

Report of the Head of Planning & Enforcement Services

Address NEW TERMINAL 2A, SOUTH WEST HEATHROW AIRPORT HOUNSLOW

Development: Construction of new building (2056sqm internal floor space at first floor level, undercroft parking beneath) southwest of terminal 2A Heathrow (Consultation under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

LBH Ref Nos: 62360/APP/2011/2058

Drawing Nos:

- 12168-XX-GA-200-000001 Version 4.0
- 12168-00-GA-200-000002 Version 14.0
- 12168-10-GA-200-000001 Version 14.0
- 12168-20-GA-200-000001 Version 8.0
- 12168-XX-SE-200-000003 Version 7.0
- 12168-XX-SE-200-000004 Version 6.0
- 12168-XX-SE-200-000001 Version 7.0
- 12168-XX-SE-200-000002 Version 7.0
- 12168-XX-DE-200-000006 Version 2.0
- 12168-00-GA-600-000001 Version 6.0
- 19845-00-GA-911-000001 Version 2.0
- 12139-XX-GA-862-000004 Version 2.0
- 12168-XX-GA-800-000003 Version 4.0
- 12168-XX-PD-200-000015 Version 1.0
- 12168-XX-PD-200-000016 Version 1.0
- 12168-XX-PD-200-000017 Version 1.0
- 12168-XX-PD-200-000018 Version 1.0
- 12168-XX-PD-200-000019 Version 1.0
- 12168-XX-PD-200-000020 Version 1.0
- 12168-XX-PD-200-000021 Version 1.0
- 12168-00-PD-800-00001 Version 1.0

Date Plans Received: 23/08/2011

Date(s) of Amendment(s):

Date Application Valid: 23/08/2011

1. SUMMARY

The airport operator, BAA, has submitted this proposal under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

The need for a new staff accommodation supports the operational need generated by the new Terminal 2A and Terminal 2B buildings. The new building is for the use of airline operational ground handling and support staff, and is located in an appropriate airside location.

It is not considered that the proposed building would be out of keeping with surrounding developments or detrimental to the character and appearance of this busy airport location. The proposal complies with relevant UDP and London Plan policies and, accordingly, it is recommended that no objections be raised.

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. This includes all levels information which must be strictly complied with to ensure no adverse impact on the operation of the nearby control tower.

REASON

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

2 M1 Details/Samples to be Submitted

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

REASON

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

3 NONSC Energy

The building hereby approved shall be incorporated into the Heathrow Airport Wide Energy Strategy which has been adopted across the airport.

REASON

In order to reduce carbon emissions and improve air quality across the airport in compliance with policy 5.7 of the London Plan (July 2011).

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.

BE35 Major development proposals adjacent to or visible from major road

BE3	and rail connections to Heathrow and central London Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R16	Accessibility for elderly people, people with disabilities, women and children
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports

3 I3 Building Regulations - Demolition and Building Works

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

4 I11 The Construction (Design and Management) Regulations 1994

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

5 I12 Notification to Building Contractors

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

6 I34 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 I46 Renewable Resources

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

8 I58 Opportunities for Work Experience

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

Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

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

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The developer is requested to maximise the use of local suppliers and labour from the London Borough of Hillingdon.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located in the Central Terminal Area within the Heathrow Airport boundary. It lies to south west of the Terminal 2A building.

3.2 Proposed Scheme

The Ancillary Building provides a new build single storey office space (at first floor) with tug charging and airside vehicle parking in an undercroft below (at apron level). The offices will provide accommodation for airline ramp and baggage staff. The building provides a total floorspace of 2056 m² and extends to a maximum height of 10.2 metres above ground level.

The overall site foot print is 2455m² (0.245 hectares). The building has a useable internal footprint of circa 1840 m², effectively the gross internal area. To support the needs of the airline ground handler an Engineering equipment store, and a Property support store has also been re-provided at the ramp level, with a total area of 216 m². This gives a total floorspace of 2056 m².

The accommodation includes areas of shared circulation, two toilet blocks, two vertical circulation cores accommodating two stairs and two lifts down to the ground floor (ramp level). The close proximity and easy access between the accommodation and the equipment parking is a key benefit for the airlines in terms of distances to be travelled, and should benefit operational efficiencies for aircraft turn around.

The ECAA will also provide a flexible equipment parking area for airline baggage handlers. The re-allocation of equipment parking space beneath the first floor provides an allowance for 50 no. small baggage tug charging bays (electric charging points for airside tugs), for use by the baggage handling teams. The spaces provided will help meet the current demand identified in the consolidated Heathrow wide equipment parking strategy.

The need for a new staff accommodation supports the operational need generated by the new Terminal 2A and Terminal 2B buildings. The new building is for the use of airline operational ground handling and support staff, and is located in an appropriate airside location.

The new building accommodation and its operational support facilities, allow for a decent of existing staff and equipment from existing surrounding pier and ramp facilities around the existing Terminal 1 Building. The new building size reflects the existing re-provision of existing staff and equipment needs.

3.3 **Relevant Planning History**

Comment on Relevant Planning History

None relevant.

4. **Planning Policies and Standards**

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.12 To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
- PT1.27 To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.

Part 2 Policies:

- BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land -

requirement for ameliorative measures

- R16 Accessibility for elderly people, people with disabilities, women and children
- A4 New development directly related to Heathrow Airport
- A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **22nd September 2011**
- 5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

NATS

No Objection.

Internal Consultees

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

7.02 Density of the proposed development

Not applicable to this type of application.

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

Whilst archaeological deposits of prehistoric and later date are known to survive within the airport boundary, no known archaeological remains have been recorded within the proposed development area. The potential for the survival of previously unrecorded archaeological deposits within proposed footprint is likely to have been severely compromised by previous development of the apron in this location and the insertion of a considerable number of below ground services. Overall, taking into consideration the likely degraded state of any surviving archaeological deposits within the footprint of the development and the relatively minor scale of the likely impact, no significant effect to the archaeological resource is predicted as a result of the proposed construction.

7.04 Airport safeguarding

BAA Safeguarding and National Air Traffic Services (NATS) have been consulted on this consultation. No objections have been received subject to appropriate considerations and informatives.

7.05 Impact on the green belt

The site does not lie within the Green Belt.

7.07 Impact on the character & appearance of the area

The impact of the development on the character and appearance of the surrounding area was assessed, and considered to be acceptable, as part of the original consultation submitted in 2010 (ref: 62360/APP/2010/800).

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

The proposed building is far smaller than many of the surrounding structures and as such it is not considered that it will have an affect on the appearance of the area.

7.08 Impact on neighbours

Not applicable. The application site is located in an entirely airside location and would be viewed in context with surrounding airport related developments. Views from outside the airport boundary would be extremely limited, and the proposal would not be visible from the nearest residential properties which are located over 1 mile away to the south east. Accordingly, the development would have a negligible impact on the amenity of the occupants of the nearest residential properties.

7.09 Living conditions for future occupiers

Not applicable. This is a proposal for an office development within the Heathrow Airport boundary.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not applicable. The site is located within an entirely airside location and, as such, would have no impact on parking and on highway or pedestrian safety.

7.11 Urban design, access and security

The geometry and form of the building reflects the restricted triangular area provided by the original constrained airside site available. However the design maximises the useable floor area for the first floor which then benefits the canopy approach to protecting the ramp equipment parking below.

The foot print of the site and building is some 71m x 63m. This sits over and forms a covered under-croft, protecting both the equipment parking and storage areas at ramp level. The structural grid is based upon a repeating 7.5mx 7.5 m grid. The height of the building is predetermined by two constraints.

- i) To ensure a 4.5m safe clearance between the ramp level and any building soffit to ensure safe access for airside vehicle equipment within
- ii) Overall height does not detrimentally impact upon site line contours and visual control from the control tower (a NATS compliance requirement).

Currently the overall height of the building is just under 10.2m above ground level (33.6m AOD to parapet), to ensure site lines from the control tower are maintained (evaluated by NATS). Level information is provided on the submitted elevations.

Facade finishes match the needs of an ancillary building and are currently based upon a sinusoidal cladding system which provides the rainscreen protection, supported by a Trim panel providing necessary weather, thermal, acoustic and fire performance standards. The roof finish is provided by a Samfil single ply surface, with protected pedestrian access routes to suite maintenance needs. External colour pallets (white, grey and silver) along with the form of the building have been shaped and influenced by the relationship they have to other associated buildings within the T2 Campus. The enclosed visualisations provide a number of 3 dimensional views of the proposed building. Submitted drawing 12168-XX-DE-200-000006 provides details of the external materials proposed.

The size, siting, scale and design of the proposed building is considered to be acceptable in this location. Notably the proposal would be in keeping with the character of existing tent like structures located immediately to the east of the site. The development would be seen in context with other airside airport related facilities and it is not considered that the proposal would have a detrimental impact on the visual amenities of this part of the airport.

7.12 Disabled access

The proposed development does not require planning permission and accordingly, there are no relevant planning policies relating to disabled access. However, the development would be required to comply with the Building Regulations and it is considered that this would secure an appropriate level of accessibility for a facility of this type where the staff will be doing highly manual work.

Nevertheless, an informative is recommended in order to encourage the applicant to meet the highest standards of accessibility possible.

7.13 Provision of affordable & special needs housing

Not applicable to this Heathrow Airport related development.

7.14 Trees, landscaping and Ecology

Issues relating to trees/landscaping were assessed, and considered to be acceptable. Given the location and proposed use of the building, no landscaping is proposed, necessary or feasible. The trees and Landscaping Officer has raised no objection in this regard.

7.15 Sustainable waste management

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

7.16 Renewable energy / Sustainability

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

It should be noted that, in compliance with the S106 requirements for T2A, BAA have been working on a Heathrow Wide Energy Strategy aimed at reducing carbon dioxide emissions across the airport by 34% by 2020 (based on a 1990 base figure), and

providing a more integrated system of energy supply. The Council raised no objection to proposals for a new energy centre, to serve T2A and other buildings within the CTA with a portion of their energy needs through renewable sources, in May 2010 (ref: 66849/APP/2010/479).

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone. The EA have raised no objection to the proposal subject to considerations.

7.18 Noise or Air Quality Issues

The proposed building would be located within the airside aspect of Heathrow Airport a significant distance from residential properties and it is not considered that it would give rise to significant impacts relating to noise or air quality.

7.19 Comments on Public Consultations

Safeguarding authorities have raised no objection.

7.20 Planning obligations

Not applicable to this type of application.

7.21 Expediency of enforcement action

None.

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

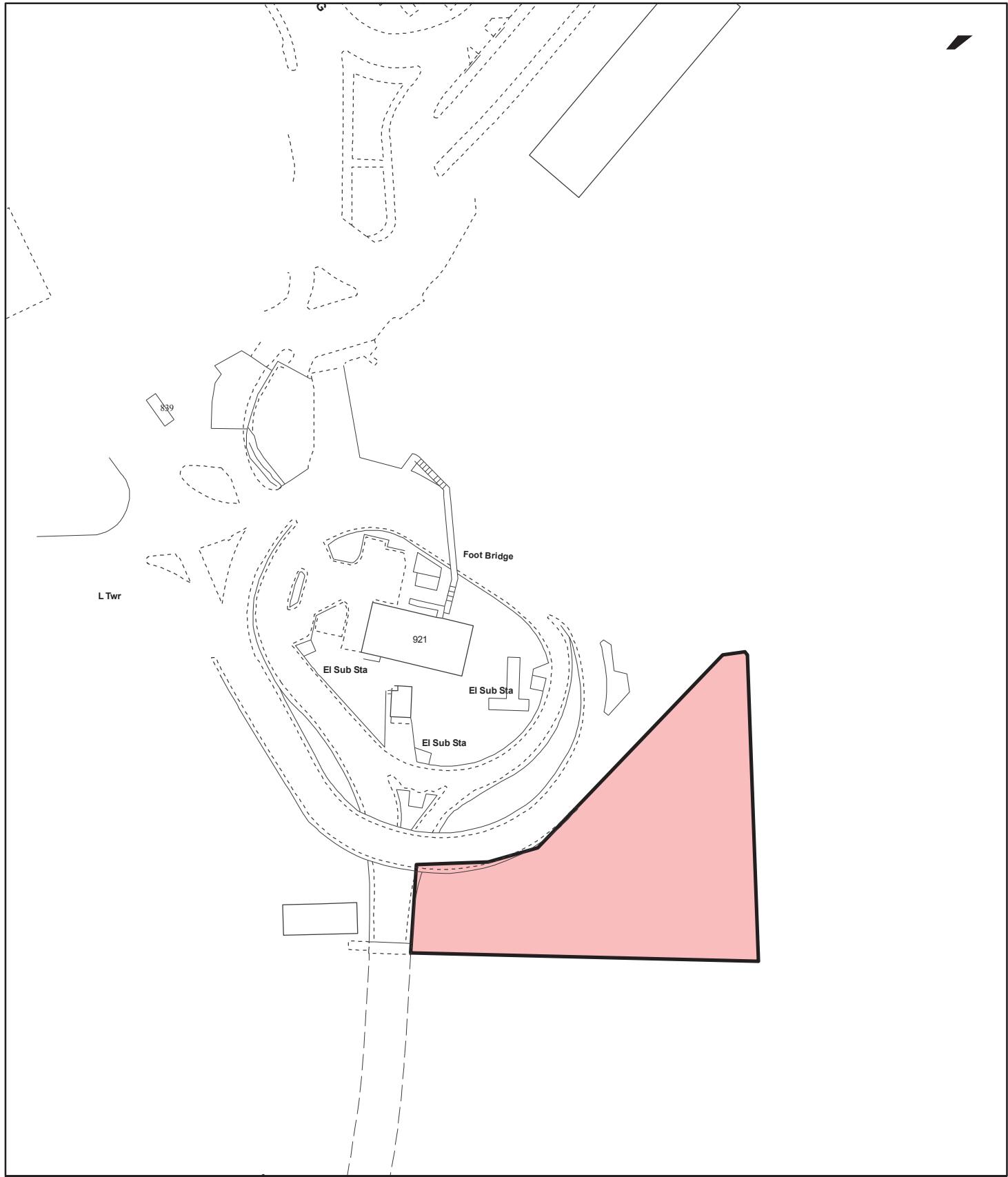
It is not considered that the proposed development would have any detrimental impacts on this part of the airport. It would have no impact on the residential amenity of the nearest residential occupants, and is considered to be visually acceptable in this location. The proposal complies with relevant UDP and London Plan policies and, accordingly, it is recommended that no objections are raised.

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: Matt Kolaszewski

Telephone No: 01895 250230

**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Terminal 2A
Heathrow Airport**

**LONDON BOROUGH
OF HILLINGDON**

Planning, Environment, Education & Community Services

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

Planning Application Ref:

62360/APP/2011/2058

Scale

1:1,250

Planning Committee

Central and South

Date

**October
2011**



HILLINGDON
LONDON