

## Report of the Head of Planning, Sport and Green Spaces

**Address** BRAVO TAXIWAY HEATHROW AIRPORT HOUNSLOW

**Development:** Works comprising the realignment of the Bravo taxiway southwards to allow its use by Code F (A380) aircraft and replacement of 11 Pier 4a stands with four remote Code E stands and one new Code F stand at Terminal 5 (Consultation Under Part 18 Of The Town And Country Planning (General Permitted Development) Order 1995

**LBH Ref Nos:** 56613/APP/2014/685

**Drawing Nos:** R2000-XX-GA-XXX-000001 Version 1.0  
Letter from Heathrow dated 26th February 2014  
19736-00-GA-100-000006 version A1

**Date Plans Received:** 28/02/2014 **Date(s) of Amendment(s):**

**Date Application Valid:** 28/02/2014

### 1. SUMMARY

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) seeking to realign the Bravo taxiway southwards to allow its use by Code F (A380 airbus) aircraft and the replacement of eleven Pier 4a stands with four remote Code E (747, 777, A330, A340 planes) stands and one new Code F stand.

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

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

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

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

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

#### 1 COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers R2000-XX-GA-XXX-000001 version 1.0, 19736-00-GA-100-000006 version A1 and Letter from Heathrow dated 26th February 2014, and shall thereafter be retained/maintained for as long as the development remains in existence.

#### REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two

Saved UDP Policies (November 2012) and 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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

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
BE13	New development must harmonise with the existing street scene.
LPP 5.12	(2011) Flood risk management
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 6.6	(2011) Aviation
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
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

## 3. **CONSIDERATIONS**

### 3.1 **Site and Locality**

The application site is located within Heathrow Airport and relates to the Alpha (outer) and Bravo (inner) taxiways to the north of the Central Terminal Area (CTA).

The nearest residential property is approximately 480m from the site.

### 3.2 **Proposed Scheme**

Since the introduction of the A380 (Code F) planes, there have been various enhancements to the airport to accommodate these aircraft. The number of these aircraft that will operate from Heathrow is set to expand over the next few years with British Airways set to acquire an eventual fleet of 12 which will operate from Terminal 5.

Given the location of British Airways at Terminal 5, the A380s are required at present to

taxi around the southern side of the CTA when proceeding to either the British Airways Maintenance base at the eastern end of the airport or when departing either runway to the west. There is essentially only one route for the planes which can create problems for the operation of services.

Improvements are required to the taxiways to the north of the CTA to improve the A380 routes through to Terminals 2, 3 and 5, improve the efficiency of taxiing time and also reduce congestion within the airport by having alternative routes for these planes should the only route to the south become blocked.

The proposed development is for the realignment of the inner taxiway (Bravo) southwards from its current position and moving the centreline of the taxiway, south to provide sufficient clearance from the parallel outer (Alpha) taxiway to the north.

Eleven stands serving pier 4a of Terminal 1 will be closed to allow adequate wingtip clearance for the A380s. The stands on pier 4a are to be replaced with four remote (non pier served stands) Code E stands to the south of the realigned taxiway and one new Code F (A380) stand on the western side of Terminal 5.

### **3.3 Relevant Planning History**

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

Heathrow has an extensive planning history. There are no applications that specifically relate to these proposals.

## **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.BE1 (2012) Built Environment

Part 2 Policies:

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

BE13 New development must harmonise with the existing street scene.

LPP 5.12 (2011) Flood risk management

LPP 5.2 (2011) Minimising Carbon Dioxide Emissions

LPP 6.2 (2011) Providing public transport capacity and safeguarding land for transport

LPP 6.6 (2011) Aviation

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

OE5 Siting of noise-sensitive developments

OE8 Development likely to result in increased flood risk due to additional surface water

run-off - requirement for attenuation measures

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

**5.1** Advertisement Expiry Date:- **5th April 2014**

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

## **6. Consultations**

### **External Consultees**

ENVIRONMENT AGENCY

We have no comments to make on the above application.

Please note that you should contact Victoria Boorman to discuss the requirements for surface water flood risk under the arrangement of our Memorandum of Understanding with Hillingdon.

NATS

No safeguarding objections.

HEATHROW SAFEGUARDING

No safeguarding objections.

HSE

The Council have input details of the application into the PADHI+ system and the HSE do not advise against the granting of planning permission on safety grounds.

### **Internal Consultees**

FLOOD AND WATER MANAGEMENT OFFICER:

Following receipt of additional information from the applicant explaining that the proposal does not create additional impermeable surface, no objection.

ENVIRONMENTAL PROTECTION UNIT:

No objection.

## **7. MAIN PLANNING ISSUES**

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

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

The proposed development would see an improvement to airport operations by way of improving the infrastructure at Heathrow to allow it to successfully accommodate A380 aircraft. The proposed works would also provide critical A380 routes through to Terminals 2, 3 and 5, optimise the A380 routes around the airport, provide an alternative route for these aircraft if the southern taxiways become blocked/out of service, and reduce non A380 congestion and delay thereby improving taxiing time and predictability.

As such, the proposed works are 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**

Residential density is not relevant to this application.

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

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

### **7.04 Airport safeguarding**

The application has been reviewed by NATs Safeguarding who have raised no objections. As such, it is not considered that the application would have any adverse impacts on aircraft or airport safety.

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

The application is not located within or on the boundary of the Green Belt.

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

The proposed development is located within the operational area of Heathrow Airport and involves ground works to improve the taxiways to the north of the CTA and stand capacity. Given the nature and location of the works proposed, the scheme is not considered to have a detrimental impact on the character and appearance of the surrounding area.

Accordingly, it is considered that the proposed development would appropriately harmonise with the character of the surrounding Airport development in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

### **7.08 Impact on neighbours**

The nearest residential property is located approximately 460m from the application site, which is located well within the boundary of Heathrow Airport. As such, the application would not result in any adverse impacts on the amenity of residential occupiers.

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

Not relevant to this application.

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

Not relevant to this application.

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

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

The is located within the airport boundary and the proposal raises no concerns relating to security.

### **7.12 Disabled access**

Not relevant to this application.

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

Not relevant to this application.

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

The application site is within the central terminal area of Heathrow airport. There is no landscaping with the exception of grassed areas, which are not of any landscape merit. The proposal is located within Heathrow Airport and does not propose any soft landscaping, however it is not considered that the proposal would necessitate any landscaping having regard to its context. It is considered that the proposal would comply with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

### **7.15 Sustainable waste management**

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

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

The proposal represents permitted development and, as such, there is no requirement for the development to comply with policies relating to renewable energy and sustainability. No objection is therefore raised to the proposal in terms of sustainability.

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

The realignment of the Bravo Taxiway will result in redundant concrete being broken out and an increasing the size of the adjacent grass areas. The total amount of new grassed area provided is 18,554.88sqm. As no new concrete is being laid on areas that aren't already hard surfaced, the new grassed area represents an increase in permeable surface.

The proposal is therefore not considered to have an adverse impact on surface water drainage or cause undue flooding within the site or adjacent areas.

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

The application site is located within the boundary of Heathrow Airport and approximately 480m from the nearest residential property. The realigned taxiway and Code E stands are all further away from the airport perimeter and ground noise will therefore be marginally reduced as a result of this increase in physical separation.

Accordingly, the development would not give rise to any concerns regarding noise impacts on residential occupiers.

With regards to air quality, the improvements will reduce the congestion for other aircraft within the taxiways. In turn this will mean that the aircraft spend less time being held up taxiing which will reduce the air pollution caused by taxiway congestion.

Fixed Ground Electrical Power will be maintained on the new remote stands. This means that aircraft waiting on the stand do not need to use their Auxilliary Power Units as a means of electrical power when the engines are off. These power units run on Kerosene and therefore do not contribute to NOX emissions. Overall the scheme is not considered to have a detrimental impact on air quality.

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

None received.

#### **7.20 Planning obligations**

Not applicable to this application.

#### **7.21 Expediency of enforcement action**

Not applicable to this application.

#### **7.22 Other Issues**

None

### **8. Observations of the Borough Solicitor**

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and

use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

#### Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

### **9. Observations of the Director of Finance**

None.

### **10. CONCLUSION**

The application is a consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development Order) seeking to realign the Bravo taxiway southwards to allow its use by Code F (A380 airbus) aircraft and the replacement of

eleven Pier 4a stands with four remote Code E (747, 777, A330, A340 planes) stands and one new Code F stand.

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

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

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

Hillingdon Local Plan: Part One (November 2012)

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

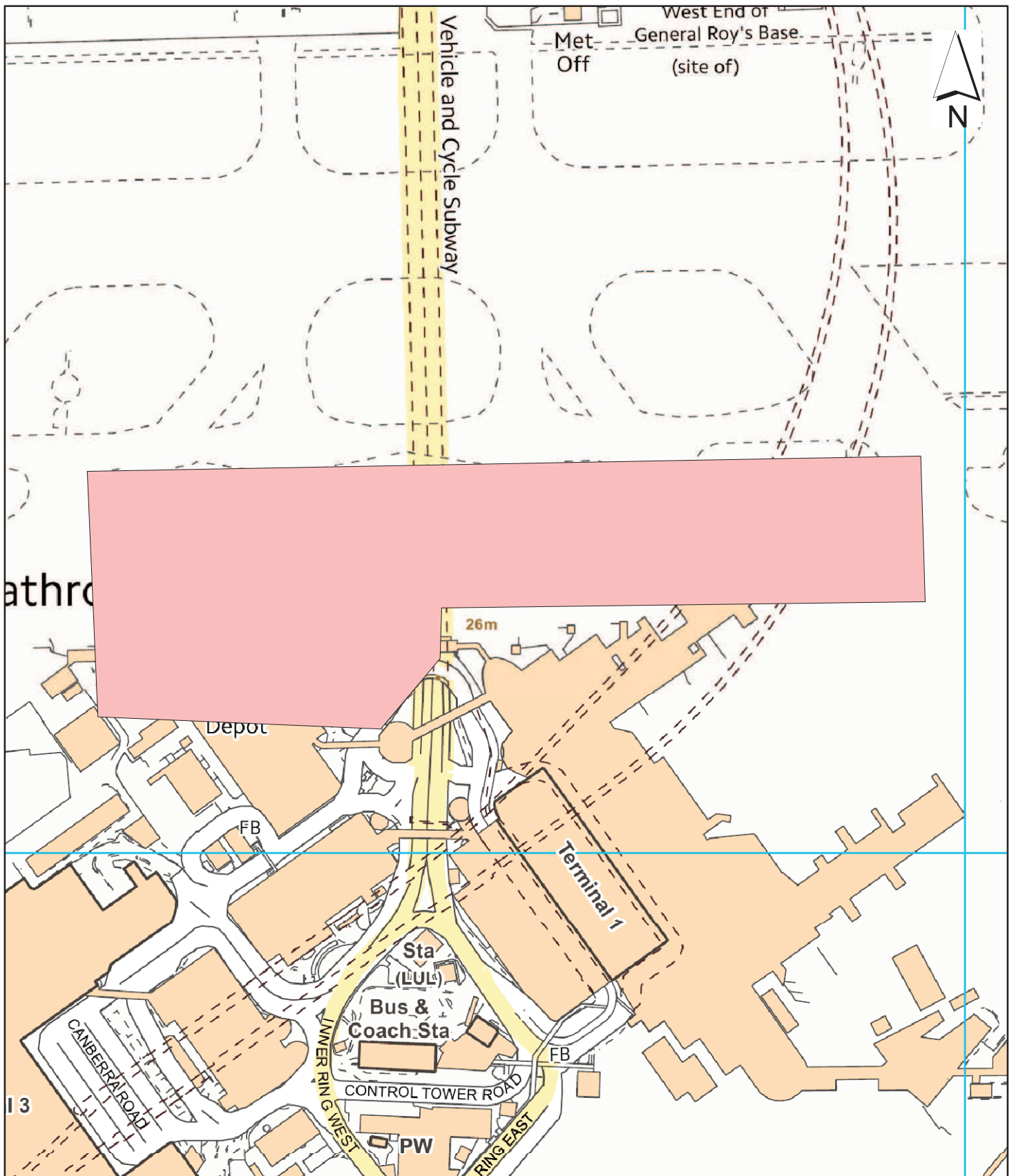
London Plan (July 2011)

National Planning Policy Framework (March 2012)

**Contact Officer:** Charlotte Bath

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<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).</p> <p>Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center"><b>Bravo Taxiway Heathrow Airport Hounslow</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p align="center"><b>Residents Services Planning Section</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center"><b>56613/APP/2014/685</b></p>	<p>Scale</p> <p align="center"><b>1:4,500</b></p>	 <p align="center"><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p align="center"><b>Major Committee</b></p>	<p>Date</p> <p align="center"><b>May 2014</b></p>	