

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

**Address** TEMPORARY FLIGHT CONNECTIONS CENTRE - STAND 323 T3  
HEATHROW AIRPORT HOUNSLOW

**Development:** Temporary Flight Connections centre at Terminal 3, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

**LBH Ref Nos:** 27277/APP/2014/3202

**Drawing Nos:** 1S323-00-GA-200-000002 v. 6  
1S323-00-GA-200-000002 v. 6  
1S323-XX-SE-200-000002 v. 4  
1S323-XX-SE-200-000006 v. 4  
1S323-XX-SE-200-000007 v. 4  
19030-00-GA-200-000003 v. 2  
19030-00-GA-200-000007 v. 3  
19030-00-GA-200-000008 v. 3  
Design and Access  
Letter from Heathrow dated 4th September 2014.

**Date Plans Received:** 09/09/2014

**Date(s) of Amendment(s):**

**Date Application Valid:** 11/09/2014

### 1. SUMMARY

The development involves a temporary Flight Connection Centre (FCC) to be located on Stand 323 at Terminal 3 for the duration of the construction of a new permanent FCC. The temporary FCC will be two storeys high and will comprise an apron level coaching gate and first floor security screening facilities. Connection to the FCC will be via Pier 5 or the coaching gate.

The scheme is airside therefore presents no amenity issue to neighbours, is directly related to the operational activities of Heathrow Airport and accordingly is recommended for approval under the prior notification procedure within the Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995 procedure.

### 2. RECOMMENDATION

**No objection subject to the following considerations:**

#### 1 COM3 Time Limit

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

Within 3 months of occupation of the permanent Flight Connections Centre at Terminal 3 (permitted under application 27277/APP/2014/3204) the Temporary Flight Connections Centre hereby permitted shall be removed and the land restored to its former condition.

REASON

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

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

1S323-00-GA-200-000002 v. 6;  
1S323-00-GA-200-000002 v. 6;  
1S323-XX-SE-200-000002 v. 4;  
1S323-XX-SE-200-000006 v. 4;  
1S323-XX-SE-200-000007 v. 4;  
19030-00-GA-200-000003 v. 2;  
19030-00-GA-200-000007 v. 3; and  
19030-00-GA-200-000008 v. 3

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 no objection to this consultation 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 to this consultation 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.

- |      |  |
|------|--|
| A2   | Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impac |
| A4   | New development directly related to Heathrow Airport   |
| BE13 | New development must harmonise with the existing street scene.   |

**3 I59 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local

Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

#### **4 I60 Cranes**

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

### **3. CONSIDERATIONS**

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

Stand 323 is located on Golf Taxiway and is the southern most stand on Pier 5. This location is close to the existing FCC and at the end of the cul-de-sac taxiway.

The site is airside and set far away from any residential development or any non-airport operational development

#### **3.2 Proposed Scheme**

The development involves a temporary FCC to be located on Stand 323 at Terminal 3 for the duration of the construction of a new permanent Flight Connection Centre (FCC). The temporary FCC will be two storeys high and will comprise an apron level coaching gate and first floor security screening facilities. Connection to the FCC will be via Pier 5 or the coaching gate.

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

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

None directly relevant to the application.

### **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

PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

A2 Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact

- A4 New development directly related to Heathrow Airport  
BE13 New development must harmonise with the existing street scene.

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

- 5.1 Advertisement Expiry Date:- **27th October 2014**  
5.2 Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

#### **HEATHROW AERODROME SAFEGUARDING**

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to make the following observation: Cranes Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, Cranes and Other Construction Issues (available at <http://www.aoa.org.uk/policysafeguarding.htm> Regards Simon Vince Bsc(Hons) Safeguarding Manager Airside Safety & Compliance

#### **NATIONAL AIR TRAFFIC SERVICES (NATS)**

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company (NERL) has no safeguarding objection to the proposal.

### **Internal Consultees**

ENVIRONMENTAL PROTECTION UNIT  
No objections.

## **7. MAIN PLANNING ISSUES**

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

The proposed temporary FCC is directly related to the operational needs of the airport and is therefore acceptable in principle.

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

Residential density is not relevant to the consideration of this application.

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

The application site is located within an existing highly developed area of Heathrow Airport, and accordingly raises no concerns with respect to heritage impacts.

### **7.04 Airport safeguarding**

Both Heathrow Safeguarding and NATs Safeguarding have been consulted and raise no objection to the proposals.

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

The application site is not located within and would not have any adverse impacts on the Green Belt.

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

The external finish materials will match existing materials on the relevant elevation and are airside and would not be visible from any streetscene.

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

There is no impact to neighbours as the site is located within the airport and set well away from any residential properties.

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

Given the nature of the development there will be no future residential occupiers and accordingly the scheme raises no concerns in this regard.

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

The proposal is for a temporary FCC which is located airside at the airport. It is located a significant distance from the public highway and accordingly raises no concerns with respect to impacts on the public highway, vehicular or pedestrian safety.

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

Issues relating to design and access are addressed elsewhere within the report.

Given the facility is located within the secure airside at the airport it raises no concerns with respect to security.

#### **7.12 Disabled access**

The temporary FCC makes appropriate provision for disabled access providing appropriate circulation space, lifts and accessible W.C.'s

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

The proposal is for a Temporary FCC and affordable housing is not relevant to consideration of this application.

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

The proposal is located within an existing hard stand area and accordingly has no impact on existing landscaping or ecological. Nor would the provision of additional landscaping be appropriate or necessary in this location.

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

The proposal would be managed under existing waste management arrangements within the airport.

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

The proposal is for a Temporary FCC. Given the temporary nature of the development it is not considered.

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

The Temporary FCC will incorporate pitched roofs, each with a gutter and rainwater pipework which will discharge directly into the existing storm water drainage channel.

As the temporary FCC is to be located above an existing apron hard standing, there would be no change in the storm water discharge into the existing storm water infrastructure. Given, the above and the fact that the FCC is a temporary structure no concerns are raised in respect of water management.

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

Given the location and nature of the facility it does not raise any concerns with respect to noise or air quality impacts.

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

None.

## **7.20 Planning obligations**

The proposal would not necessitate the provision of any planning obligations and given the temporary nature of the building it would not be liable for the Community Infrastructure Levy

## **7.21 Expediency of enforcement action**

Not applicable.

## **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**

## **10. CONCLUSION**

The development involves a temporary Flight Connection Centre (FCC) to be located on Stand 323 at Terminal 3 for the duration of the construction of a new permanent FCC. The temporary FCC will be two storeys high and will comprise an apron level coaching gate and first floor security screening facilities. Connection to the FCC will be via Pier 5 or the coaching gate.

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## **11. Reference Documents**

**Contact Officer:** Charlotte Bath

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Temporary Flight Connections Centre  
 Stand 323 T3  
 Heathrow Airport**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

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

Planning Application Ref:  
**27277/APP/2014/3202**

Scale  
**1:1,250**

Planning Committee  
**Major**

Date  
**November 2014**

