

## **Report of the Head of Planning & Enforcement Services**

**Address** BA EAST MAINTENANCE BASE HEATHROW AIRPORT HOUNSLOW

**Development:** REPLACEMENT OF EXISTING CODE E GROUND RUN PEN WITH A NEW CODE F GROUND RUN PEN

**LBH Ref Nos:** 50462/APP/2011/342

**Drawing Nos:** 210471/P-60/P2  
210471/P-61/P1  
210471/P-62/P1  
210471/P-63/P2  
210471/P-64/P1  
210471/P-65/P2  
210471/P-66/P1  
210471/P-67/P4  
210471/P-68/P1  
210471/P-69/P3  
210471/P-70-P2  
Noise Impact Assessment Ref: AS6052.110209.R1 dated Feb 2011  
Plannign Statement  
Supporting Technical Assessment Rev A Jan 2011  
Design & Access Statement

**Date Plans Received:** 14/02/2011 **Date(s) of Amendment(s):**

**Date Application Valid:** 14/02/2011

### **1. SUMMARY**

This is an application by British Airways (BA) for a replacement Code F Ground Run Pen (GRP) at the East Maintenance Base at Heathrow Airport. It is proposed to replace the existing GRP with more modern facilities in order to accommodate new larger aircraft within BA's fleet, including the Airbus A380s.

It is not considered that the proposed development would have any detrimental impacts on the appearance of this part of the airport. It would be seen in context with surrounding large scale airport related buildings and limited views would be available from outside the airport boundary. Additionally, it is not considered that the proposal, which would result in a reduction in noise levels, would have any detrimental impact on the amenity of the nearest residential occupants. The proposal complies with relevant UDP and London Plan policies and, accordingly, it is recommended that approval is granted subject to various conditions to ensure, in particular that noise issues are addressed appropriately.

### **2. RECOMMENDATION**

**That delegated powers be given to the Director of Planning and Community Services to grant planning permission, subject to the following:**

**a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:**

**i) A contribution £5,000 towards the monitoring of air quality impacts**

b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

c) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this committee resolution, then the application will be referred back to the Committee for determination.

e) That if the application is approved, the following conditions be imposed:

**1            T8                    Time Limit - full planning application 3 years**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

**2            OM1                    Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

**REASON**

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

**3            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).

**4            NONSC                    comissioning**

The ground run pen will not be brought into use until the Local Planning Authority is satisfied that the commissioning test provided for in Condition 6 has been carried out in accordance with Condition 6.

**REASON**

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policies OE1 and OE5 of the Hillingdon Unitary Development Plan

Saved Policies (September 2007).

## **5 NONSC Noise levels**

The operation of the ground run pen hereby approved shall be such as to produce a noise level no greater than 70 dB LAeq (1 minute freefield) when measured or determined at location L1 (on public space to the rear of 155 Waye Avenue close to the junction of the two footpaths) identified in the Alan Saunders Associates Noise Impact Assessment (February 2011) drawing AS6052 Figure 1. The limit on the noise level shall apply under all meteorological conditions other than those enhancing noise propagation by more than the downwind meteorological conditions of condition 6.

### **REASON**

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policies OE1 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **6 NONSC Commissioning test**

Prior to the commencement of the use of the ground run pen hereby approved for the testing of aircraft engines, a Commissioning Test to demonstrate compliance with Condition 2 shall be carried out with a Boeing 747-400 aircraft with Rolls Royce RB211 524G/H engines and with a Boeing 777-300ER with General Electric GE90-115B engines under the following conditions:

- (a) the engine under test will be operated at the maximum power achievable on the ground with balancing thrust provided by another engine on the other side of the aircraft. The measurement of noise levels shall be taken when both engines are run for a period sufficient to determine LAeq (1 minute);
- (b) the wind vector from the ground run pen to location L1 shall be 1 to 5 metres per second;
- (c) there shall be no temperature inversion;
- (d) there shall be no precipitation;
- (e) the measurement position at location L1 shall be 1.2m above ground; and
- (f) the background LAeq noise level when measured over a five minute period before and after the test shall be either:
  - (i) at least 10 dBA below the level of noise measured at the noise sensitive properties, or
  - (ii) logarithmically subtracted from the measured level when the ground run pen is in operation.

### **REASON**

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policies OE1 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **7 NONSC Programme for demolition of GRPs**

During the construction phase when existing and new ground run pens will be available, only two ground run pens shall be permitted to operate simultaneously at the airport. Details of a programme for the demolition of the existing ground run pens shall be

agreed in writing by the Local Planning Authority prior to the completion of the construction of the new ground run pens and the existing ground run pens shall thereafter be demolished in accordance with that programme.

**REASON**

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policies OE1 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**8 NONSC Use of GRPs**

The ground run pen hereby approved shall not be used:

- (a) for the testing of the tail engine of three engine aircraft;
- (b) for carrying out throttle stagger tests between 2300 and 0700.

**REASON**

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policies OE1 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**9 NONSC Monitoring tests**

Monitoring tests subsequent to the Commissioning Test for the purposes of assessing the level of noise at location L1 when the ground run pen is in use shall be carried out at a frequency to be agreed in writing with the Local Planning Authority. In all such tests, the requirement to be satisfied shall be that during engine testing in the ground run pen the noise level specified in condition 2 is not exceeded.

**REASON**

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policies OE1 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**10 NONSC Non Standard Condition**

Before the development hereby approved commences, an Environmental Management Plan shall be submitted to, and approved by, the Local Planning Authority. The Environmental Management Plan shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The Environmental Management Plan shall address issues including hours of work, noise and vibration, air quality, waste management and traffic management.

**Reason**

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policy OE1 of the Hillingdon Unitary Development Plan.

## **11 NONSC Non Standard Condition**

Before operation of the Ground Run Pens, the applicant shall prepare a plan for the monitoring of the use of the development, and then submit the plan to the Local Planning Authority for approval. The plan shall include the recording on an annual basis of a range of facts, relevant to the understanding of air quality impacts arising from the use of the Ground Run Pens, and shall in particular include types of aircraft, time and duration of engine testing and any other relevant details necessary to understand air quality impacts directly attributable to the development hereby approved. The plan shall include the annual reporting of findings to the London Borough of Hillingdon and London Borough of Hounslow.

### **REASON**

To ensure that air quality impacts arising from the use of the development are monitored and mitigated, and to safeguard the amenity of neighbouring and near by properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **INFORMATIVES**

### **1 I52 Compulsory Informative (1)**

The decision to GRANT planning permission 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 GRANT planning permission 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.

|      |                                                                                                                                         |
|------|-----------------------------------------------------------------------------------------------------------------------------------------|
| A4   | New development directly related to Heathrow Airport                                                                                    |
| BE13 | New development must harmonise with the existing street scene.                                                                          |
| BE21 | Siting, bulk and proximity of new buildings/extensions.                                                                                 |
| A6   | Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports |
| OE1  | Protection of the character and amenities of surrounding properties and the local area                                                  |
| OE5  | Siting of noise-sensitive developments                                                                                                  |

### **3**

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on

Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use 'best practicable means' as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in 'The control of dust and emissions from construction and demolition: best practice guidelines', Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The proposed scheme relates to the East Maintenance Base to the south west of Heathrow Airport, within the airport perimeter. It is situated between the northern and southern runway, with the Central Terminal Area (CTA) and Eastchurch Road to the west and the Eastern Perimeter Road and boundary with the London Borough of Hounslow to the east. The site currently comprises a mixture of service hangars, maintenance related offices and aeroplane stands as well a Ground Run Pen for testing aircraft engines. The entire application site falls within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map.

#### **3.2 Proposed Scheme**

The proposal is to demolish the existing Code E Ground Run Pen (GRP) and replace it with a modern Code F Ground Run Pen.

The existing GRP facility on the site has a critical role in ensuring and maintaining the airworthiness of the British Airways' fleet by allowing for engine testing at their maintenance base at Heathrow Airport. The proposed development will assist in, and enhance, its operations, by replacing the existing GRP with more modern facilities in order to accommodate new larger aircraft, including the Airbus A380.

The proposed facility will be used for engine testing, as per the existing GRP. The existing facility is approximately 75m wide by 67m long on the northern arm and 55m long on the southern arm. It is 12m high. The proposed GRP will be 98m wide by 97m long on the north-west arm and 68m long on the southern arm, with a maximum height of 17m.

#### **3.3 Relevant Planning History**

##### **Comment on Relevant Planning History**

Planning application ref: 62906/APP/2011/344 for the erection of a Code F Ground Run Pen at the West Maintenance Base is being assessed concurrently.

#### **4. Planning Policies and Standards**

The Town and 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)

Planning Policy Guidance Note 24 (Planning & Noise)

Council's Supplementary Planning Document - Noise

Council's Supplementary Planning Guidance - Air Quality

#### **UDP / LDF Designation and London Plan**

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

##### **Part 1 Policies:**

PT1.10 To seek to ensure that development does not adversely affect the amenity and the character 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:**

A4 New development directly related to Heathrow Airport

BE13 New development must harmonise with the existing street scene.

BE21 Siting, bulk and proximity of new buildings/extensions.

A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports

OE1 Protection of the character and amenities of surrounding properties and the local area

OE5 Siting of noise-sensitive developments

#### **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **10th March 2011**

**5.2** Site Notice Expiry Date:- Not applicable

#### **6. Consultations**

##### **External Consultees**

London Borough of Hounslow: No objection subject to conditions.

The Environment Agency: No comment based on the information provided.

BAA Safeguarding: No objection subject to standard crane informative.

## Internal Consultees

EPU

I have considered the main and addendum noise impact assessment reports (ref. AS6052) prepared by Alan Saunders Associates dated February and April 2011. I have also considered the letter from Nathaniel Lichfield and Partners (NLP) dated 3rd May 2011. My comments on noise issues are given below.

The addendum report gives revised predictions for engine testing noise. The noise predictions in the addendum report were revised compared with those in the main report to take into account noise measurements obtained in a noise survey carried out in February 2011. The noise levels for the individual east and west base ground run pens (GRPs) were subsequently given in the memo from Alan Saunders Associates dated 14th April 2011. These noise levels are reproduced in Tables 1 and 2 below.

Table 1: East Base GRP predicted LAeq (dB)

Receiver location

1  
2  
3  
4  
4a  
4b  
4c  
5  
Existing  
GRP  
B777  
72  
66  
63  
62  
59  
57  
57  
74  
  
B747  
69  
66  
61  
58  
56  
54  
54  
68  
New  
GRP  
B777

68  
59  
55  
60  
58  
56  
57  
68

B747

66  
58  
54  
58  
56  
54  
54  
65

A380

66  
61  
48  
52  
50  
48  
48  
63

Table 1 gives predicted noise levels for the East Base ground run pen. Table 1 gives the highest predicted noise levels for engine testing with the new pen as 68 dB at receiver locations 1 and 5 (with testing of a B777). Condition A96 of the Terminal 5 planning permission set a noise limit of 65 dB LAeq (1 minute freefield) at the nearest residential properties for the proposed Terminal 5 ground run pen (which has not been built). It is disappointing that the receiver noise level set in the Terminal 5 planning permission will not be met with the proposed replacement East Base pen.

The new East Base pen replaces the existing East Base pen in generally the same location so that same residential receivers will be affected by engine testing noise. The proposed ground run pen at Terminal 5 would have been in a different part of the airport so that new residential receivers would have been exposed to engine testing noise. NLP maintain that residential receivers currently exposed to engine testing noise from the East Base pen should be considered less noise sensitive than residential receivers who would have been newly exposed to engine testing noise with the proposed ground run pen at Terminal 5. Also, we have been told that the proposed East Base pen has to be provided in the proposed location for operational reasons, and that it has been designed to achieve the maximum practicably possible noise attenuation. Table 1 shows that noise levels at all receiver locations are lower with the new pen than with the existing pen (with the exception of location 4c exposed to a lower noise level of 57 dB). For example, the noise level at location L1 with testing of a B777 aircraft is reduced from 72 dB with the existing pen to 68 dB with the new pen. This reduction of 4 dB is a significant and noticeable reduction in noise level. The proposed pen consequently represents an improvement in noise levels at the modelled receiver locations compared with the existing pen. The predicted noise level of 68 dB at location L1 also represents an improvement of 5 dB over the noise limit of 73 dB at the same location specified in the planning permission for the existing East Base ground run pen. It would therefore seem that it is not be possible to refuse the application for the East Base ground run pen on noise grounds.

Table 2: West Base GRP predicted LAeq (dB)

Receiver location

1  
2  
3  
4  
4a  
4b  
4c  
5  
Existing GRP  
B767  
55  
47  
54  
51  
50  
46  
49  
64  
New GRP  
B777  
54  
49  
60  
64  
62  
59  
59  
58  
  
B747  
53  
48  
64  
62  
61  
57  
57  
55  
  
A380  
55  
50  
60  
59  
56  
52  
53

Table 2 gives predicted noise levels for the West Base ground run pen. At receiver location 5, noise levels are lower with the new pen than with the existing pen. At receiver location 1, the noise level for testing with the new pen (with an A380) is the same as for testing with the existing pen (with a B767). At all other receiver locations 2 to 4c, noise levels are higher with the new pen than with the existing pen. However, we have been told that the proposed West Base pen has to be provided in the proposed location for operational reasons, and that it has been designed to achieve the maximum practicably possible noise attenuation.

Table 2 gives the highest predicted noise levels for engine testing with the new pen as 64 dB at receiver location 4 (with testing of a B777). This is less than the noise limit of 65 dB set for the proposed Terminal 5 ground run pen. Although there is a worsening of noise levels at most modelled receiver locations, the predicted noise levels with the new pen are all less than the noise limit set of 65 dB set in the Terminal 5 planning permission. It would therefore seem that it is not possible to refuse the application for the West Base ground run pen on noise grounds.

In view of the above, I believe that the applications for the East Base and West Base ground run pens cannot be refused on noise grounds. I have comments as below on the proposed planning conditions suggested in NLP letter dated 3rd May 2011. Those proposed planning conditions are modelled on the planning conditions for the Terminal 5 planning permission covering the ground run pen proposed for Terminal 5 (but not built).

Conditions considered necessary to control noise impact at residential and other sensitive receivers during demolition/construction and use of the pens are given below taking account of these comments.

The NLP letter seems to suggest the same conditions for both planning applications since suggested conditions 2(a), 2(b) and 3 relate partly to the East Base and partly to the West Base. In fact, conditions applied to application 50462/APP/2011/342 can only relate to the East Base, while conditions applied to application 62906/APP/2011/344 can only relate to the West Base. Conditions 4 below may be an exception to this.

Conditions 1 below require commissioning tests to be carried out prior to use of the pens. Condition 1 in the NLP letter has been used unmodified below.

Section 6 of the main noise impact assessment report dated February 2011 states that the noise predictions have been carried out under the downwind conditions defined in ISO9613 (requiring a downwind wind vector of 1 to 5 m/s). However, the noise levels specified in proposed conditions 2(a) and (b) of the NLP letter are not necessarily determined under those same downwind conditions. Also, condition 3 proposed by NLP for the commissioning test to determine compliance with those noise levels uses a different downwind wind vector of less than 2 m/s. This discrepancy was discussed with Alan Saunders in a telephone conversation on 20/5/11. He suggested amending part (b) of condition 3 to refer to a wind vector of 1 to 5 metres per second rather than less than 2 metres per second. Part (b) of condition 3 has therefore been amended to specify the former wind speed.

Part (e) of condition 3 proposed by NLP requires the average wind speed to be less than an average of 5 metres per second. This requirement is taken from Terminal 5 condition A100. It is considered appropriate in combination with part (a) of T5 condition A100 which limited wind vector to less than 2 m/s. However, it does not seem consistent with amended part (b) of condition 3 requiring a wind speed of 1 to 5 m/s. Limiting the wind speed to an average of 5 m/s seems unnecessary, and could limit the meteorological conditions under which condition 2 could be used to control noise emanating from the pens. Part (e) of condition 3 proposed by NLP has therefore

been deleted.

The noise predictions are stated in Appendix B of the main noise impact assessment report dated February 2011 to have been carried out for a Boeing B747-400 with Rolls Royce RB211-524 engines and a Boeing B777-300ER with General Electric GE90-115B engines. These are the same aircraft referred to in condition 3 proposed by NLP (although the B777 is apparently incorrectly not stated to be B777-300ER). NLP email dated 20/5/11 confirms that these aircraft/engine combinations are likely to be the noisiest tested in the proposed ground run pens. The noise predictions show that engine testing of an A380 aircraft would generate lower noise levels.

The NLP letter proposes a condition 2(a) for the East Base pen with a noise limit of 70 dB LAeq (1 minute) at location L1. This noise level of 70 dB is justified in the NLP letter in order to take account of operational tolerances required above the predicted noise level of 68 dB at this location. Although 68 dB is referred to as the combined noise level from East and West Base pens, the noise level is the same at 68 dB for the East Base pen alone since noise from the East Base pen is dominant at location L1. A noise level of 70 dB represents a 3 dB improvement in the noise level of 73 dB specified in the planning permission for the existing East Base pen.

The NLP letter proposes a condition 2(b) for the West Base pen with a noise limit of 68 dB LAeq (1 minute) at location L4. The noise predictions give a highest noise level at L4 of 64 dB with new pen (with testing of B777). This is a worsening compared to noise level at L4 of 51 dB with the existing pen, although the predicted noise level of 64 dB is still less than the noise limit of 65 dB set in the Terminal 5 permission. In order to give the same 2 dB operational tolerance as given for the East Base pen, I suggest that the noise limit for the West Base pen should be 66 dB, rather than 68 dB as suggested in the NLP letter. A noise limit of 66 dB would be only 1 dB higher than the Terminal 5 limit of 65 dB. This noise limit of 66 dB was agreed with Alan Saunders in the telephone conversation mentioned above.

The Terminal 5 condition A96 specifies a noise limit in terms of a freefield noise level. For the avoidance of doubt, the wording freefield has been included in conditions 2 below, even though location L1 at least is remote from buildings.

Suggested conditions 2(a) and (b) make no mention of the weather conditions under which the specified noise level is to be met. This contrasts with Terminal 5 condition A96 which refers to the noise level in specified weather conditions set out in condition A100. It is believed that conditions 2(a) and (b) would be imprecise and difficult to enforce in the absence of specified weather conditions. Wording has therefore been included in conditions 2 stating that the limit on noise level applies under all meteorological conditions other than those enhancing noise propagation by more than the downwind meteorological conditions of conditions 3. This wording is intended to enable conditions 2 to be used as a continuing means of controlling the level of noise emanating from the ground run pens during use, as well as setting the noise limit during the commissioning tests of conditions 3.

Conditions 4 prevent simultaneous use of more than two pens at times when more than two pens may be available during construction, and covers subsequent demolition of the replaced pens. Condition 4 of the NLP letter has been used with only minor modification.

The Terminal 5 planning permission included conditions A94 and A98 controlling aircraft ground engine running. Condition A94 relates generally to controls on aircraft engine ground running at stands rather than to controls at the then proposed Terminal 5 ground run pen. Condition A98 related directly to use of the proposed pen. Condition A98 part (a) is no longer valid in so far as it related to Concorde, since that aircraft is no longer in use. However, condition A98 part (a) could be retained in so far as it relates to three-engine aircraft. While three-engine aircraft may not be within the BA fleet, it is possible that the pen could be used to test three-engine aircraft owned by

other airlines, or future designs of three-engine aircraft. The restriction on three-engine aircraft is therefore retained in conditions 5 below. Condition A98 part (b) prevents throttle stagger tests at night, and is reproduced within conditions 5.

Other operational controls on aircraft engine ground running are provided by BAAs Operational Safety Instruction OSI/31/08 Control of Ground Noise and Emissions at Heathrow, and also in Heathrow Airports Noise Action Plan 2010-15 prepared under the Environmental Noise Directive 2002/49/EC.

The Terminal 5 planning permission includes condition A101 requiring monitoring test subsequent to the Commissioning Test for providing monitoring of noise during use of the then proposed ground run pen. Conditions 6 based on Terminal 5 condition A101 are provided below for providing ongoing noise monitoring during use of the ground run pens.

#### Conditions for 50462/APP/2011/342 (East Base)

##### Condition 1

The ground run pen will not be brought into use until the Local Planning Authority is satisfied that the commissioning test provided for in Condition 3 has been carried out in accordance with Condition 3.

##### Condition 2

The operation of the ground run pen hereby approved shall be such as to produce a noise level no greater than 70 dB LAeq (1 minute freefield) when measured or determined at location L1 (on public space to the rear of 155 Waye Avenue close to the junction of the two footpaths) identified in the Alan Saunders Associates Noise Impact Assessment (February 2011) drawing AS6052 Figure 1. The limit on the noise level shall apply under all meteorological conditions other than those enhancing noise propagation by more than the downwind meteorological conditions of condition 3.

##### Condition 3

Prior to the commencement of the use of the ground run pen hereby approved for the testing of aircraft engines, a Commissioning Test to demonstrate compliance with Condition 2 shall be carried out with a Boeing 747-400 aircraft with Rolls Royce RB211 524G/H engines and with a Boeing 777-300ER with General Electric GE90-115B engines under the following conditions:

- (a) the engine under test will be operated at the maximum power achievable on the ground with balancing thrust provided by another engine on the other side of the aircraft. The measurement of noise levels shall be taken when both engines are run for a period sufficient to determine LAeq (1 minute);
- (b) the wind vector from the ground run pen to location L1 shall be 1 to 5 metres per second;
- (c) there shall be no temperature inversion;
- (d) there shall be no precipitation;
- (e) the measurement position at location L1 shall be 1.2m above ground; and
- (f) the background LAeq noise level when measured over a five minute period before and after the test shall be either:
  - (i) at least 10 dBA below the level of noise measured at the noise sensitive properties, or
  - (ii) logarithmically subtracted from the measured level when the ground run pen is in operation.

##### Condition 4

During the construction phase when existing and new ground run pens will be available, only two ground run pens shall be permitted to operate simultaneously at the airport. Details of a programme for the demolition of the existing ground run pens shall be agreed in writing by the Local Planning Authority prior to the completion of the construction of the new ground run pens and the existing ground run pens shall thereafter be demolished in accordance with that programme.

#### Condition 5

The ground run pen hereby approved shall not be used:

- (a) for the testing of the tail engine of three engine aircraft;
- (b) for carrying out throttle stagger tests between 2300 and 0700.

#### Condition 6

Monitoring tests subsequent to the Commissioning Test for the purposes of assessing the level of noise at location L1 when the ground run pen is in use shall be carried out at a frequency to be agreed in writing with the Local Planning Authority. In all such tests, the requirement to be satisfied shall be that during engine testing in the ground run pen the noise level specified in condition 2 is not exceeded.

#### Condition 7

Before the development hereby approved commences, an Environmental Management Plan shall be submitted to, and approved by, the Local Planning Authority. The Environmental Management Plan shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The Environmental Management Plan shall address issues including hours of work, noise and vibration, air quality, waste management and traffic management.

#### Reason

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policy OE1 of the Hillingdon Unitary Development Plan.

#### Informative

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use best practicable means as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in The control of dust and emissions from construction and demolition: best practice guidelines, Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Councils Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

#### Air Quality Officer

I recommend the following condition be added to any consent:

Provision of necessary information to enable an accurate assessment of air quality impacts arising from the ongoing operation of the Ground Run Pens, including provision of an annual audit report to the Local Planning Authority and the London Borough of Hounslow detailing types of aircraft,

time and duration of engine testing and any other relevant details necessary to understand air quality impacts.

Given the impacts of the scheme in terms of air quality, there will be a requirement for air quality monitoring and a planning obligation should be secured to fund the monitoring and analysis of impacts of pollutants generated by the development at the nearest sensitive receptors.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Policy A4 states that development directly related to the operation of Heathrow Airport should be located within the airport boundary. The proposed replacement Ground Run Pen (GRP) is directly related to the operation of the airport and is located within its boundary. Therefore the principle of the proposed development is considered acceptable.

BA have provided a robust explanation and justification of the need for the replacement GRPs on site.

The existing GRP is situated within British Airways' East Maintenance Base, at the eastern end of Heathrow Airport, within the airport's operational boundary. The East Base GRP was granted planning permission by the London Borough of Hounslow on 31 August 1990 (LPA ref. 316/C/P67).

That permission was for the 'upgrading of existing Boeing 747 ground running facility and replacement of 757 facility with 767 facility.' It is proposed to replace the existing GRP with more modern facilities to accommodate the new aircraft within British Airways' fleet (including the Airbus A380).

The replacement GRP will need to allow for a wingspan of up to 80m, with a 5m clearance on each side of the aircraft. A GRP is required at East Base in order to service aircraft that are being maintained in the various hangars in East Base and its immediate vicinity (including four bays in Technical Blocks J and K, and four bays in Technical Block A).

However, there are constraints as to the positioning of the GRP in this location due to the proximity of the northern runway and the obstacle limitation surfaces, and the positioning of aircraft aprons, stands and taxiways in relation to the existing buildings. Due to the obstacle limitation surfaces, within which the GRP sites falls, due consideration has been given to the height of both the aircraft and the walls of the GRP in its design. The design has also taken account of the surrounding existing facilities, and the need to allow the aircraft to manoeuvre without risk of impacting on these buildings/structures.

### **7.02 Density of the proposed development**

Not applicable to this scheme.

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

Not applicable to this scheme.

### **7.04 Airport safeguarding**

No objection is raised in relation to aerodrome safeguarding.

#### **7.05 Impact on the green belt**

Not applicable to this scheme.

#### **7.07 Impact on the character & appearance of the area**

The design of the East Base GRP has been given careful consideration due to its visibility from public vantage points.

When considering the images of the existing GRP and the proposed GRP (drawing P-70 (P2)), it is considered that there would be no adverse visual impact. In fact given the very monolithic appearance of the existing GRP there is arguably an improvement in visual amenity.

The concrete plinth and acoustic wall panels are currently held in place by unclad structural steelwork frames on the external perimeter of the pen, which are visible to members of the public using the Eastern Perimeter Road.

This design is to be altered for the proposed GRP where the structural frame will be clad; a new concrete plinth will be used with a painted steel support structure and horizontal 'arcline' profile cladding provided on all external walls, which will greatly improve the design and appearance of the GRP. The internal walls of the GRP will be made of acoustically treated panels, which will be inclined on the south west elevation with reinforced concrete panels on the lower 'jetshield' section. The northwest elevation contains five acoustically treated air entrainment ducts.

The size and siting of the structure is considered to be appropriate for this busy airport location, where it would be seen in context with surrounding large scale airport hangars and buildings associated with the East Maintenance Base. There would be only limited views of the development from areas outside the airport. The visual impact is considered to be acceptable in this location.

#### **7.08 Impact on neighbours**

The East Base is in proximity to residential properties in the London Borough Of Hounslow on its eastern boundary.

The internal walls of the GRP will be made of acoustically treated panels and the noise assessment contained within the Noise Report accompanying the application shows that there will be no increase in noise levels to the current noise levels at the receiver locations, with a number achieving a reduction in noise levels.

The Council's Noise Officer and his counterpart from the London Borough of Hounslow initially raised concerns about the information submitted. The issues were addressed by the applicant and additional information was submitted. Both the Council's Noise Officer and the Noise Officer from the London Borough of Hounslow have raised no objection to the proposals subject to a number of noise related conditions.

#### **7.09 Living conditions for future occupiers**

Not applicable to this scheme.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Not applicable to this scheme.

#### **7.11 Urban design, access and security**

Please see section 7.08.

#### **7.12 Disabled access**

Not applicable to this scheme.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this scheme.

#### **7.14 Trees, landscaping and Ecology**

Not applicable to this scheme.

#### **7.15 Sustainable waste management**

Not applicable to this scheme.

#### **7.16 Renewable energy / Sustainability**

The proposal represents operational development, which would be Permitted Development if it was submitted by the Airport Operator BAA. Given the nature of the development, it is not considered that it would be reasonable to require 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. Proposals for a new energy centre, to serve T2A and other buildings within the CTA with a portion of their energy needs through renewable sources, have recently been approved by the Council.

#### **7.17 Flooding or Drainage Issues**

The development does not result in any flooding issues. The scheme does not involve additional hard standing. Furthermore the GRPs are not enclosed.

#### **7.18 Noise or Air Quality Issues**

The application has been assessed by the Council's Environmental Protection Unit specifically in relation to noise and air quality. Issues relating to noise have been discussed in part 7.08 of the report. No objections have been raised subject to conditions.

The application was referred to the Council's Air Quality Officer who advised that a condition should be imposed to require the applicant to record relevant details of the operation of the GRP's so that air quality impacts could be understood.

The Air Quality Officer has also advised that it would be appropriate to seek a monetary contribution towards the cost of additional air quality monitoring which will be necessary as a result of this application.

Relevant conditions and planning obligations are recommended.

#### **7.19 Comments on Public Consultations**

None.

#### **7.20 Planning obligations**

Not applicable to this scheme.

#### **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**

Not applicable.

### **10. CONCLUSION**

It is not considered that the proposed development would have any detrimental impacts on this part of the airport. The Ground Run Pen would be in keeping with the character and appearance of the adjacent airport buildings and there would be only partial views from the Eastern Perimeter Road. In addition there will be a reduction in the noise levels from the existing situation. The proposal complies with relevant UDP and London Plan

policy and, accordingly, it is recommended that no objections are raised, subject to the conditions and planning obligations approval is recommended.

#### **11. Reference Documents**

The Town and 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)

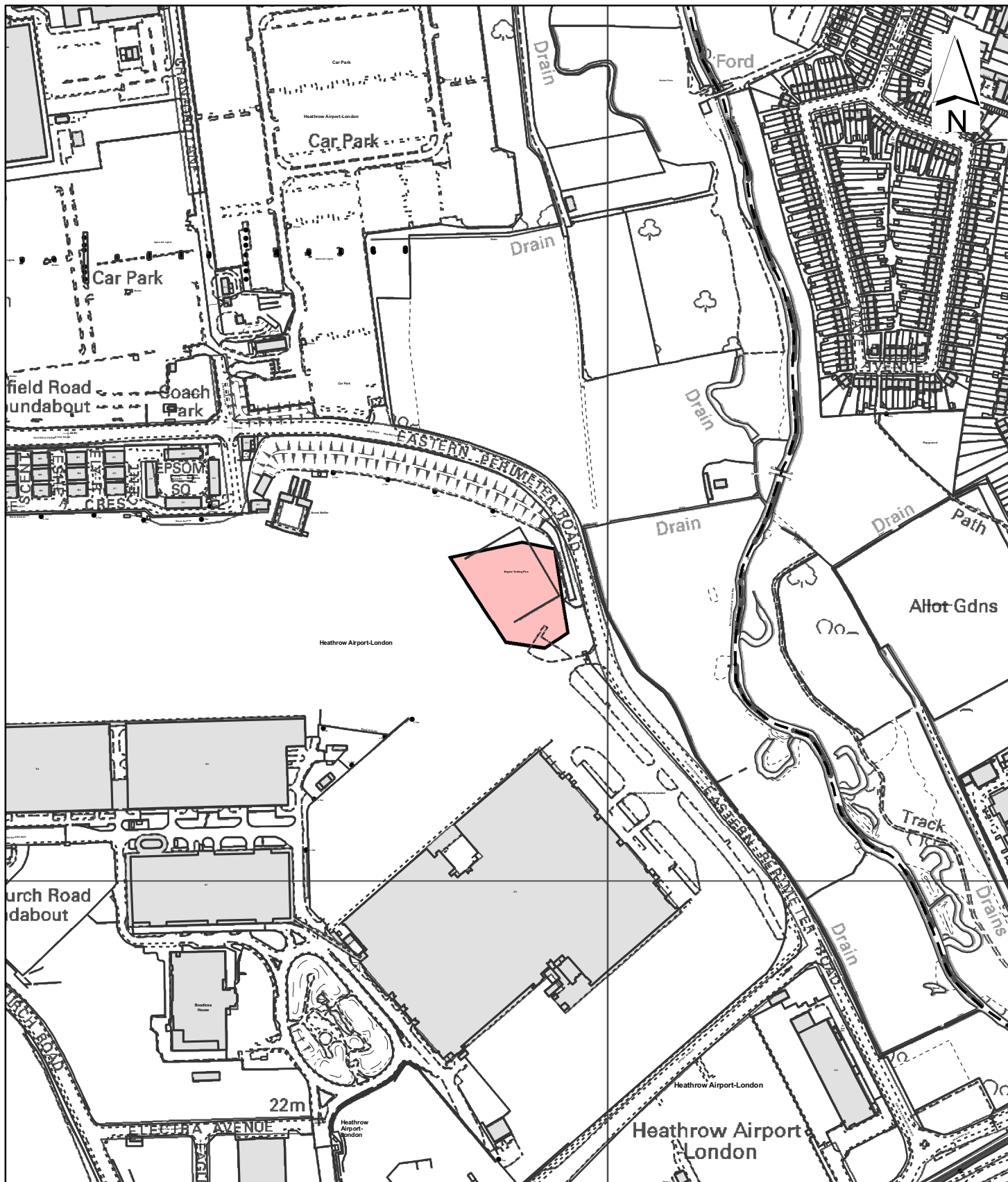
Planning Policy Guidance Note 24 (Planning & Noise)

Council's Supplementary Planning Document - Noise

Council's Supplementary Planning Guidance - Air Quality

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## Notes

 Site boundary

For identification purposes only.

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Site Address

## BAA East Maintenance Base, Heathrow

Planning Application Ref:

**50462/APP/2011/342**

Planning Committee

**Central and South**

Scale

**1:5,000**

Date

**June 2011**

**LONDON BOROUGH  
OF HILLINGDON**

**Planning,  
Environment, Education  
& Community Services**

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