

Report of the Head of Planning & Enforcement Services

Address CONTROL POST 18, NORTH WEST OF TERMINAL 5 HEATHROW
AIRPORT HOUNSLOW

Development: Alterations to Control Post 18 including the provision of a canopy, a control booth and reversing the flow of one lane from outbound to inbound (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

LBH Ref Nos: 67148/APP/2010/1636

Drawing Nos: 15603-00-GA-200-000005 Version 6.0
15603-XX-SE-200-000001 Version 3.0
15603-XX-SE-200-000002 Version 4.0
15603-00-GA-212-000001 Version 3.0
15603-00-GA-214-000002 Version 3.0
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Design and Access Statement
Construction Control Posts Control Post 18 Planning Submission Existing Images
15603-00-GA-200-000002 Version 3.0
15603-XX-GA-200-000003 Version 1.0
15603-00-GA-200-000003 Version 4.0

Date Plans Received: 02/07/2010 **Date(s) of Amendment(s):**

Date Application Valid: 02/07/2010

1. SUMMARY

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) relating to alterations to the existing Control Post 18, located close to Terminal 5, Heathrow Airport.

The proposed works include provision of a canopy, a control booth and reversing the flow of one lane from outbound to inbound.

The application would maintain an appropriate visual appearance having regard to the surrounding built context of the airport and screening/separation from the public realm. Furthermore, it would not result in the loss of any landscape features of merit.

The proposal is considered to provide for an appropriate level of accessibility.

Responses from a number of consultees are still outstanding, including BAA and NATS Safeguarding and the Environment Agency. Subject to there raising no safeguarding or environmental concerns, the proposal does not give rise to any material planning concerns and it is recommended that no objection is raised subject to the considerations set out in this report.

2. RECOMMENDATION

That subject to no objections being received from BAA Safeguarding, NATS Safeguarding and the Environment Agency, that delegated powers be given to the Head of Planning and Enforcement to raise no objection to the Consultation,

subject to the following considerations, and any additional considerations and/or informatives which may be required by BAA Safeguarding, NATS Safeguarding and the Environment Agency:

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).

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.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings
BE13	New development must harmonise with the existing street scene.
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
OE10	Phasing of development in areas of potential flooding or inadequate sewerage capacity
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
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
A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around

- Heathrow or likely to affect the operation of Heathrow or Northolt airports
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.

3 111 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).

4 112 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.

5 115 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.

6 13 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).

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.

8 146 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.

9 158 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 .

3. CONSIDERATIONS

3.1 Site and Locality

The application site has an area of 0.049ha and is located to the north of Terminal 5 (T5A), Heathrow Airport.

The existing Control Post 18 was constructed as part of the Terminal 5 development and it sits on the airside / landside boundary approximately 80 metres to the northwest of the terminal building.

The current facility provides a processing booth with ancillary facilities, two vehicle entrance lanes and one vehicle exit lane.

The entire site is located within the Heathrow Airport boundary, is designated Green Belt and falls within a flood zone 2, as shown on the Hillingdon Unitary Development Plan Proposals Map. The airside/landside boundary lies within the application site.

3.2 Proposed Scheme

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order, relating to an extension to the existing Control Post 18 (CP18), located close to Terminal 5.

The proposed development would consist of:

- Converting the existing exit lane to an entrance lane;
- The addition of a new processing booth;
- An extension of the weather canopy;
- Alterations to the approach and exit roads to accommodate the change to the existing lane; and
- Alterations to an adjacent landside cycle and pedestrian path.

The proposed development would result in an amendment to the airside/landside boundary to suit the amended lane and new booth. The control post approach road and exit road would undergo amendments required by the change of traffic direction to the converted lane. The additional access point into the airport would utilise the Airside Road

Tunnel which connects the T5 campus to the CTA.

New signage would be required to cater for the amended lane and there would also be realignment of vehicle barrier control points, the airside security fence and existing lane fence.

The processing booth itself comprises only those elements required to carry out the search process. Staff would use the welfare facilities provided in the existing CP18 building.

The proposed new booth would extend 10.8m long x 4.8m wide x 4.0m high. The canopy extension would extend 5.4m long x 23.2m wide, with a 5.1m clearance from road way to the canopy soffit. The total area affected by the development is approximately 490m² (0.0490 hectares). The footprint of the new single-storey processing booth is approximately 52m².

The alterations to CP18 arise from the need to increase the capacity available for vehicles, their drivers and passengers to go through the necessary security checks as they pass from landside to airside areas of the airport. The applicant notes that the form and layout of the proposed control post extension has evolved to meet the requirements of vehicle and pedestrian search when entering the airfield environment, DfT requirements and to capture lessons learnt during the design and construction of previous control posts - such as the requirement for wider vehicle lanes.

This application forms part of a wider package, rationalising existing Control Post facilities throughout the airport, particularly having regard to the increased demand for vehicle access to the airside of Heathrow which will be required for construction of various committed building projects including T2A. CP18 would provide an entrance route into airside areas with exit routes being provided by alternative control posts. It is anticipated that when all the control post works are complete, for 95% of the time, the queuing times to clear security will be less than 10 minutes.

The applicant considers that given the small scale of this proposed development, no technical reports are necessary.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is an extensive planning history for the airport, however none is considered directly relevant to the current application.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.27 To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.

PT1.1 To maintain the Green Belt for uses which preserve or enhance the open nature

of the area.

Part 2 Policies:

- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL4 Green Belt - replacement or extension of buildings
- BE13 New development must harmonise with the existing street scene.
- 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
- OE10 Phasing of development in areas of potential flooding or inadequate sewerage capacity
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- 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
- A2 Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
- A4 New development directly related to Heathrow Airport
- A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **10th August 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

ENVIRONMENT AGENCY

No response received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

BAA SAFEGUARDING

No response received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

NATS SAFEGUARDING

No response received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

The applicant notes that the design of the control post has been developed in consultation with a number of stakeholders including Control Post Integration, BAA Technical leadership, Heathrow Security, the security staff, their union representatives and the Department for Transport (DfT).

Internal Consultees

ENVIRONMENT PROTECTION UNIT

No objection raised.

ACCESS

No objection raised.

HIGHWAYS

No objection raised. The proposal would not result in any significant impacts in terms of traffic generation and the design of the highways layout is considered to be acceptable.

TREES & LANDSCAPING

No objection raised.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order).

The proposed development would provide improved search facilities for vehicles travelling into the restricted zone and is therefore required for purposes directly related to the operation of the airport.

The proposal represents permitted development and accordingly, there is no objection to the principle of the 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 located in a Conservation Area, Area of Special Local Character or in proximity to any Listed Buildings.

7.04 Airport safeguarding

The application is currently being assessed by both NATS and BAA Safeguarding, both which assess whether the proposal would conflict with technical safeguarding criteria.

No response has been received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

7.05 Impact on the green belt

The location of proposed extension to CP18 is currently designated as Green Belt.

The principle of developing Terminal 5 within the Green Belt and other designated areas was thoroughly tested at the Terminal 5 Inquiry and found, by the Secretary of State, to be acceptable due to a range of very special circumstances.

Given that Terminal 5 is over 75% complete and that CP18 is located near to Terminal 5, Green Belt policy has nominal relevance to the Control Post extension. This is largely on the basis that the Terminal 5 site, is now incorporated into Heathrow Airport and no longer fulfils a Green Belt function.

In addition, the security measures associated with the proposal are considered to be sufficient to demonstrate a case of very special circumstances to justify an exception to Green Belt policy in this instance.

7.07 Impact on the character & appearance of the area

The proposed development is located within the operational area of Heathrow Airport to the north of Terminal 5, and would be partially screened from public vantages by existing buildings to the north and east of the control post and the Wayfarer Road overpass to the west. The restricted airside is located to the south of the control post.

The design and built form of the development, including the proposed materials palette, are considered to be consistent with the design rational of other operational buildings within the airport.

Accordingly, it is considered that the proposed development would appropriately harmonise with the character of the surrounding Airport development in accordance with Policy BE13 of the Saved Policies UDP.

7.08 Impact on neighbours

The application site is located over 500m from the nearest residential property and it is not considered that the proposal would have any detrimental impacts on residential properties.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The control post approach road and exit road will undergo amendments required by the change of traffic direction to the converted lane. Vehicles will access the proposed extended control post via the existing approach road. The additional access point into the airport would utilise the Airside Road Tunnel which connects the T5 campus to the CTA. CP18 would provide an entrance route into airside areas with exit route being provided by alternative control posts.

The proposed control post would not in itself generate any additional vehicular trips to the airport.

The proposed development and alterations to roads lie entirely within the boundary of the airport, roads that are under the control of the airport authority. The applicant notes that in advance of submitted this Consultation to the Council, Heathrow Airport Ltd have consulted with engineers and highways experts to ensure all proposed road layouts meet the Local Authority and BAA standards.

The Council's Highways Engineer has reviewed the proposal and raises no objection on grounds of either traffic generation or highways safety.

7.11 Urban design, access and security

SECURITY

The application seeks permission for a security check point within Heathrow Airport and as such both the proposed layout and buildings have been designed having regard to

security requirements. It is therefore not considered that the proposal gives rise to any concerns relating to security.

ACCESS

The new control post is not required to accommodate disabled security operatives however the applicant note that it does accommodate disabled users and will meet necessary disabled access requirements in accordance with the BAA Design and Implementation Standard: Accessible and Inclusive Airports Issue 05 July 2007, BS 8300 and Approved Document M - Access to and Use of Buildings 2004.

The Council's Accessibility Officer has reviewed the application and raises no objection.

DESIGN

The design of the CP18 extension has been developed to comply with the Terminal 5 Campus Design Guidelines:

- The new processing booth envelope would be a combination of metal and glass.
- Both the building and the canopy extension would have flat roofs in common with the adjacent airside ancillary buildings. The design of the fencing and barriers are governed by DfT standards, which would be met.
- The building would be coloured silver grey (RAL 9006) to reflect the surrounding buildings and structures and to ensure the design integrates with the existing Control Post 18.
- The new search booth would sit to the south-west of the amended vehicle lane and has been sized to accommodate 6 persons without hold luggage. It would be a single volume prefabricated steel framed building with the south, east and west facades clad in sinusoidal profiled metal sheet.
- The north facade facing into the vehicle lane would have strip glazing to allow good visibility of vehicle lanes with doors at either end to allow driver entrance and exit from the vehicle lane. Aluminium framed, glazed pedestrian entrance and exit doors would be provided in the east and west facades. The building would be set above the surrounding roadway to ensure positive drainage. - The approaches to the building would be inclined at no greater than 1:20. Each door would be provided with areas of barrier mat set into recessed mat wells.

The weather protection canopy extension which would cover the external processing area would have a clearance above the vehicle lanes of 5.1m, to align with the existing canopy. The construction would consist of a painted steel frame covered by a roof deck formed of profiled roof sheets. The canopy roof would have a recessed gutter above the new line of columns, with galvanized steel down pipes recessed into the columns. The canopy soffit would be clad with white trapezoidal profile sheet to match the existing soffit, and the canopy edges feature 800mm high silver metal finish flat fascia panels to match the existing canopy. The new canopy light fittings would match the existing and would be positioned parallel with the edges of the search lane in order to achieve uniformity of illumination.

Accordingly, it is considered that the design of the proposed new processing booth and extension to the weather canopy would complement the existing control post and be in accordance with the T5 Campus Design Guidelines.

7.12 Disabled access

This has been addressed in section 7.11 of the report.

7.13 Provision of affordable & special needs housing

The proposal relates to operational airport development and consideration of affordable or special needs housing is not relevant to the application.

7.14 Trees, landscaping and Ecology

The existing site plan and photographs indicate that there are planted areas (monoculture of groundcover shrubs) to the south-west of the control post and access roads. This planting was implemented as part of the approved package of landscape works in association with Terminal 5. Otherwise there are no trees, protected or otherwise, associated with this part of the site.

In order to accommodate proposed extension and alterations to CP18, a relatively narrow strip of planting would be removed. There is no proposal for replacement planting.

Saved policy BE 38 seeks landscape enhancement in association with development. In this case most of the established 'structure' planting will be retained. However, due to the operational requirements of the airport there is no opportunity for new soft landscaping.

The consultation has been reviewed by the Council's Landscape Officer, who raises no objection and considers that no landscape considerations are necessary in this instance.

7.15 Sustainable waste management

Not applicable to this application.

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, the scheme would utilise modern design techniques such as high levels of insulation to minimise the buildings energy use.

It is also noted that the proposal would serve to rationalise the existing Control Post infrastructure at Heathrow, thereby serving to minimise the number of vehicle movements required to transport staff to Control Post facilities and reducing associated emissions.

No objection is therefore raised to the proposal in terms of sustainability.

7.17 Flooding or Drainage Issues

The site falls within a flood zone 2. The application is currently being assessed by the Environment Agency, to assess whether the proposal would result in increased impacts on flooding or drainage issues.

No response has been received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

7.18 Noise or Air Quality Issues

It is not considered that the proposal would result in noise, air quality or contamination issues.

No response has been received at current. Their comments will be reported at Committee if received in time, otherwise a consideration will be attached to ensure that no development takes place until a response, raising no objection, has been received.

7.19 Comments on Public Consultations

None received.

7.20 Planning obligations

Not applicable to this type of development.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

Not applicable.

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

10. CONCLUSION

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) relating to the extension of security control post (CP18) to the north of Terminal 5, including converting the existing exit lane to an entrance lane, the addition of a new processing booth, the extension of the weather canopy, amendments to the approach and exit roads to accommodate the change to the existing lane, and amendments to an adjacent landside cycle and pedestrian path.

The application would maintain an appropriate visual appearance having regard to the surrounding built context of the airport and screening/separation from the public realm. Furthermore, it would not result in the loss of any landscape features of merit.

The proposal is considered to provide for an appropriate level of accessibility.

Responses from a number of consultees are still outstanding, including BAA and NATS Safeguarding and the Environment Agency. Subject to this raising no safeguarding or environmental concerns, the proposal does not give rise to any material planning

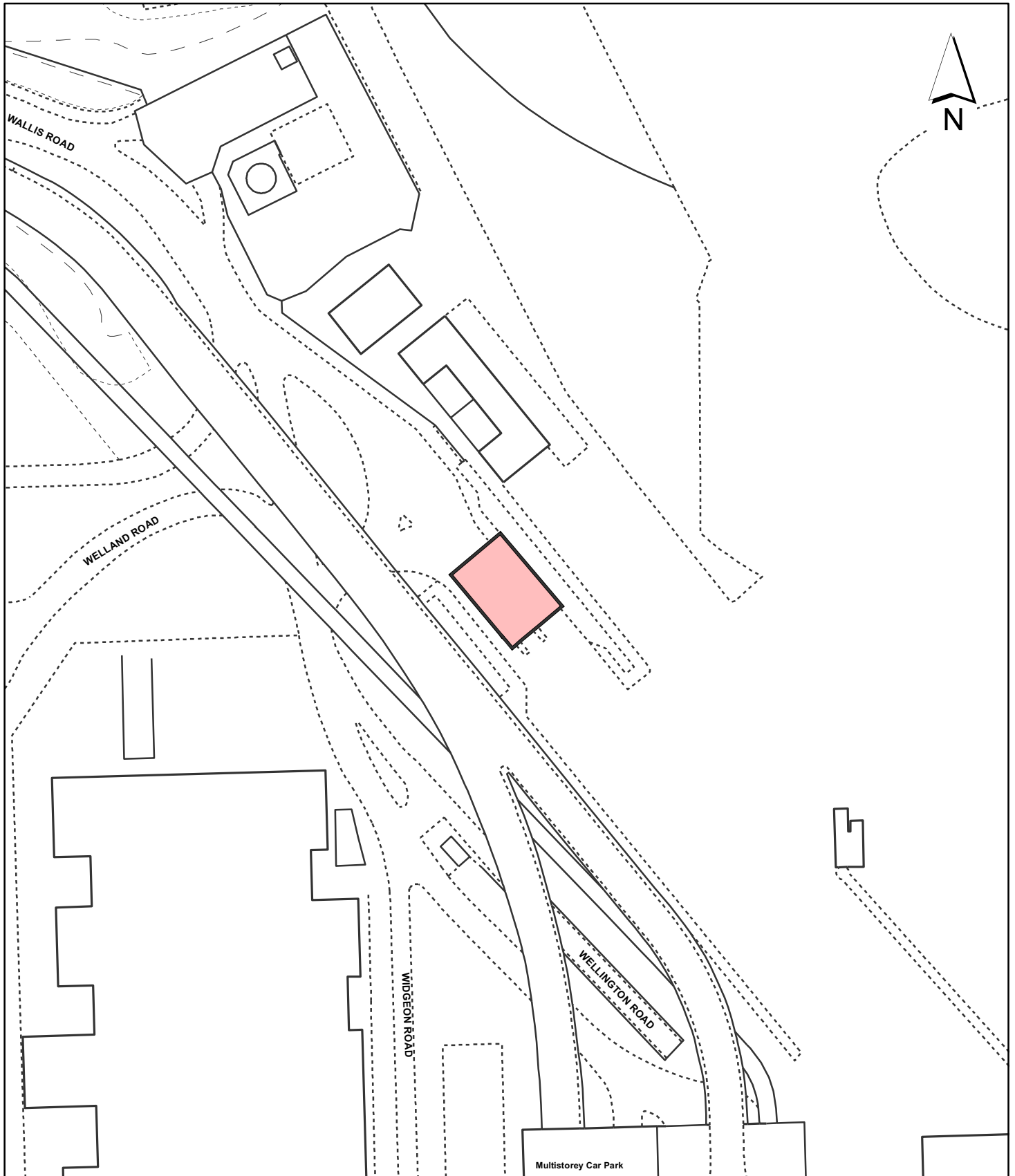
concerns and it is recommended that no objection is raised subject to the considerations set out in this report.

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

Contact Officer: Tabitha Knowles

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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London Borough of Hillingdon
100019283 2009

Site Address

**Control Post 18
North West of Terminal 5
Heathrow Airport**

Planning Application Ref:

67148/APP/2010/1636

Planning Committee

Central and South

Scale

1:1,250

Date

July 2010

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

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