

Report of the Head of Planning & Enforcement Services

Address EASTERN APRON, CENTRAL TERMINAL AREA, HEATHROW AIRPORT
HOUNSLOW

Development: Passenger Connectivity component of Eastern Apron Subsurface Works comprising Vertical Passenger Movement Building (VPM) with link bridges to Terminal 2A and Terminal 1, subgrade passenger subway connection from T2A to T2B, Tracked Transit System (TTS) connecting T2A and T2B with safeguarded tunnels to T2C and additional Flight Connections Levels at T2B (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

LBH Ref Nos: 64110/APP/2010/1569

Drawing Nos: 12152-XX-GA-200-000009 1.0
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12142-XX-SE-200-000095 8.0
12142-XX-SE-200-000099 8.0
12142-XX-EC-904-000050 1.0
Design and Access Statement
Phase I Environmental Risk Assessment
Assessment of Potential Survival Of Archaeological Deposits
Flood Risk Assessment

Date Plans Received: 29/06/2010 **Date(s) of Amendment(s):**

Date Application Valid: 29/06/2010

1. SUMMARY

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) for passenger connectivity infrastructure to allow transportation of baggage between T2A and T2B. It should be noted that the development is integrated with baggage connectivity proposals currently under consideration (Application 64110/APP/2010/1567).

The proposals are directly related to the operation needs of the airport and are considered to represent permitted development.

The proposals would not result in any adverse impacts on the appearance or character of the airport or have any impacts on existing landscaping. Nor would the development give rise to any detrimental impacts on the amenity of residential properties or on the safe operation of the airport.

Subject to appropriate considerations there would be no detrimental impacts or conditions arising from the development in terms of contamination or flood risk.

Accordingly, no objection is raised to the proposal subject to considerations.

2. RECOMMENDATION

No objection subject to the following considerations:

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 and BE15 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 Policies BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 NONSC EA Consideration 1

The development shall be carried out in accordance with the approved Eastern Apron Subsurface Works Flood Risk Assessment (FRA) June 2010, the following specific monitoring and mitigation measures shall also be implemented:

1. Ongoing groundwater monitoring shall take place throughout the construction period and for one year following completion of the development; and
2. Quarterly reports on groundwater monitoring shall be prepared, including both implemented and recommended contingency actions shall be submitted to the Local Planning Authority throughout the construction period and for one year following completion of the development.

Should the Local Planning Authority advise you that the contingency actions contained within any submitted groundwater monitoring report are inadequate, revised details shall be submitted for approval in writing by the Local Planning Authority. Thereafter the amended contingency actions shall be implemented on site.

REASON

To prevent groundwater flooding and resource depletion in accordance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policies 4A.16 and 4A.17 of the London Plan.

4 NONSC EA Consideration 2

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON

The site is located on a Principal Aquifer in the Taplow Gravel and there is a very shallow depth to groundwater, accordingly measures are necessary to prevent risk of contamination of the aquifer in accordance with Policy 4A.17 of the London Plan.

5 NONSC EA Consideration 3

The development hereby permitted shall not be commenced until such time as a scheme describing the proposed changes to the foul/surface water drainage system has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

The development hereby permitted shall not be commenced until such time as a scheme describing the proposed changes to the foul/surface water drainage system has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

REASON

To prevent pollution of surface and/or ground waters in accordance with Policy 4A.17 of The London Plan.

6 NONSC Inclusive Design

The development hereby permitted shall not be commenced until details of inclusive design, including the specific needs of disabled people, to be integrated into the development have been submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the approved details.

REASON

To ensure that the development incorporates the inclusive design and meets the needs of disabled people in accordance with London Plan (February 2008) Policy 4B.5.

7 NONSC LPA Gas Protection

The results of any further gas and vapour monitoring and the details of the gas protection measures proposed shall be submitted to and approved by the Local Planning Authority. The agreed gas protection measures to prevent gas or vapour ingress to the buildings and tunnels particularly at enclosed spaces and service ducts shall be implemented at the development to the satisfaction of the LPA.

REASON

To prevent risk to any future users from gas and vapour within the vicinity of the location in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved

Policies (September 2007).

INFORMATIVES

1 152 **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).

2 153 **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.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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

Discharge of dewatering effluent back into groundwater will be subject to limits and conditions via the Environmental Permitting Regulations (EPR) 2010. Please note the following:

1. Treating/remediating contaminated groundwater may require authorisation under the EPR 2010, for instance as a mobile treatment plant. <http://www.environment-agency.gov.uk/business/topics/permitting/36112.aspx>

2. Discharging treated effluent (from the mobile plant) back into the groundwater will also require an environmental permit for a groundwater activity under the EPR 2010 <http://www.environment-agency.gov.uk/business/topics/water/117697.aspx>

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.

6 134 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.

7 146 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.

8 158 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 contact Lynette Webb, 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.

9 160 Cranes

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

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You are advised to contact the Council's dedicated Access Officer, prior to submission of

any details in compliance with condition 6, who would be able to assist with any specific queries. Mr Ali Kashmiri can be contacted on 01895 558 833 or via AKashmiri@hillingdon.gov.uk.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the airside of the airport approximately 0.6km to the north of Hatton Cross and to the east of terminal 2A. The site has a total area of 4.0 hectares.

The site area above ground level currently comprises aircraft taxi ways (Lima and Link 29), aircraft stand positions and grassed areas (such as Area 28). The immediate surrounding area comprises concrete aircraft taxiways and grass verges.

The nearest residential property is over a kilometre from the 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) for passenger connectivity development.

The proposed passenger connectivity development comprises three main parts:

VERTICAL PASSENGER MOVEMENT (VPM) BUILDING AND LINK BRIDGES TO T2A AND TERMINAL 1: In the first phase of the development (prior to opening of the TTS) a temporary above ground structure will be constructed as an interim solution to provide access for both arriving and departing passengers from T2A via the passenger subway to T2B. The above ground aspects of the VPM Building would be attached to the north eastern corner of the phase 1 T2A structure and would have an irregular footprint and have a maximum height of 19.5m.

The VPM would be finished in a palette of metal cladding and glazed elements to be sympathetic to the T2A building and align with the BAA design guidelines and other recent developments at Heathrow. THE VPM will house vertical circulation cores in the form of lifts and escalators which will connect into the passenger tunnel and a temporary link will connect to Europier (Terminal 1) in the north to allow transit of passengers.

The aspects of the VPM within the substructure (e.g. below ground) would have a permanent function, but the interim superstructure would be required only until the opening of the Tracked Transit System (TTS) and a temporary structure linking the VPM to T1 would be required only until migration of airlines into T2A is completed. The VPM building would be decommissioned and removed once the TTS was fully operational (circa 2020).

PASSENGER SUBWAY CONNECTION FROM T2A to T2B: The passenger subway consists of a travelator assisted connection between T2A and T2B. It will be subterranean with two tiers located at -8m and -12m from ground level with arriving passengers travelling in the higher tunnel and departing passengers in the lower. The tunnels will link to vertical circulation routes within T2B.

The passenger subway connection is intended to remain open following opening of the TTS to allow a secondary route for passengers with reduced mobility and would connect to the T2A platform.

TRACKED TRANSIT SYSTEM (TTS): The TTS will take the form of a subterranean shuttle service linking T2A, T2B and providing future connectivity to a potential future T2C comparable to that at Terminal 5.

This aspect of the development will comprise 5 car platforms at both T2A and T2B with two connecting subterranean tunnels between T2A and T2B, safeguarded tunnels to a potential T2C are also included. The tunnels will incline up toward T2B, being located between -18m and -13.5m from ground level. A cross over point would be provided to allow resilience and Bas would be provided adjacent to the T2B platforms to provide an additional cross over point in addition to vehicle cleaning, maintenance and staff facilities.

The total length of the proposed platforms and connecting tunnels is approximately 595m and each tunnel would be circa 12.5m in internal width.

3.3 Relevant Planning History

62360/APP/2009/2232 T2, Queens Bldg, P/O T1, Cta & P5 Car Park, Sealand Rd Heathrow
Variation of condition 27 (Building dimensions) of planning permission
ref.62360/APP/2006/2942 dated 02/07/2007: Development of a replacement passenger terminal building in the Central Terminal Area.

Decision: 08-02-2010 Approved

62360/APP/2010/648 T2, Queens Bldg, P/O T1, Cta & P5 Car Park, Sealand Rd Heathrow
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 08/02/2010: Variation of condition 27 of outline planning permission ref:62360/APP/2006/2942 dated 02/07/2007 (Development of a replacement passenger terminal building in the Central Terminal Area.)

Decision: 22-06-2010 Approved

64110/APP/2008/299 Eastern Apron, Central Terminal Area, Heathrow Airport Hounslow
ERECTION OF MIDFIELD PIER COMPRISING GATE LOUNGE SEATING, RETAIL FACILITIES, BUSINESS LOUNGES AND RAMP ACCOMMODATION (CONSULTATION UNDER SCHEDULE 2, PART 18 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995).

Decision: 23-04-2008 NO

Comment on Relevant Planning History

Heathrow Airport has an extensive planning history, however the most relevant decisions relate to terminals T2A and T2B which are included above.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.1 To maintain the Green Belt for uses which preserve or enhance the open nature of the area.
- PT1.27 To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- 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
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- 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:- **30th July 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

BAA
No objection.

NATS
No objection.

BRITISH WATERWAYS

No objection.

ENGLISH HERITAGE ARCHAEOLOGY

No objection.

ENVIRONMENT AGENCY

No objection subject to conditions.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT - NOISE

I refer to the memo dated 12th July 2010 concerning the General Permitted Development Order consultation relating to the passenger connectivity component of the Eastern Apron Subsurface Works.

I have considered the contents of the letter dated 24th June 2010 from HAL submitted in support of the consultation. According to the HAL letter, the Council has issued a screening opinion stating that an Environmental Impact Assessment is not required. Also, the Design and Access statement claims that it has been demonstrated that there are no significant environmental effects.

The HAL letter states that the proposed passenger connectivity component and associated baggage connectivity component are for use in the context of existing approvals for a revised airfield layout and new passenger terminal facilities. These existing approvals include the new Terminal T2A, and associated aircraft stand, taxiways and aprons. The letter claims that the passenger connectivity component and associated baggage connectivity component only relate to the manner in which passengers and their bags are moved around the Eastern Campus and do not affect the capacity of the airport in terms of its ability to process passengers or in terms of stand capacity for aircraft. We have no reason to dispute this, and consequently we have no reason to believe that the proposals would worsen air and ground noise impacts associated with aircraft flights at the airport.

The proposed passenger connectivity component comprises a temporary Vertical Passenger Movement building, a subgrade passenger subway connection from terminal T2A to terminal T2B, and a subgrade passenger Tracked Transit System.

The proposed passenger connectivity component comprises mainly subsurface infrastructure and is situated at considerable distance from residential properties situated outside the airport. It is therefore unlikely that noise from use of the passenger connectivity component will be a problem at residential receivers.

In order to advise on environmental issues associated with demolition and construction work, I recommend the informative given below.

ENVIRONMENTAL PROTECTION UNIT - CONTAMINATION

I refer to the above consultation that involves the submission of a letter by HAL explaining the contaminated land and groundwater issues supported by the report by Amec referenced above.

The AMEC Phase 1 report assesses previous investigations in the area, and the letter summarises the ground conditions including paragraphs on gas, soil and groundwater contamination. It appears that there are issues with a fuel hydrant leak at Stand 124 that is being cleaned up by HAL, and fuel vapour was found at Tier 1, Pier 3.

It appears that some hydrocarbon vapours and ground gases (CH₄ / CO₂) are present in the area of T2B, and this may present a risk to site users and structures.

The report and summary letter recommends some further monitoring of gas and the implementation of gas remediation on enclosed spaces (ie; enclosed chambers, tunnels and service ducts).

Measures (membrane, ventilation etc) to prevent gas / vapour ingress should be included in the design and implemented. This seems a necessary precautionary measure.

As above some further gas monitoring is recommended to check the status of the ground gas regime. However it also seems that no further site investigation is planned for soil contamination although groundwater monitoring is planned due to the presence of free phase hydrocarbons on the groundwater from the fuel spill.

There appear to be groundwater issues which are being dealt with by the Environment Agency. These are explained in the letter and it is possible that the EA may require a condition to effect the clean up of groundwater.

ACCESS OFFICER

The Design & Access Statement submitted to support the above proposed development does not provide sufficient detail to demonstrate how access and inclusion for disabled people, as well as those with sensory impairments, has been considered and incorporated into the proposed design.

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 facilities for the transfer of baggage between terminals within Heathrow 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.

The site lies in an Archaeological Priority Area and the application is supported by an archaeological statement. English Heritage Archaeology have advised that the site has been subject to extensive truncation as a result of previous airport activity and it is extremely unlikely that archaeological remains will be affected by the proposal. Accordingly, no objection is raised to the scheme in terms of impact on archaeology.

7.04 Airport safeguarding

The application has been assessed by both NATs and BAA Safeguarding, both of which have confirmed that the proposal does not conflict with technical safeguarding criteria. Accordingly, the proposal would accord with Policy A6 of the Saved Policies UDP.

7.05 Impact on the green belt

The application site does not lie within, or in proximity to, any areas of designated Green Belt land.

7.07 Impact on the character & appearance of the area

With the exception of the VPM, the proposed works would be below ground level and

would not impact on the character and appearance of the airport or wider area.

The VPM would have maximum height of 19.5m with an irregular footprint attached to the eastern side of T2A. It would be located on the airside of the terminal and not readily visible from public vantage points, it is also indicated that it would be constructed of materials which are consistent with the the BAA Design guidelines and sympathetic to the T2A building.

Subject to a consideration to ensure appropriate choice of materials it is considered that the proposed building would maintain an appropriate appearance alongside T2A and within the wider airport. Accordingly, no objection is raised in terms of policies BE13 or BE15 of the Saved Policies UDP.

7.08 Impact on neighbours

The application site is located over 1km 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 proposal seeks the installation of subterranean passenger connectivity tunnels and associated buildings to facilitate the movement of passengers between terminals within the airport boundary. These tunnels would service the existing operational demands of terminals within the airport and accordingly would not result in additional traffic generation, detrimental impacts on highway or pedestrian safety, or any additional car or cycle parking demand. No objection is therefore raised on highways grounds.

7.11 Urban design, access and security

Design and access issues are dealt with elsewhere within this report.

The application seeks permission for baggage connectivity tunnels within the secure airside aspect of Heathrow airport, accordingly it would not give rise to any security issues.

7.12 Disabled access

The scheme would provide passenger connectivity infrastructure between terminals T1, T2A and T2B at Heathrow and accordingly should provide for a high level of accessible design.

The submitted design and access statement does indicate that 'The passenger connectivity provided by the proposal is intended to be accessible and inclusive for all with the provision of a large amount of assisted travel due to the distances involved. It is also intended to aid intuitive wayfinding.', in addition the document confirms that a number of key groups have been involved in the design of the proposals including BAA Accessible Airport Standard Leadership, BAA Building Control and the London Fire Brigade.

The Council's Access Officer has advised that further information would be beneficial in order to ensure the highest level of accessible design. As such and given the importance of the application in terms of movement and access a consideration is recommended to ensure additional information is received prior to commencement.

Subject to an appropriate consideration no objection is raised to the proposal.

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 application site is within the central terminal area of Heathrow airport. There is no existing landscaping in the vicinity nor is it considered that the proposal would necessitate any landscaping having regard to its context. It is considered that the proposal would comply with Policy BE38 of the Saved Policies UDP.

7.15 Sustainable waste management

The proposal would not necessitate any dedicated external waste storage. Any waste arising from use of the rest areas or workshops would be dealt with as part of the airport wide waste strategy. Accordingly it is considered that adequate provision would be made for waste and recycling provision.

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 proposal would utilise modern construction techniques and would be linked to wider energy infrastructure at Heathrow, which would serve to reduce carbon dioxide emissions.

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

7.17 Flooding or Drainage Issues

The application is supported by a flood risk assessment which has been considered by the Environment Agency. Subject to the implementation of the measures within the flood risk assessment and other recommended considerations no objection has been raised to the proposal which would not be considered to give rise to increased risk of flooding.

Accordingly, the proposal would comply with Policies OE7 and OE8 of the Saved Policies UDP.

In relation to sustainable drainage BAA have advised that Heathrow Airport has three main surface water drainage catchments; T5 Western Catchment Area, Southern Catchment Area and Eastern Catchment Area. The proposed development site is contained within the Eastern Catchment.

The Eastern Catchment extends from Terminal T2A across to the Aircraft Maintenance Base and drains a portion of both the northern and southern runway and taxiways. Clean flows from the Eastern Catchment discharge to the clean side of the Eastern Balancing Reservoir (EBR) and then to the River Crane. Contaminated dirty flow from the Eastern Catchment is intercepted at the inlet to the EBR and is directed into the dirty side of the EBR where it is treated using attenuation and aeration prior to release back in to the clean side of the EBR.

The Eastern Balancing Reservoir is one of a number of balancing ponds which serve the dual purpose of pollution control and flood risk management at an airport wide level. These systems help to regulate the flow of runoff into off airport watercourses and allow the treatment of polluted water prior to discharge, helping to help reduce down stream flood risk.

Furthermore, it should be noted that Heathrow Airport Limited are in close discussions with the Environment Agency regarding further committed investment of £17m in the site wide drainage/pollution control system up until 2013. It is likely that there will also be

significant further investment identified post 2013 and as such there is a clear commitment to deliver significant improvements. These improvements are not necessarily related to specific development projects in constrained operational areas but look to improve the overall approach to flood risk management and pollution control across the airport

Given, the location of the proposal it would not be appropriate to require the imposition of sustainable urban drainage techniques, other than those which exist at the airport or are currently planned.

7.18 Noise or Air Quality Issues

NOISE

The proposal consists of largely sub-surface works within the central terminal area and is over 1km from the nearest residential property. Accordingly, it is not considered that it would give rise to noise which would have detrimental impacts and would accord with Policy OE1 of the Saved Policies UDP.

AIR QUALITY

The proposal consists of a passenger connectivity infrastructure which would enable the transfer of passengers via foot, moving travelators and a TTS between the terminals T1, T2A, T2B and a potential future T2C. The movement is associated with the operational requirements of the airport and would enable this transit to take place without the need for coach transportation which should serve to reduce local air quality impacts. Accordingly, it is not considered that the proposal would give rise to any detrimental impacts on local air quality.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

N/A

7.21 Expediency of enforcement action

N/A

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

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

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

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) for passenger connectivity infrastructure to allow transportation of baggage between T2A and T2B. It should be noted that the development is integrated with baggage connectivity proposals currently under consideration (Application 64110/APP/2010/1567).

The proposals are directly related to the operation needs of the airport and are considered to represent permitted development.

The proposals would not result in any adverse impacts on the appearance or character of the airport or have any impacts on existing landscaping. Nor would the development give rise to any detrimental impacts on the amenity of residential properties or on the safe operation of the airport.

Subject to appropriate considerations there would be no detrimental impacts or conditions arising from the development in terms of contamination or flood risk.

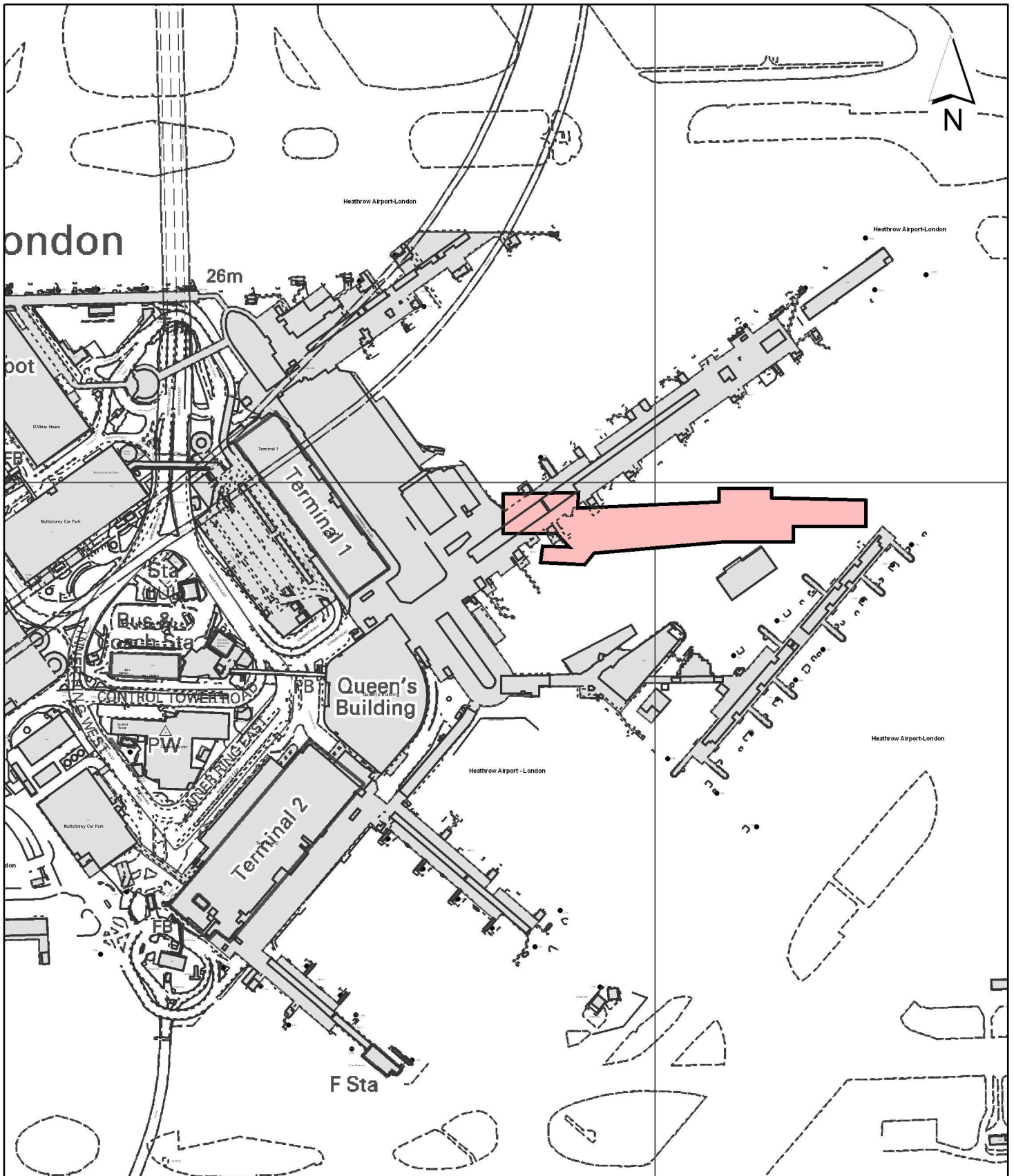
Accordingly, no objection is raised to the proposal subject to considerations.

11. Reference Documents

(a) The Town and Country Planning (General Permitted Development) Order 1995 (as amended)

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Notes

 Site boundary

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Planning Application Ref:
64110/APP/2010/1569

Scale
1:5,000

Planning Committee

Date

Central and South September 2010



HILLINGDON
LONDON