

Report of the Head of Planning & Enforcement Services

Address LAND ADJOINING T4 BAGGAGE FACILITIES HEATHROW AIRPORT
HOUNSLOW

Development: Erection of an additional Alternative Baggage Facility (ABF) adjoining Terminal 4's existing baggage facilities (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995) (as amended.)

LBH Ref Nos: 24177/APP/2010/1530

Drawing Nos: 19652-00-GA-904 000001 V2.0 Existing Apron Level Plan
19652-10-GA-904 000001 V2.0 Existing roof plan
19652-XX-SE-904-000001 V1.0 Existing Sections and Elevations
19652-30-GA-904-000001 V1.0 Site and location plan
19652-30-GA-904-000002 V3.0 Proposed Site & Location Plan
19652-00-GA-213-000005 V3.0 Proposed Apron Level Plan
19652-10-GA-213-000001 V3.0 Proposed Level 10 Plan
19652-20-GA-213-000001 V3.0 Proposed Level 20 Plan
19652-20-GA-212-000001 V1.0 Proposed Roof Plan
19652-XX-SE-213-000025 V1.0 Proposed Elevations
19652-XX-SE-213-000026 V1.0 Proposed Sections
19652-XX-SE-904-000004 V2.0 Proposed Context Photos & 3D Images
19652-XX-SE-904-000005 V2.0 Proposed Context Photos and 3D Images

Date Plans Received: 01/07/2010 **Date(s) of Amendment(s):** 01/07/2010
Date Application Valid: 01/07/2010 20/08/2010

1. SUMMARY

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

Additional capacity is required to meet increased demand on the baggage system arising from the relocation of various airlines to terminal 4. The proposal is therefore considered to be required for purposes directly related to the operation of the airport and represent permitted development.

The proposed building would achieve an appropriate appearance within the context of the airport and harmonise with its surroundings in terms of scale, design and materials.

The proposal does not give rise to any concerns relating to traffic generation or the operation of the wider highway network. Nor would the proposal give rise to any unacceptable environmental impacts.

Subject to no objection being received from NATS Safeguarding the proposal would not be detrimental to the safe operation of the airport.

It is therefore recommended that delegated authority be granted to the Head of Planning & Enforcement to raise no objection subject to no objection being received from NATS Safeguarding.

2. RECOMMENDATION

That subject to no objections being received from NATS Safeguarding, that delegated powers be given to the Head of Planning & 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 NATS Safeguarding:

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

3 NONSC Contamination

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). Prior to the occupation of the development verification information shall be submitted for the remedial works.

Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

REASON

To ensure that the occupants and users of the development are not subject to any risks from contamination in accordance with policy OE11 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.

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
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
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
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 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.

4 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.

5 134 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.

6 146 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.

7 158 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.

8 160 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)

9

You are advised that in relation to consideration 3 the Environmental Protection Unit (EPU) must be consulted at each stage for their advice when using this condition. Supplementary Planning Guidance on Land Contamination provides some general guidance on the information required to satisfy the condition. The Environment Agency, EA, should be consulted when using this condition. Contaminates may be present in the soil, water (ground/surface) and gas within the land or exist on the surface of the land.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located within the airside of Heathrow Airport adjacent to the western and southern facades of the existing Alternative Baggage facilities 1.0 and 1.5. An existing short stay car park and departures approach ramp is located further to the east, and aircraft push-back zone directly to the west and terminal 4 to the north.

The existing TBF and ABF buildings are 6.4m to 7.5m in height and an existing 10m high concrete noise barrier runs along the boundary with the southern perimeter road and benefits from some sporadic planting. The existing terminal 4 building is significantly taller at 25m in height.

The area of the application site is hard landscaped and incorporates an existing blast screen.

The site is not readily visible from the outside of the airport boundary due to other surrounding screening and planting. Similarly, views of the site are largely obscured from the landside area of the airport, such as the Southern Perimeter Road, by the existing ABF buildings and noise wall.

3.2 Proposed Scheme

The application seeks a new Alternative Baggage Facility (ABF 1.75) which would adjoin the existing Alternative Baggage Facilities (ABF's 1.0 and 1.5) and Transfer Baggage Facility (TBF).

To the west the proposed structure would be attached to the existing TBF and to the north the by ABF's 1.0 and 1.5. It would essentially take the form of a long three storey structure continuing the western building line of the existing TBF and wrapping around the south western edge of ABF 1.5.

The structure would be 11.8m high and 98m long. It would be predominantly 10m in width , although it would extend to approximately 18m in width at the northern and southern end and toward the centre of the structure (where it would infill a void in ABF 1.0). The overall footprint of the building would be 691 sq.m.

The structure would be largely completed in coated steel faced insulated panels similar to neighbouring buildings. At ground floor level the building would integrate a blast screen (to replace the existing blast screen), the blast screen area would be coloured in white and red bands to a height of 4m. This would be consistent with the appearance of the existing blast screen.

A 7.5m stretch to the east of the existing 10m high noise barrier would be demolished, but would be replaced by the building itself which is slightly taller at 11.8m in height.

3.3 Relevant Planning History

24177/APP/2010/1132 Terminal Four Heathrow Airport Hounslow

Erection of a single storey extension to the existing Terminal 4 reclaim hall to provide an additional reclaim baggage belt and replacement storage areas.

Decision: 12-07-2010 Approved

Comment on Relevant Planning History

Heathrow has an extensive planning history, the majority of these items are not directly relevant to the current proposal. However the operational demands of the proposal are linked to those of the extension to the main terminal 4 baggage hall which was approved on 12-07-2010.

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
- 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
- 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
- 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:- **23rd July 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

BAA

The amended details for the proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We therefore have no objection to this proposal.

NATS

To be reported via the addendum.

Internal Consultees

HIGHWAYS

The proposal relates to the erection of an additional Alternative Baggage Facility which will be associated with the existing operational demands of Heathrow and is located on the airside of the airport. Accordingly, no objections are raised on Highways grounds.

EPU - NOISE

No objection.

EPU - AIR QUALITY

No objection.

EPU - CONTAMINATION

No objection, subject to a consideration to ensure appropriate ground assessment and monitoring, if necessary.

TREES & LANDSCAPE

No objection to the minimal loss of landscaping adjacent to the section of noise wall to be removed.

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 is for an additional Alternative Baggage Facility, adjoining and integrated with existing baggage facilities. The facility would provide additional space for the temporary relocation of baggage from the main baggage hall enabling an increase in the baggage capacity of the baggage system. Additional capacity is required to meet increased demand on the baggage system arising from the relocation of various airlines to terminal 4. It is therefore considered to be 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 application.

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

The proposal is not located within, or in proximity to, any Conservation Areas, Areas of Special Local Character or Listed Buildings.

The application is not referable to English Heritage Archaeology. However historical responses on other proposals indicate that due to previous works within Heathrow there is a low risk of finding remains of archaeological value. Accordingly, no objection is raised in terms of archaeology.

7.04 Airport safeguarding

The application has been reviewed by BAA Safeguarding who have raised no objections to the proposals.

A response from NATS Safeguarding is awaited in relation to plans currently under consideration and will be reported via the addendum.

Subject to no objection being received from NATS Safeguarding it is not considered that the proposal would have any detrimental impact on the safe operation of the aerodrome.

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 proposed structure would not be visible from the wider area outside of the airport. Inside the airport the structure would protrude slightly above the 10m high noise barrier when viewed from the airside Southern Perimeter Road to the west. To the east the structure would be visible from the Southern Perimeter Road, however the design, scale and materials are considered appropriate within the context of the surrounding airport related development.

Accordingly, no objection is raised to the proposal in terms of its design or appearance.

7.08 Impact on neighbours

The nearest residential properties are located approximately 375m away on Bedfont Road within the London Borough of Ealing.

Having regard to the location of the proposal, and the distance from residential properties which are also separated by intervening structures and a number of roads, it is not considered that the proposal would have any detrimental impacts on residential properties by way of either its built form or in terms of environmental impacts such as noise.

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 is located on the airside of Heathrow. It does not impact on the layout of existing roads within the vicinity and would be served by airside vehicular movements. Accordingly, no objection is raised on highways grounds.

7.11 Urban design, access and security

Issues relating to design and access are dealt with elsewhere within this report.

The application site is located entirely on the airside of the airport and accordingly, it is not considered that the proposal gives rise to concerns relating to security.

7.12 Disabled access

The proposal represents permitted development and, as such, there is no requirement for the development to comply with policies relating to disabled access. However, the development would be required to comply with Building Regulations and it is considered that this would secure an appropriate level of accessibility for a facility of this type where the staff would be doing highly manual maintenance work.

7.13 Provision of affordable & special needs housing

The proposal does not relate to residential development and accordingly this section is not relevant.

7.14 Trees, landscaping and Ecology

The application site is located on the airside of the airport, adjacent to an existing concrete noise protection wall, aircraft pushback area and an area of grass. A strip of landscaping is provided to the south of the concrete noise protection wall.

There is a small amount of vegetation growing adjacent to/up the section of the noise wall to be removed, however this currently serves to screen the hard appearance of the concrete structure rather than provide an individual landscape feature worthy of retention.

Further, it is considered that the materials palette of the proposed structure would achieve an appropriate visual appearance without the need for additional landscaping.

Accordingly, no objection is raised in terms of Policy BE38.

7.15 Sustainable waste management

The floorspace within the proposed ABF would be largely dedicated to the provision of conveyors and carousels associated with the handling baggage and does not include any additional staff facilities. Any waste arising from the development would be handled in the same way as any waste arising from the existing adjoining facility and as part of the wider airport waste management strategy. Accordingly, no objection is raised to the proposal in terms of waste management.

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 site is not located in an area which is identified as being at risk of flooding, nor is the development site of a size which would necessitate consultation with the Environment Agency.

With the exception of an area of approximately 12sq.m the application site is currently hard surfaced. The proposal would not therefore result in any significant alterations to the amount of developed land and it not considered that flood risk would increase as a result of the development.

It is considered that there would be very limited scope for sustainable urban drainage to be incorporated into the proposal having regard to its location and footprint. However, 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.

Having regard to the fact that the scheme would not increase flood risk and the commitment of BAA to reducing flood risk and drainage techniques across the airport as a whole it is not considered that it is necessary for this development to incorporate stand alone sustainable drainage measures.

7.18 Noise or Air Quality Issues

AIR QUALITY

The Council's Air Quality Officer has reviewed the proposal and advised that the intended use of the building should not give rise to adverse impacts on air quality.

NOISE

The development is located a significant distance away, approximately 375m, from the nearest residential properties and separated from these by a number of structures and

busy roads. In addition the small stretch of noise wall being removed would be replaced by the new structure which would serve to mitigate noise.

Accordingly, no objection is raised to the proposal in terms of noise impacts.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

None.

7.21 Expediency of enforcement action

N/A.

7.22 Other Issues

CONTAMINATION

The Council's Environmental Protection Unit have reviewed the proposal and raised no objection in terms of contamination, subject to a consideration to secure appropriate ground assessment and, if necessary, mitigation works.

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

Additional capacity is required to meet increased demand on the baggage system arising from the relocation of various airlines to terminal 4, it is therefore considered to be required for purposes directly related to the operation of the airport and represent permitted development.

The proposed building would achieve an appropriate appearance within the context of the airport and harmonise with its surroundings in terms of scale, design and materials.

The proposal does not give rise to any concerns relating to traffic generation or the operation of the wider highway network. Nor would the proposal give rise to any unacceptable environmental impacts.

Subject to no objection being received from NATS Safeguarding the proposal would not be detrimental to the safe operation of the airport.

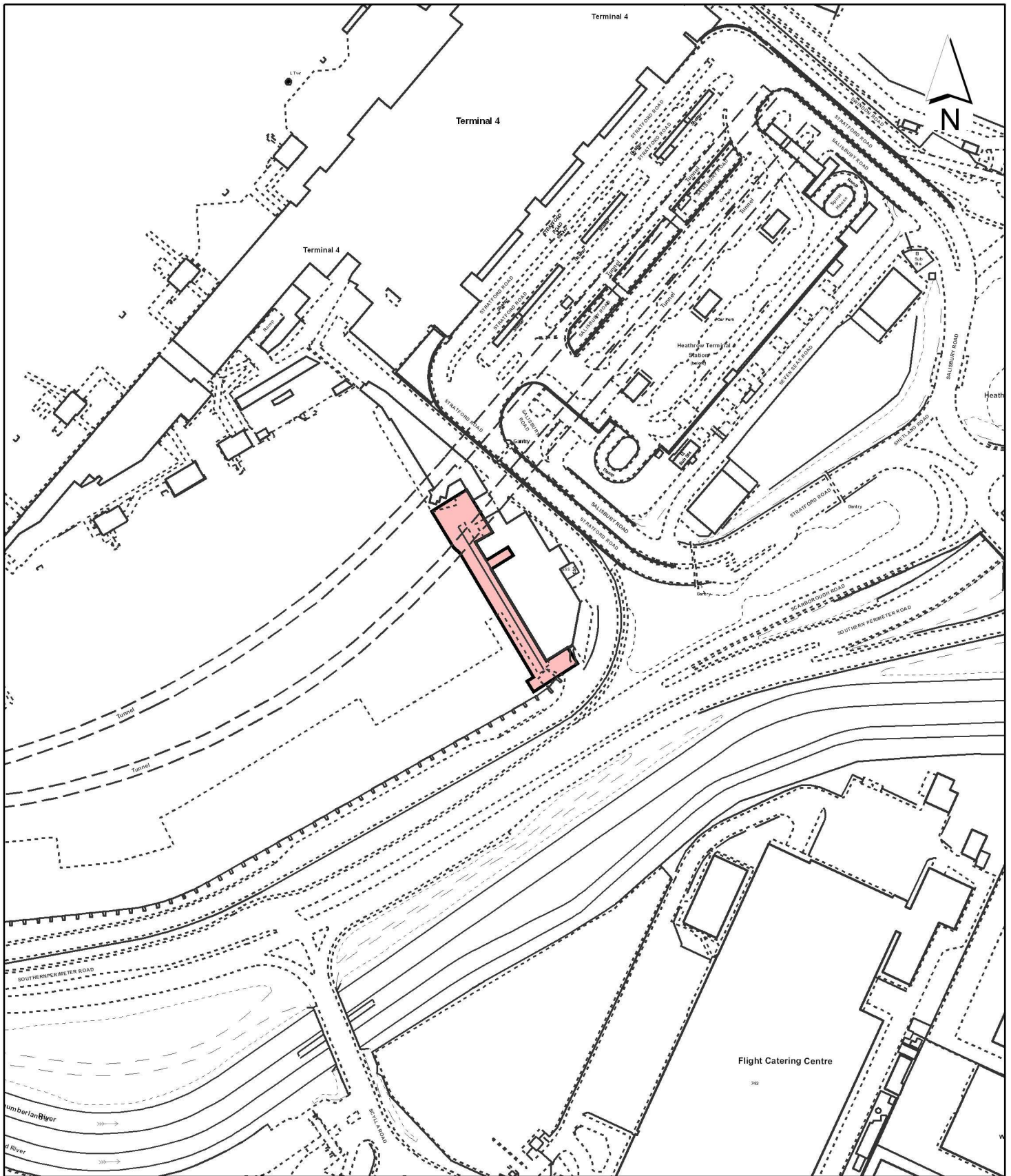
It is therefore recommended that delegated authority be granted to the Head of Planning, Trading Standards and Environmental Protection to raise no objection subject to no objection being received from NATS Safeguarding.

11. Reference Documents


The Town & Country Planning (General Permitted Development) Order 1995 (as amended) - Part 18
Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (Consolidated with Alterations since 2004) 2008

Contact Officer: Adrien Waite

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Notes

 Site boundary

For identification purposes only.

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Site Address	
Land adjoining T4 Baggage	
Planning Application Ref:	Scale
24177/APP/2010/1530	1:2,500
Planning Committee	Date
Central and South	September 2010

LONDON BOROUGH OF HILLINGDON

Planning & Community Services

Civic Centre, Uxbridge, Middx. UB8 1UW
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