car park, with secondary means of escape stairs along the west facade. The Vertical Circulation Cores (VCCs), including stairs, escalators and lifts, form the primary circulation linking the car park and forecourt levels. Being visible from T2A the lifts would have transparent cladding to emphasise vertical movement and wayfinding. Level access would be provided for departing passengers from here to the arrivals level of the terminal building, via link bridges over the terminal plaza area. Arriving passengers would need to descend one level to access the arrivals forecourt.

To connect T2A with public transport links, the northern VCC would descend to link into the existing pedestrian subway network.

The realignment of roads on the eastern side of the CTA is proposed to provide enhanced vehicle circulation within the CTA and access to the proposed car park. This would allow the provision of a grade separated access between the two terminals which will eventually remain in the CTA (T2A and Terminal 3) aimed at improving way finding for passengers.

For the first time in the Central Terminal Area a significant area would be dedicated to landscaping, created through the demolition and removal of a number of existing buildings and the introduction of a new road layout.

3.3 Relevant Planning History

Comment on Relevant Planning History

The planning history most relevant to this site is that relating to T2A. Outline planning permission for the development of a replacement passenger terminal building (T2A) in the Central Terminal Area at Heathrow was originally granted planning permission in July 2007 (ref: 62360/APP/2006/2942).

Reserved matters were subsequently approved in respect of the terminal and forecourt site in January 2009 (ref: 62360/APP/2008/3080 dated 14/01/09).

Since that time BAA have acquired the old control tower, also located in the Central Terminal Area. This 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 proposed MSCPE. That application was approved in February 2010.

The S.73 application effectively gave BAA a new outline planning permission for T2A. Reserved Matters in respect of that condition have been submitted parallel to this application (ref: 62360/APP/2010/648) to ensure the relationship between the terminal building and the proposed MSCP E is fully understood.

For ease of reference, the key relevant planning applications 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/2008/3080 - 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.

3. 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. 62360/APP/2010/648 - 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 08/02/10; Variation of condition 27 (building dimensions) 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) - No decision to date.

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (Consolidated with Alterations since 2004)
Planning Policy Guidance 13: Transport
Planning Policy Guidance 24: Planning and Noise
Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement 5: Planning for the Historic Environment
Planning Policy Statement 25: Development and Flood Risk
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
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.
- PT1.33 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.

Part 2 Policies:

- BE1 Development within archaeological priority areas
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE8 Planning applications for alteration or extension of listed buildings
- BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings
- 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
A4	New development directly related to Heathrow Airport
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
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
AM15	Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **4th May 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

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

ENVIRONMENT AGENCY

No objection but advice provided to the applicant regarding flood risk, contamination and flood risk prevention.

BAA SAFEGUARDING

No objection subject to a consideration regarding the submission of a Construction Management Strategy, and informatives regarding cranes and landscaping.

NATIONAL AIR TRAFFIC SERVICES

No objection.

TRANSPORT FOR LONDON

TfL Surface Transport would not object to the proposed development; however it would like to make the following comments:

1. Details of parking arrangements for the proposed car parking should be provided. The number of long/short stay spaces, pick up/set down bays, staff spaces and disabled spaces should be clarified. TfL notes that the composition of different space type may affect trip level.
2. Evidence should be provided to demonstrate that the proposed car park and its level of provision; although within the 42,000 spaces threshold defined in the T5 permission; would not compromise the objective to encourage the use of public transport/non private car modes to Heathrow Airport by travellers and staff with over provision and generate additional vehicular trips unnecessarily.
3. It is requested that a detailed Construction Logistics Plan (CLP) should be submitted and approved by the local planning authority and TfL prior to work commencing on site; given the anticipated high number of construction vehicles. TfL requests that movements of construction vehicles should be minimised during the peak periods at the airport as well as the AM and PM peak commuter hours where possible. TfL is concerned that the high level of construction vehicle movements would result in negative highway and traffic impact to the TLRN near Heathrow if they have not been planned carefully.

LONDON UNDERGROUND LIMITED

To be reported at Committee.

ENGLISH HERITAGE

To be reported at Committee. (Note: Consultation relates solely to archaeology).

CRIME PREVENTION DESIGN ADVISOR FOR HEATHROW

No objection subject to considerations requiring the car park to gain the Metropolitan Police's ParkMark accreditation, and the submission of details of CCTV.

Officer Comment: Heathrow operates separately from the Council's CCTV facilities in Uxbridge and it is considered that this matter should be left to the airport operator.

Internal Consultees

URBAN DESIGN OFFICER

The Architectural Design Report explains the design rationale behind the proposal, the development of the road network and its relationship to the CTA and Terminal 2A in terms of function, scale and appearance. The proposed MSCP East is situated to the east of the existing MSCP2. The front elevation of the rectangular multi-storey building will be facing eastwards, towards the forthcoming Terminal 2A.

The MSCP East building includes the departures forecourt, located at +18m at roof level, the arrivals forecourt on ground level, 4 intermediate levels of car parking and an underground pedestrian connection to public transport. The MSCP East is considered to be a development of outmost importance from an urban design point of view, considering that the facilities form the main entrance to an international Terminal of global prominence.

The design vision for the MSCP East project is to establish a gateway to the new T2A, and to create a positive and memorable passenger experience in a well lit and ventilated environment. One of the bearing ideas is to provide direct level access from the departures and arrivals forecourts to the equivalent concourses. A series of bridge links connect the MCSP E to the Terminal at both departure and arrival levels across the covered plaza, which forms a dynamic open space between the car park and the terminal, characterised by movements and activities on different levels.

The dimensions of the MSCP E building are as follows:

Height to top of cladding: 21 m
Height to top of spirals: 24 m
Length (N-S): 175 m
Length (E-W) incl. stairs: 100 m

The MSCP E building is approximately 9m lower than the T2A roof. The maximum height of T2A is estimated to 34m.

MCSP E, the Plaza and the T2A will create a major new addition to the Eastern Campus, which has a prominent position within the CTA. The development is characterised by a clear and uncluttered design. Visually, the design proposal provides contrast between the MSCP E and the T2A building in terms of scale as well as external appearance in order to enhance legibility. The scale, height and massing are not considered to create any negative visual impact on the built surroundings or the streetscape, given the position and scale of the proposed building and the integration of it in a landscaped setting. From an urban design point of view it is however important to implement the use of high quality materials, in consistency with the established material and colour palette within the Heathrow area.

The four car parking levels are clad with vertical louvers as a general principle to create an appearance of floating above the open arrivals forecourt. The vertical circulation along the eastern facade, however provides functional and aesthetic contrast to the other three louvred elevations. Transparent lift shafts which echo the T2A facade and act as visual markers, metal clad escalators with glazed balustrades and lightweight screens contribute to a light, crisp contemporary appearance.

A central void running north-south has been introduced to optimise ventilation and to maximise daylight by introducing light to the darkest, central part of the building. The colour scheme contributes to this goal by introducing the underside of the floor slabs to be painted white, whilst bright finishes will be used for the remaining elements within the car park. These design considerations are highly supported from an urban design point of view, as they contribute to a pleasant, legible and safe passenger experience, and equally reduce artificial lighting in a sustainable manner. Dedicated pedestrian links, perpendicular to the primary vehicles routes, allow straight links into the passenger circulation cores.

The design proposal is specific to accommodate existing site constraints and to respond to the special role and functions of the development. Aviation security requirements, efficiency in circulation of passengers and vehicles as well as a high quality visual appearance are some of the key considerations behind the proposal.

The public plaza, which although forming part of the reserved matters application for T2A, is an important feature which must also relate well to MSCP E, forms the gateway to the terminal building, and therefore plays a pivotal role in the arrival experience for passengers. This rectangular space which will provide the main area for pedestrian movements and activities is characterised by a structural and dynamic landscape design in three dimensions. A series of straight lines created by a series of evergreen hedges, paving and low walls provide a dynamic contrast to the buildings. The floorscape 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 is strongly supported.

Two positions have been identified in the plans for future features, understood as landscape 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 from an urban design point of view, in line with the Hillingdon Council Public Art Policy, adopted by Cabinet in 2008. Internally the spacious terminal building is suitable for temporary exhibitions on a wide range of cultural themes, for example British Pop Art, as well as poetry, music, sport etc. However, the proposed locations for art features on the submitted drawings should be regarded as indicative only.

Lighting forms an important part of the design concept. Compared to the Terminal building, which will glow at night, the car park will be more subdued at night, assisted by the louvers, which further reinforces the building hierarchy.

No objections are raised subject to considerations regarding building materials, including hard landscaping, as well as a coordinated colour scheme, to be submitted to the Local Planning Authority and agreed in writing prior to the commencement of any works.

CONSERVATION OFFICER

The Old Control Tower and Chapel are historic assets as noted in PPS5 and are identified as such by their inclusion in the draft Local List. This is to be considered for formal agreement by Cabinet on 27th May 2010.

Both of the buildings are architecturally unique and historically important. They were designed by the renowned architect Frederick Gibberd and the tower in particular formed part of a group of purpose built airport structures, most of which have now either been demolished, or are in the process of demolition. The chapel, which is separate from the control tower and slightly later in date, is an underground structure of highly unusual design and form. At ground level it has a canopied entrance located off an enclosed paved garden of remembrance. This has as its focus a large oak crucifix, which was part of the original design. Below ground, the form of the chapel is derived from that of the Greek Cross churches; it is vaulted and includes three apses, one for each of the original contributing denominations. There are numerous plaques and memorials within the space.

With regard to PPS5, policy HE9 is relevant and states that there is a presumption in favour of the conservation of designated heritage assets. It also goes on to say that local authorities should refuse applications which will lead to substantial harm, or the total loss of significance, unless it can be demonstrated that:

- that the loss or harm is necessary to deliver substantial public benefits

- the nature of the asset prevents all reasonable reuse
- there is no viable use for the asset that can be found in the medium term
- some form of grant funding, or charitable use is not possible and
- the harm or loss is out weighed by the benefits of bringing the site back into use.

The applicant has provided two useful and detailed reports in support of the proposal, although neither directly addresses the points noted above. The applicant's case for demolition would appear to hinge on the first, the second and possibly the last bullet point, although none of these issues has been fully explored in the submission.

Whilst not ideal, a credible case could be made for the demolition of the control tower on the basis that it is now redundant, it has been altered internally and its wider setting and group value have been lost, thus its overall interest has been diminished. It could also be argued that its future use would be limited by its design and its central airport location. Retention would also need to be balanced against the perceived operational benefits of the new car park and forecourt area structures- although more information on this matter would have been useful to make a convincing case in view of the requirements of PPS5.

The situation as concerns the chapel is less clear cut, it is a stand alone building, it is largely unaltered and it appears that it could be retained by the realignment of the proposed sunken access road. Given these points, further consideration should be given to looking at alternatives for its retention and reuse.

- Conclusion:

The potential loss of these two important buildings is very much regretted, however, at present it appears that there may be other options regarding the design of the new road system that would not require a major redesign of the scheme and that would allow the retention and possible reuse of the chapel.

Alternative road layouts that would allow the retention of the chapel need to be considered.

The appropriate level of recording of the structures, a brief for the works, the form of the report and method of dissemination of the information need to be agreed with GLAAS and covered by suitable conditions.

If the retention of the chapel cannot be agreed, the relocation of the memorials will need to be considered.

Case Officer Comment: Since submission of the application, and at the request of the Council's Conservation Officer, BAA have reassessed the proposed road alignment and have confirmed that St. George's Chapel will now be retained. Amended plans have been submitted in this respect. Although the adjoining multi-faith prayer room would still need to be demolished and reprovided elsewhere, it should be noted that this is a more recent building of little architectural merit. BAA have committed to providing enhanced pedestrian access to the chapel and details of this would be required by way of consideration. Therefore, the Old Control Tower is the only building of historic interest which would now be demolished.

HIGHWAY ENGINEER
No objection.

TREES/LANDSCAPE OFFICER
The area is characterised by the 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.

An Architectural Design Report explains the design rationale behind, and the evolution of, the new road layout, the access and egress to and from the new car park and the proposed landscape enhancements associated with the site layout.

It also describes the landscape design concept for the frontage to the west of the new car park. Trees, set out on a rectilinear grid which aligns with the car park building, will form the main vertical element. However, they will be planted within an undulating landform cut across by straight edges of hard and soft landscape details (hedges, paving and low walls) set at varying angles to the building and trees. Due to the ramped roadways which provide access and egress to/from the car park the ground level landscape will be predominantly experienced from the adjacent road-users and the MSCP E building.

The landscape/layout drawings for the two sites, MSCP E and T2A, are best illustrated in the accompanying application (ref, 62360/APP/2010/648).

Given the functional and operational constraints of the site, the landscape layout promises to contribute to the setting of the new MSCP E. All visitors to the central terminal area will also benefit to some extent from the new soft landscaping to the front of the MSCP E, subject to the screening effects of the intervening ramps.

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

ACCESS OFFICER

No objections.

ENVIRONMENTAL PROTECTION UNIT

- Noise

Operational noise:

MSCP E will provide a total of 1,980 car parking spaces, and existing car parks MSCP1 and MSCP2 will be demolished with a loss of 559 and 1,132 spaces respectively. This gives a net increase of 289 car parking spaces, which is stated to keep the airport well within the 42,000 space car parking limit set by condition A88 of the Terminal 5 planning permission. The letter maintains that the proposal will result in existing car park 1A being under-used so that there will be a net reduction of car park usage in the Central Terminal Area. There is no reason to assume that MSCP E will lead to an increase in passenger numbers.

BAA maintain that the introduction of Terminal 2A will have no impact on air passenger numbers, since the new terminal will only serve those passengers who would otherwise have used Terminals 1 and 2 (which are to be demolished/disused). The BAA letter claims that Terminal 2A capacity of 30 million passengers per annum (mppa) would be lower than recorded passenger numbers using Terminals 1 and 2 at 32.4 mppa in 2005.

It was accepted that Terminal 2A (then called Heathrow East Terminal) would not lead to significant increases in aircraft operational air noise and ground noise when approving the original outline planning permission 62360/APP/2006/2942, and revised outline planning permission 62360/APP/2009/2232.

Furthermore, if Terminal 2A and MSCP E are not expected to lead to an increase in passenger numbers, there is no reason to expect that these two developments taken together will lead to significant increases in aircraft operational air and ground noise. Noise impacts resulting directly

from activities at MSCP E, including from road traffic, do not appear to be a problem because the car park is situated in the Central Terminal Area at a considerable distance from residents and other noise sensitive premises.

Construction noise:

A chart has been provided which gives predicted construction traffic for both the MSCP E and the new Terminal 2A. It is claimed that total daily construction traffic arising from construction of MSCP E and Terminal 2A are within the parameters assessed in the Environmental Statement relating to the original outline planning application. Noise impact associated with construction traffic is therefore not considered a problem.

Revised outline planning permission 62360/APP/2009/2232 includes condition 18 requiring submission of a Construction Environmental Management Plan in order to control the effects of demolition, construction and enabling works associated with the construction of terminal T2A. That condition was suggested by BAA on the original outline application 62360/APP/2006/2942 even though the construction site is in the Central Terminal Area and at considerable distance from nearest residents and hotels. The condition does not cover construction of MSCP E. Therefore, in order to control effects of demolition, construction and enabling works associated with the construction of MSCP E, it is recommended that a condition similar to aforementioned condition 18 is applied, so as to require a Construction Environmental Management Plan in relation to the present proposal.

Subject to application of the condition as above, No objections are raised the present consultation on noise grounds.

- Contamination

A report by Entec dated February 2010 for the site investigation of the area of the proposed multi story car park has been submitted in support of the proposal. Entec assessed the contamination issues as regards soil and water contamination as well as gas and vapour levels. Some key points are outlined below.

There are 7 window sampling boreholes into the underlying sand and gravel to about 5 metres depth. The boreholes did not show unusual ground conditions, mostly sand and gravel was found with a shallow depth of made ground located down to 0.9 metres depth. The borehole soil logs are in the report.

Some low level hydrocarbon vapours were found at all of the gas monitoring locations. An odour was noted in one borehole.

Ground gases were measured on 3 occasions in December 2009 (there were 3 previous rounds it seems as well). Some Carbon dioxide was found at one location. CIRIA guidance was used to assess the gas testing results.

It appears that due to the proximity of the aircraft refuelling area and the above high gas level Entec recommend that enclosed chambers and service ducts in the South West area are protected from gas ingress in the design (membrane, ventilation etc). This seems a necessary precautionary measure. Otherwise Entec indicate that the design of the car park for ventilating exhaust fumes will be sufficient to mitigate any need for specific gas protection measures.

Soil contamination testing was carried out on 7 samples (Boreholes 15 to 21) and another 5 samples were used for the statistical risk assessment. Therefore a risk assessment has been carried out for human health using Generic Assessment Criteria (GACs). The soil contaminants found did not exceed their GACs for the site. Therefore a full quantitative risk assessment was not deemed necessary. No soil remediation is therefore proposed by BAA Heathrow. However as the

site is quite large and the boreholes are spread out we cannot rule out some unexpected contamination being found. Entec indicate that any anomalous unidentified contamination is likely to be small and can be dealt with through waste management procedures. It is proposed that some excavated soil will be re-used where possible on site subject to analysis and risk assessment. This would be a sustainable approach.

A groundwater risk assessment has been carried out at the MSCP site. There is also a detailed groundwater risk assessment by Buro Happold for the access road. Although no water remediation is proposed on the basis of the results approval from the Environment Agency is required as regards the controlled water issues.

The details submitted in this Entec report are sufficient for our current purposes as regards the human health issues. On the basis of the soil testing no remediation of any specific area of the MSCP looks necessary. If there is any remediation of unexpected contamination or further information on gas protection then copies should be provided for the Council's records.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed development is directly related to the provision of services and facilities at Heathrow Airport on operational land. It is therefore Permitted Development in accordance with Class A of Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 and does not require planning permission. However, in accordance with the Order, the airport operator must consult with the Local Planning Authority before commencing any development.

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

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, given the built up nature of the site, and previous comments received from English Heritage in relation to T2A and other sites within the Central Terminal Area, it is not anticipated that any objections will be raised.

There are no Conservation Areas or Areas of Special Local Character within the vicinity of the application site.

Whilst there are no listed buildings within the vicinity of the site, both the Old Control Tower and St. George's Chapel feature on the Draft Local List, which is to be considered for formal agreement by Cabinet on 27th May 2010. Accordingly BAA have submitted a Heritage Statement and a Historic Building Record to justify the demolition of these buildings as part of the overall vision for the Central Terminal Area, and to provide an enhanced record of both buildings.

Nevertheless, since submission of the application, and at the request of the Council's Conservation Officer, BAA have reassessed the proposed road alignment and have confirmed that St. George's Chapel will now be retained. Amended plans have been submitted in this respect. Although the adjoining multi-faith prayer room would still need to be demolished and reprovided elsewhere, it should be noted that this is a more recent building of little architectural merit. BAA have committed to providing enhanced pedestrian access to the chapel and details of this would be required by way of consideration. Therefore, the Old Control Tower is the only building of historic interest which would now be demolished.

The Heritage Statement acknowledges that Old Control Tower is of some architectural and historic merit due its with architect Sir Frederick Gibberd and the historical development of Heathrow Airport. However, it also notes that the building does not meet the requirements of a modern airport, especially within the CTA where land is so constrained, and in the context of the redevelopment of Terminals 1 and 2 to create T2A.

The Control Tower has remained largely unaltered due to its former function, but it is now redundant from its original purpose, following the opening of the new Control Tower in 2007. In addition, it once formed part of a family of buildings designed by the same architect. However, as the airport has expanded the Old Control Tower has become surrounded by later development including terminal buildings, the bus station to the north, and large multi-storey car parks. This later development has significantly impacted on the setting of the building by separating it from the airfield and has substantially reduced its contribution to the skyline which is now dominated by the large scale terminal buildings and other structures within the CTA. The demolition of Queens Building and Terminal 2 will further erode the character of its original setting.

Planning Policy Statement 5 states that where a development will lead to substantial harm to or total loss of significance of a historical asset, local planning authorities should refuse consent unless it can be demonstrated that:

1. the harm or loss is necessary in order to deliver substantial public benefits that outweigh that harm or loss;
2. the nature of the heritage asset prevents all reasonable uses of the site; and no viable use of the heritage asset itself can be found in the medium term
3. conservation through grant-funding or some form of charitable or public ownership is not possible;
4. the harm to or loss of the heritage asset is outweighed by the benefits of bringing the site back into use.

Whilst the Old Control Tower is of interest in terms of its association with the early development of Heathrow and association with Sir Frederick Gibberd, it does not meet the requirements of a modern airport and its demolition is proposed. It is considered that the provision of a new and modern terminal building and ancillary MSCP in the Central Terminal Area, to replace Terminals 1 and 2, which are dated and offer a poor passenger experience, is of significant benefit in terms of enhancing the visual appearance of the Central Terminal Area and the passenger experience at Heathrow which, for many, is the gateway to the UK. Given the importance of providing a modern and efficient airport; a terminal facility which will compare to that provided at the other terminals at Heathrow in terms of passengers, airlines and staff experience and facilities; and that much of the original character and appearance of the CTA, which would have formed the original setting to this building, has been eroded and replaced by modern developments, it is considered that the benefits associated with the provision of T2A and MSCP E outweigh the harm which would be caused through its demolition.

The Old Control Tower no longer performs its original function, having been replaced by a more modern and up-to-date facility in 2007. It is understood that since that time it has been used as temporary offices associated with the redevelopment of the Eastern Campus area. However, given its original function it is unlikely this building would suit the long-term needs of modern office facilities. In addition, given the constraints associated with the CTA and continuing pressure for land in this area, it is questionable whether an appropriate use could be found for it in the future.

It is considered that the requirements of points 1, 2 and 4 of the tests set out in PPS5, can

be demonstrated, and that the provision of T2A and the proposed MSCP E would have considerable benefits which would outweigh the harm caused by the loss of the Old Control Tower. Notably the Council's Conservation Officer has raised no objections to the demolition of this building.

7.04 Airport safeguarding

BAA Safeguarding and National Air Traffic Services (NATS) have been consulted on this consultation. No objections have been received 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 site.

7.07 Impact on the character & appearance of the area

The Central Terminal Area is characterised by large scale buildings, including Terminals 1, 2 and 3, large multi-storey car parks, a busy central bus station and road network, and ancillary facilities, all associated with the operation of the airport.

BAA's vision is to create a gateway to the new T2A through the proposed MSCP, which would, in effect, provide the front door to the terminal, and would offer a layout not dissimilar to that provided at Terminal 5. Amongst other things, it aims to enhance the passenger experience through providing a clear and coherent strategy for access and egress and has been designed to enhance intuitive wayfinding whether arriving by road, public transport, or other means.

With maximum dimensions of 157m by 100m by 21m high, it would appear as subordinate to the adjacent and much larger 334m by 269m by 34m high T2A and would maintain the building hierarchy with T2A appearing as the predominant and most important building visually.

The size, scale and design of the proposed car park is considered to be appropriate in this location, in keeping with the character and appearance of other buildings within the CTA. Whilst of a high quality design, it is not considered that it would detract from the status of the Terminal building, which would be characterised by a triple wave roof form, glazed facades and light materials.

The landscaped plaza area, which would be provided between the proposed car park and MSCP E, and forms part of the T2A reserved matters application, which has been submitted concurrently with this consultation, would provide an attractive interface between the two buildings. Importantly, the Landscape Masterplan for the two sites shows that the high quality landscaping provided in this plaza area, would be carried through to create large areas of undulating landscape to the west of the car park. This amount of landscaping is unique to the CTA and it is considered that it would significantly enhance the visual amenities of this part of the airport, complementing both T2A and the proposed car park, in addition to providing a more pleasant environment within the CTA.

It is considered that the proposed car park would integrate well with T2A and its plaza to the west, and would be in keeping with the character and appearance of other buildings within the wider CTA. The proposed landscaping would significantly enhance both the visual amenities and the passenger experience of this part of the airport.

7.08 Impact on neighbours

The proposed MSCP would be located in the Central Terminal Area at Heathrow Airport. The nearest residential properties are located over 1,000m away to the north, beyond the northern runway and the A4 Bath Road dual carriageway. Accordingly, it is not

considered that the proposed development would have any detrimental impact on the amenity of the nearest residential occupants.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposed car park would provide a total of 1,980 car parking spaces, including 60 disability standard spaces. Approximately 300 motorcycle spaces would be provided under the elevated access ramps and approximately 50 bicycle spaces would be provided, most likely on the ground floor level of the car park.

The proposed car park would replace 1,132 spaces which would be lost with the demolition of MSCP2, and 559 spaces which would be lost through the demolition of MSCP1, which would be demolished to make way for Phase II of T2A. This results in a total loss of 1,691 spaces, but an overall net increase of 289 spaces.

Despite this increase in spaces, the overall car parking provision at Heathrow would still fall well within the 42,000 space cap defined by condition A85 of the Terminal 5 planning permission (ref: 47853/APP/2002/1882). This cap sets a strategic limit on the totality of car parking within Heathrow Airport's main car parks and additionally limits staff parking spaces to 17,500 within the cap. One of the reasons the cap has not been met is because BAA have implemented much less parking than originally proposed for Terminal 5. However, it is important to note that the cap is airport wide and not specific to Terminal 5.

Whilst not objecting to the scheme, TfL have suggested that further information should be provided to demonstrate that the proposed car park will not compromise the objective to encourage sustainable modes of travel to Heathrow with an overprovision of car parking.

BAA have advised that no staff parking is to be provided at MSCP E and all staff are encouraged to make sustainable travel choices through subsidised rail and bus travel and through the Heathrow Car Share scheme. The recent Heathrow Employment Survey 2008/2009 demonstrates that the proportion of staff travelling by single occupancy car journeys has significantly reduced since 2004 with increases across all sustainable travel modes and that there is no intention to compromise the objective of continuing to improve this situation.

In addition it should be noted that MSCP E, at 1,980 spaces has been sized to provide adequate short stay parking to serve a 30 million passengers per annum (MPPA) terminal. This compares with 1,560 spaces in MSCP West serving T3 which could accommodate up to 20 MPPA and 3,800 spaces in MSCP 5 which is forecast to accommodate up to 35MPPA. This demonstrates a lower ratio of parking spaces to terminal capacity than at Terminal 3 or Terminal 5 and is considered to be acceptable.

Nevertheless, in terms of total car parking provision at Heathrow Airport, it is considered that the 42,000 space car park cap condition is the appropriate control. This level was set by the Secretary of State taking into account all relevant issues (such as the cap on air traffic movements and projected passenger numbers), when Terminal 5 was granted planning permission in November 2001. This approach has consistently been taken to other applications for car parking at the airport.

It should be noted that in terms of longer term parking provision in the CTA BAA have advised that once Terminal 1 closes, following the completion of the second phase of

T2A, there would be an under utilisation of existing Multi-Storey Car Park 1A (MSCP 1A) (which currently serves Terminal 1). MSCP 1A would be located in the wrong place to provide passenger parking for either T2A or T3, which would both have their own dedicated short-stay car parks. As such, MSCP 1A would be used for staff parking which is currently located in MSCPs 2 and 3 as well as 1A. It is anticipated that this would result in approximately 600 spaces remaining vacant within Car Park 1A, resulting in an overall reduction in people parking in the CTA of approximately 300 spaces in the longer-term.

In terms of the road layout, the current CTA road system can be confusing and does not support intuitive way finding. BAA aim to enhance the passenger experience by creating direct access to T2A, and an overall better journey. Accordingly, the new road layout has been planned to reduce the number of traffic lights and create, as far as possible, a 'free flow' traffic system, which would be similar to the experience at Terminal 5.

Once through the CTA tunnel, departing passengers would travel up a dedicated two-lane elevated roadway serving both the departures forecourt on the upper level of MSCP E and the car parking levels. Arriving passengers would be served by a dedicated two lane road at grade level.

A single track road to the west of the car park would serve as an emergency vehicle access and a route to motorcycle and bicycle parking facilities, which would be provided underneath the elevated ramp. A separate two lane road would serve airside operational traffic travelling through control post 5, located to the south west of the proposed car park. A two lane road would serve Terminal 3.

The vehicular access to the MSCP E, and forecourt areas would be located to the north and west of the building, allowing the car park to sit directly parallel with T2A, and thus minimising walking distances for passengers.

The proposed road realignment is considered to be an improvement on the existing situation in the Central Terminal Area, which can be busy and confusing, especially to drivers who are unfamiliar with its layout. It is considered that this would create a relatively simple and clear approach to T2A, which would be clearly defined from the surface level access to T3, making wayfinding easier and significantly improving the approach to the terminal over that currently existing for Terminals 1 and 2.

In terms of construction traffic, this has been considered in the context of the T2A assessment, and consistent with the EIA, which was submitted with the original T2A application.

It is anticipated that works to construct Phase I of T2A, MSCP E and associated road movements would commence in June 2011, and estimated to be complete by late 2013. T2A Phase II would be built between July 2017 and January 2019. HGV movements are estimated to be in the region of 50 per day on average.

Total T2A and MSCP E combined daily movements are anticipated to reach a peak of approximately 280 per day, in August 2011. This is well within the parameters of the approved Environmental Statement submitted with the original outline approval, where a worst case estimation of 423 movements per day was assessed. It is also significantly below the peak anticipated daily movements of 320 predicted for T2A during October 2010.

TfL request full details of parking arrangement for the proposed car park. However, it is

considered that this information has already been clearly provided. Notably the car park would be used for short-stay passenger parking only. Long stay car parking is located along the Northern Perimeter Road, with bus services bringing passengers to the terminals. The number of disabled bays is clearly marked on the plans with 15 spaces provided on each of the four car parking levels.

Vehicles arriving at the terminal for the purposes of picking up arriving passengers will be directed into the short stay car parking areas where they will park and await passengers. This allows drivers to park and enter the terminal to view arrivals boards and await their visitors. As such, there would be no designated bays for pick up. Vehicles arriving at the terminal for the purposes of drop off (i.e. for departing passengers) will be directed to the departures forecourt where they can drop off passengers in the dedicated lane (furthest from the terminal building), similar to the arrangement of Terminal 5.

TfL also request the submission of a Logistics Construction Plan, detailing construction vehicle movements and hours of operation. As part of the original T2A planning permission (ref: 62360/APP/2006/2942), details have been submitted and approved in respect of a Construction Management Strategy (condition 5) and an Environmental Management Plan (condition 18). Chapter 10 of the Environmental Management Plan sets out the anticipated approach to management of construction traffic including vehicle routing, management practices and hours of operation. BA have advised that given the T2A and MSCP E construction sites are immediately adjoining, the construction of the car park will adopt the same principles as set out in the Environmental Management Plan for T2A. Accordingly, a consideration would be attached, should no objections be raised, requiring BAA to comply with those agreed details.

It is not considered that the proposals would lead to a significant impact on roads outside the airport. Roads within the airport boundary are owned and operated by BAA and, as such, the implications of any developments on the airport road system are for BAA to assess. Notably the Council's Highway Engineer and Transport for London have raised no objections subject to appropriate considerations.

7.11 Urban design, access and security

- Urban Design

This issue has been largely addressed in part 7.07 of the report. The applicant has submitted an Architectural Design Report in support of the application, which explains the design philosophy of the building, its constraints and physical parameters, and its relationship with T2A and the wider CTA.

With maximum dimensions of 175m long by 100m wide (including the spiral stairs) by 21m high, it would form a large and significant building within the CTA and would in effect provide a gateway for passengers arriving to T2A by both private and public transport. Nevertheless, it would appear as subordinate to the adjacent much larger terminal building, respecting the hierarchy in the status of these buildings. In addition it would be in keeping with the scale and height of surrounding buildings within the CTA, such as MSCP West (located in front of Terminal 3) which has a maximum height of approximately 22m, Terminal 1 which has a maximum height of approximately 17m and Pier 6, to the south west, which has a maximum height of approximately 20m.

The appearance of the proposed car park has been designed to contrast the light and transparent feel of T2A, and would generally be heavier in character. The main facades (north, south and west) would be clad in vertical louvres. These would screen the car parking levels whilst allowing natural ventilation and light into the building. The eastern

facade, fronting the plaza area in front of T2A, would be visible to arriving passengers and would comprise several elements, including transparent lift shafts, metal clad escape stairs and escalators, glazing, and lightweight screens which would be used between the vertical circulation elements to unify the facade and facilitate natural ventilation.

The spiral ramps located at the western elevation would appear as distinct elements, with solid metal cladding, and two of these would extend above the main building facade to create a strong visual statement.

The public plaza, which forms part of the reserved matters application for T2A, provides public amenity space between the car park and the terminal building and it is considered that the proposed MSCP would integrate well with this space. Importantly, whilst changing in character, the landscaping provided here would continue around the northern and western sides of the proposed building, which it is considered would significantly enhance both the passenger experience and the visual amenities of the CTA.

Lighting also forms an important part of the design concept for the car park and, compared to the Terminal building, which will glow at night, the car park will be more subdued, which further reinforces the building hierarchy.

The size, siting, scale and design of the proposed car park is considered to be acceptable in this location and would be in keeping with the character and appearance of both the new T2A and existing surrounding buildings within the CTA. Notably the Council's Urban Design Officer is supportive of the proposals.

- Security

The applicant has confirmed that the proposed MSCP E has been designed to meet the Aviation Security in Airport Development (ASIAD) requirements established by the Department for Transport. Discussions have been held with the Crime Prevention Design Advisor for Heathrow who has raised no objections subject to appropriate considerations.

7.12 Disabled access

The applicant has confirmed that the proposed MSCP E would create an accessible and inclusive environment, which would facilitate access and use by everyone.

Three vertical circulation cores (VCCs), which include banks of lifts and escalators, would form the main access between the different car park levels and forecourts. Being visible from T2A, the lifts would have transparent glazing to emphasise vertical movements and enhance intuitive wayfinding.

Level access would be provided to the VCCs from each car parking level and the arrivals and departures forecourts. Level access to the terminal would be provided for departing passengers, from the departures forecourt, via linkbridges across the plaza area. Arriving passengers would be required to descend one level to access the arrivals forecourt. The northern VCC would descend to link with the existing pedestrian subway network.

The forecourts have been designed to provide easy drop-off for all passengers and easy and safe access to the pavement would be provided for disabled users of buses.

The car park has been designed to minimise walking distances for all passengers and the applicant has confirmed that pedestrian walkways would be firm, durable, slip resistant and clearly marked with level access to all road crossings. Disability standard parking bays would be provided on all car parking levels and these would be located along the

eastern side of the building closest to the VCCs.

Further details relating to disabled access would be required by way of consideration should no objections be raised to the scheme. Notably, the Council's Access Officer has raised no objections.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

BAA's Architectural Design Report explains that the landscape concept, which is based on the layout of the buildings, the movement of people between them and the adjoining areas of the airport. It provides a Landscape Masterplan which incorporates the area to the west and north of the terminal building, and the T2A plaza. Trees would align with the geometry of the proposed buildings whilst the hard and soft landscape areas would follow the movements, both direct and indirect, of people arriving at and departing from the terminal.

The area to the west of the MSCP E would be predominantly viewed from adjacent roads, and from above from the MSCP. The landscape here would consist of planted areas of formal lawn and evergreen groundcover planting. Tree planting would align with the car park building, and would provide the main vertical element, whilst hedge planting would reflect the west-east movement of passengers.

This would be planted within an undulating landscape with a series of 'ripples' running north-south. The groundcover planting would create a fluid pattern to reflect the 'wandering' or indirect movement of people, and to contrast with the hedge planting, which would reflect a more direct movement of people towards the terminal building.

To the east, the T2A plaza would provide a public space between the terminal building and the proposed car park. Whilst this area forms part of the T2A reserved matters application, it is important to understand how this area interrelates with the car park building and landscaping beyond to the west.

The plaza would be 30m wide and extend the length of the terminal building. The landscaping would be generally low level but would undulate and spread out in an irregular pattern, designed to give the impression of a three-dimensional experience. It would be landscaped with sandstone and granite paving, masonry walls, deciduous trees, evergreen hedging, formal lawns 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.

It is considered that the hard and soft landscaping proposed as part of this application would comply with the general palette of materials seen around the airport and relate well to the adjacent proposed plaza area landscaping and T2A. The landscape objectives are considered to be acceptable in this busy airport location and, notably, the Council's Trees/Landscape Officer has raised no objections to the scheme subject to appropriate considerations.

7.15 Sustainable waste management

As the consultation is for commercial development the airport operator ultimately has discretion over which waste management methods are used. An informative will be added encouraging the developer to adopt the same principles for waste management at this site as for T2A.

7.16 Renewable energy / Sustainability

The proposal represents permitted development and, as such, there is no requirement for the development to comply with policies relating to renewable energy and sustainability.

Nevertheless, a number of sustainable measures would be incorporated into the scheme, such as maximising natural light into the building, and use of efficient internal lighting to minimise energy consumption.

It should be noted that, in compliance with the S106 requirements for T2A, BAA have been working on a Heathrow Wide Energy Strategy aimed at reducing carbon dioxide emissions across the airport by 34% by 2020 (based on a 1990 base figure), and providing a more integrated system of energy supply. Proposals for a new energy centre, to serve T2A and other buildings within the CTA with a portion of their energy needs through renewable sources, have recently been submitted and are being assessed by the Council. This is scheduled for determination on the 25th May 2010 by the Central and South Planning Committee.

It is considered very important that the opportunity to incorporate facilities for electric car charging is included in the development. Given the scale of the parking area proposed the subsequent submission of a scheme explaining how electric charging points could be provided, including details of the location and quantity, is considered the appropriate approach in this instance.

7.17 Flooding or Drainage Issues

The site does not fall within a floodzone. However, due its size, a Flood Risk Assessment has been submitted in support of the application. This concludes that, given the already built up nature of the site, the proposed MSCP E is unlikely to have any increased impacts on flooding or drainage issues. Notably the Environment Agency have raised no objections to the proposal on these grounds.

7.18 Noise or Air Quality Issues

- Noise

The application site is located a significant distance away from receptors sensitive to noise, such as residential properties. In addition, it largely replaces existing car parks in the CTA. Accordingly, it is not considered that the provision of the proposed MSCP would have any significant noise impacts.

BAA have advised that the combined peak construction traffic movements of T2A and MSCP E would be significantly lower than the worst case scenario predicted in the Environmental Statement in support of the original outline application for T2A. Therefore, it is not considered that the noise impacts associated with this would be unacceptable. Nevertheless, it is recommended that a consideration be added, should no objections be raised, requiring BAA to submit an Environmental Management Plan as with T2A, to ensure construction impacts are appropriately controlled. Notably, officers in the Council's Environmental Protection Unit have raised no objections.

- Air Quality

Whilst the proposed increase in parking spaces would be likely to have some impact on air quality, it is noted that the overall parking provision would fall well within the 42,000 space cap set by the Terminal 5 Planning Inspector. In addition, it is noted that BAA advise there would be a decrease in parking provision in the CTA following completion of T2A, as MSCP1 is likely to be significantly underused. The goals of BAA's Heathrow Wide Energy Strategy, which aim to reduce carbon dioxide emissions across the airport, and the current consultation for an Energy Centre which would supply various buildings within the CTA, are also acknowledged. Accordingly, it is not considered that the proposal

would have such a significant impact on air quality in the CTA, so as to raise an objection to the scheme.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Not applicable to this type of application.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

- Contamination

A Contaminated Land Assessment has been submitted in support of the application. This details site investigations which have been carried out across the site, and concludes that little in the way of contaminative material was found and, as such, remediation measures are not necessary. Notably, no objections have been raised on grounds of contamination by the Environment Agency or by officers in the Council's Environmental Protection Unit.

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

The proposed development is considered to be visually acceptable in this busy airport location and would integrate well with the new terminal building. The level of car parking

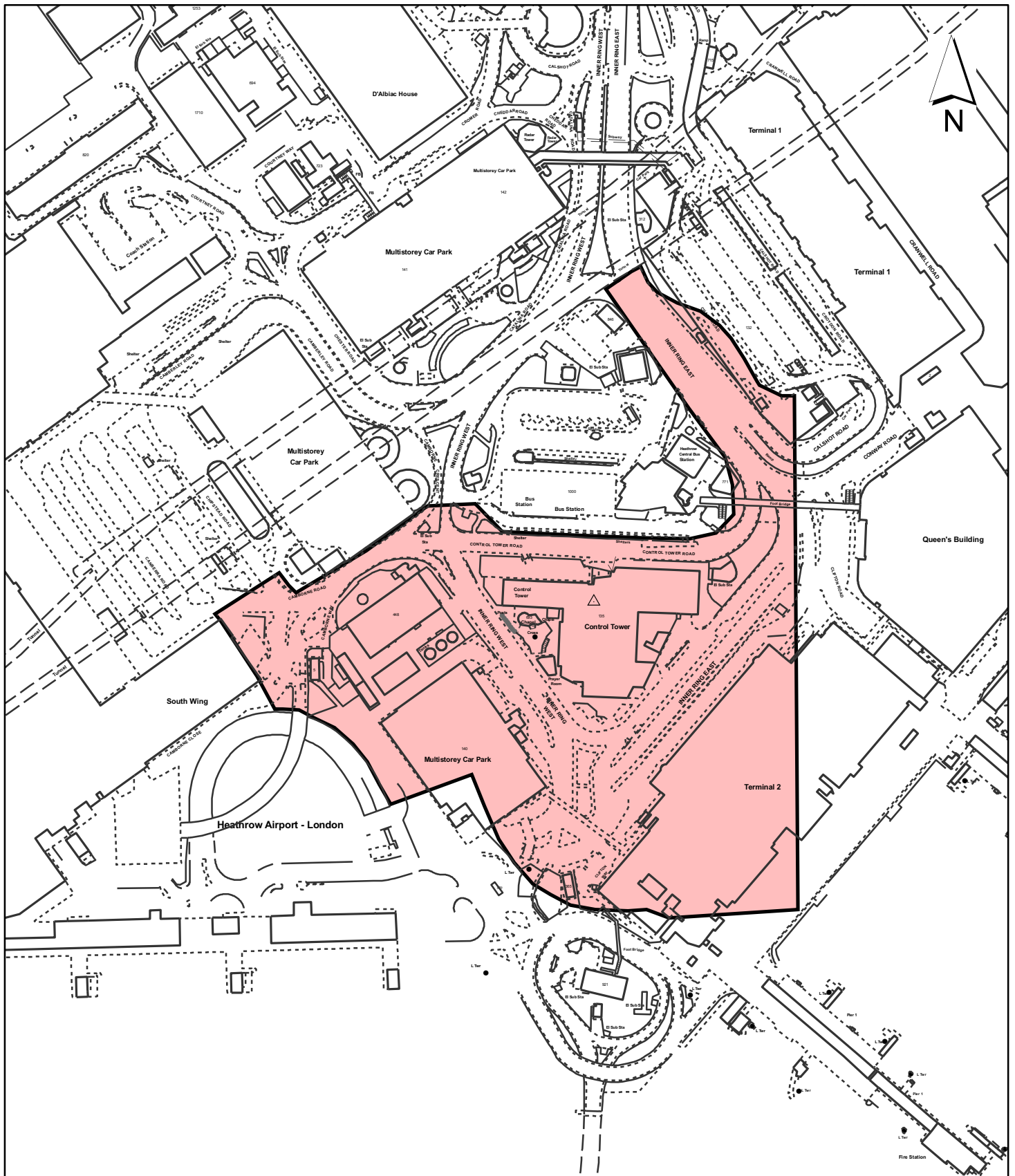
provision would fall well within the airports 42,000 space cap and it is not considered that the proposal would have any adverse impacts on the surrounding road network. Notably no objections have been received. The proposal complies with relevant London Plan and UDP policies and, accordingly, it is recommended that no objections be raised subject to appropriate considerations.

11. Reference Documents


Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (Consolidated with Alterations since 2004)
Planning Policy Guidance 13: Transport
Planning Policy Guidance 24: Planning and Noise
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 5: Planning for the Historic Environment
Planning Policy Statement 22: Renewable Energy
Planning Policy Statement 25: Development and Flood Risk
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Supplementary Planning Document - Accessible Hillingdon

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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	
Planning Application Ref:	Scale
62360/APP/2010/800	1:3,000
Planning Committee	Date
Central and South	May 2010

**LONDON BOROUGH
OF HILLINGDON**

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