

Report of the Head of Planning, Sport and Green Spaces

Address FLIGHT CONNECTION CENTRE, TERMINAL 3, CENTRAL TERMINAL AREA,
HEATHROW AIRPORT HOUNSLOW

Development: Demolition of existing Flight Connection Centre and erection of new larger
centre serving Terminal 3.

LBH Ref Nos: 27277/APP/2014/3204

Drawing Nos: 13148-XX-RP-XXX-000009 T3IB Factual Ground Investigation Repc
Design and Access Statemen
19030-00-GA-200-000003 v. 2
19030-00-GA-200-000004 v. 2
19030-00-GA-200-000005 v. 6
19030-00-GA-200-000007 v. 3
19030-00-GA-200-000009 v. 3
19030-00-GA-922-000001 v. 3
19030-10-GA-200-000004 v. 2
19030-10-GA-200-000005 v. 6
19030-10-GA-922-000001 v. 3
19030-20-GA-200-000004 v. 2
19030-20-GA-200-000005 v. 6
19030-20-GA-922-000001 v. 3
19030-30-GA-200-000004 v. 3
19030-XX-SE-200-000006 v. 4
19030-XX-SE-200-000007 v. 3
19030-XX-SE-200-000008 v. 2

Date Plans Received: 09/09/2014

Date(s) of Amendment(s):

Date Application Valid: 11/09/2014

1. SUMMARY

This application involves the demolition of the existing Flight Connections Centre (FCC) and its replacement with a larger facility on the same site.

The proposed replacement building by reason of its acceptable design, size, scale and siting is not considered to have a detrimental impact on the character and appearance of the surrounding area and is considered appropriate development within the airport boundary. The scheme hereby complies with the Councils adopted policies and guidance and approval is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

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 COM30 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 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 19030-XX-SE-200-000008 v. 2; 19030-00-GA-200-000003 v. 2; 19030-00-GA-200-000004 v. 2; 19030-00-GA-200-000005 v. 6; 19030-00-GA-200-000007 v. 3; 19030-00-GA-200-000009 v. 3; 19030-00-GA-922-000001 v. 3; 19030-10-GA-200-000004 v. 2; 19030-10-GA-200-000005 v. 6; 19030-10-GA-922-000001 v. 3; 19030-20-GA-200-000004 v. 2; 19030-20-GA-200-000005 v. 6; 19030-20-GA-922-000001 v. 3; 19030-30-GA-200-000004 v. 3; 19030-XX-SE-200-000006 v. 4; 19030-XX-SE-200-000007 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 I1 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

2 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

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 - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

4 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).

5 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) 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
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
BE13	New development must harmonise with the existing street scene.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.18	(2011) Construction, excavation and demolition waste
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 6.6	(2011) Aviation
LPP 7.6	(2011) Architecture
NPPF	National Planning Policy Framework
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

6 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)

3. CONSIDERATIONS

3.1 Site and Locality

The existing FCC is located within Terminal 3 between the new T3IB, Pier 5, the International Departure Lounge and various back of house facilities. The site is therefore completely enclosed within the existing Terminal 3 structure and airport associated buildings.

3.2 Proposed Scheme

The Flight Connections Centre (FCC) screens passengers who have arrived at Heathrow and have onward travel through Terminal 3. These connecting passengers are taken through a process of customs, compliance and validations before passing through a security search. Once through security, passengers enter the International Departure Lounge and are free to board their connecting flight.

The continuing airline moves from Terminal 3 into the new Terminal 2 coupled with the grouping of Oneworld Alliance airlines from Terminals 1 and 4 to Terminal 3, has resulted in an increase in the number of connecting passengers through the T3 FCC. This increase is expected to continue and will lead to a decline in passenger experience. This proposal is required to address these concerns and ensure that passenger service levels are enhanced.

This scheme proposes to demolish the existing FCC and replace this with a larger facility on the same site. The enlarged facility will comprise a three storey building with a total gross internal area of 7,566sqm.

3.3 Relevant Planning History

27277/APP/2014/3202 Temporary Flight Connections Centre - Stand 323 T3 Heathrow Airport
Temporary Flight Connections centre at Terminal 3, consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995.

Decision:

Comment on Relevant Planning History

The relevant planning history is listed above.

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:

A4 New development directly related to Heathrow Airport

A5 New development at airports - incorporation of ancillary retail and leisure facilities

- and other services
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 (i) Dial-a-ride and mobility bus services
 (ii) Shopmobility schemes
 (iii) Convenient parking spaces
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- BE13 New development must harmonise with the existing street scene.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- LPP 5.1 (2011) Climate Change Mitigation
- LPP 5.18 (2011) Construction, excavation and demolition waste
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2011) Contaminated land
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.7 (2011) Renewable energy
- LPP 6.6 (2011) Aviation
- LPP 7.6 (2011) Architecture
- NPPF National Planning Policy Framework
- 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

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

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>)

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. However, please be aware that this

response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

EPU

With reference to this planning application I have no adverse comments but recommend the following as an informative:

Control of environmental nuisance from construction work

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)

EPU

FLIGHT CONNECTION CENTRE, TERMINAL 3, CENTRAL TERMINAL AREA HEATHROW AIRPORT HOUNSLOW

Demolition of existing Flight Connection Centre and erection of new larger centre serving Terminal 3
Submitted Report - Heathrow Terminal 3 Integrated Baggage Hall - Factual Report by South West Geotechnical for Heathrow Airport Ltd dated April 2010

I refer to your consultation of 2 October regarding the new Flight Connection Centre. I can comment as below.

The report submitted is from 2010 and is a geotechnical factual report to confirm the ground conditions where the building will be built. The report shows the ground present and tests are made for building design. It is not a contaminated land report and does not tell us whether or not there is any contamination in the soil or ground water (if present) below the site. It confirms that below the site concrete is gravel, London clay and deeper mud stone. No notes on the borehole logs mention

contamination such as fuel oil as can be found at airports. The gravels contain ground water.

Although no problems are confirmed by the factual report I would expect a contamination report or at least an initial desk study explaining whether or not contamination could be present. My particular concern would be spillage from aircraft jet fuel at the hydrants in this area. This has occurred on some parts of the airport in the past but I am not sure if it has ever been a problem around the original main terminals. It may be that Heathrow Airport have already considered contamination at Terminal 3 since 2010 and have some information which they can send to us.

It would be appropriate to add our contaminated land condition as a consideration. Heathrow Airport should then show by further information (such as a desk study and/or available ground investigation reports) that soil, gas or water is not an issue. Otherwise further site investigation may be needed to clarify the soil, gas and water conditions below the site before any ground is excavated out.

Please give me a ring if you want to discuss.

COM30

COM30- Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON: To ensure that risks from land contamination to the future users of the land and

neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

There is no in principle objection to the development, which is an enlargement of an existing building in the same location.

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

7.04 Airport safeguarding

No objection is raised to the scheme in terms of airport safeguarding.

7.05 Impact on the green belt

Not applicable to the consideration of this application.

7.07 Impact on the character & appearance of the area

The replacement building is taller than the existing, however when viewed within the context of the immediate buildings, which display a varied height and scale, the overall scale, siting and design of the building would not appear out of character.

The siting of the building means that it is largely 'landlocked' by adjacent structures and there are few external areas that would be visible from the surrounding area. The visible parts of the building are to be finished with metal composite panel walls, with a flat single ply finished membrane roof. This design and finish is typical of other airport buildings and no objection is raised to this design approach.

7.08 Impact on neighbours

Given the location of the site within the Heathrow Airport Boundary and over 1.5km from the nearest residential property, the scheme is not considered to have a detrimental impact on the amenities of residential occupiers.

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not applicable to the consideration of this application.

7.11 Urban design, access and security

The design and scale of the building has been discussed within 'Impact on the character & appearance of the area'.

7.12 Disabled access

In terms of access into the building, the applicants have confirmed that the scheme is compliant with Building Regulations Approved Document M.

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

No landscaping is proposed given the location of the site between other buildings and within the airport boundary. No objection is raised in this regard.

7.15 Sustainable waste management

A Site Waste Management Plan is to be produced prior to the demolition of the existing FC

and this will include a forecast of types and quantities of materials generated from demolition and construction activities, as well as a zero waste to landfill benchmark.

Recycling of several of the features in the existing FCC such as grilles/louvres, lights, cables and sanitary fittings have been identified also for re-use within the new building.

Recycling and Sustainable Waste Management is welcomed and no objection is raised in this regard.

7.16 Renewable energy / Sustainability

The building will be designed to have an improved energy performance compared with the existing FCC. As this is an 'island' development (a rebuild surrounded by an existing structure), there is little scope for large scale sustainability improvements.

The capacities of the existing pipework connection have been used to estimate the peak heating and cooling demand of the current FCC. The temporary and proposed FCC buildings have been analysed based on the proposed architectural layouts and their peak heating and cooling demand identified. An assumed annual usage profile has been applied to each building, and the heating and cooling prorated against the external temperature. The results illustrate that the new building will very well insulated and given the lack of windows and internal gains generated by equipment and lighting, means that there will be very little heating required for the new FCC.

Given the location of the building and site constraints, the inability of the scheme to provide any sustainable technologies is accepted. There are notable energy improvements to the new building and these are considered acceptable.

7.17 Flooding or Drainage Issues

There are no flooding or drainage issues associated with the application.

7.18 Noise or Air Quality Issues

The EPU officer has reviewed the application and raises no objection in regard to noise or air quality.

7.19 Comments on Public Consultations

The matters raised through consultation have either been addressed in the body of the report or by way of recommended consideration.

7.20 Planning obligations

Not applicable

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

PASSENGER NUMBERS

The enlargement of the FCC will not result in an increase in the capacity of Terminal 3. The actual number of passengers through the Terminal will remain broadly the same, however by 2020, it is forecast that the proportion of connecting passengers will increase. However, there will be a proportional decrease in origin/destination passengers.

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.

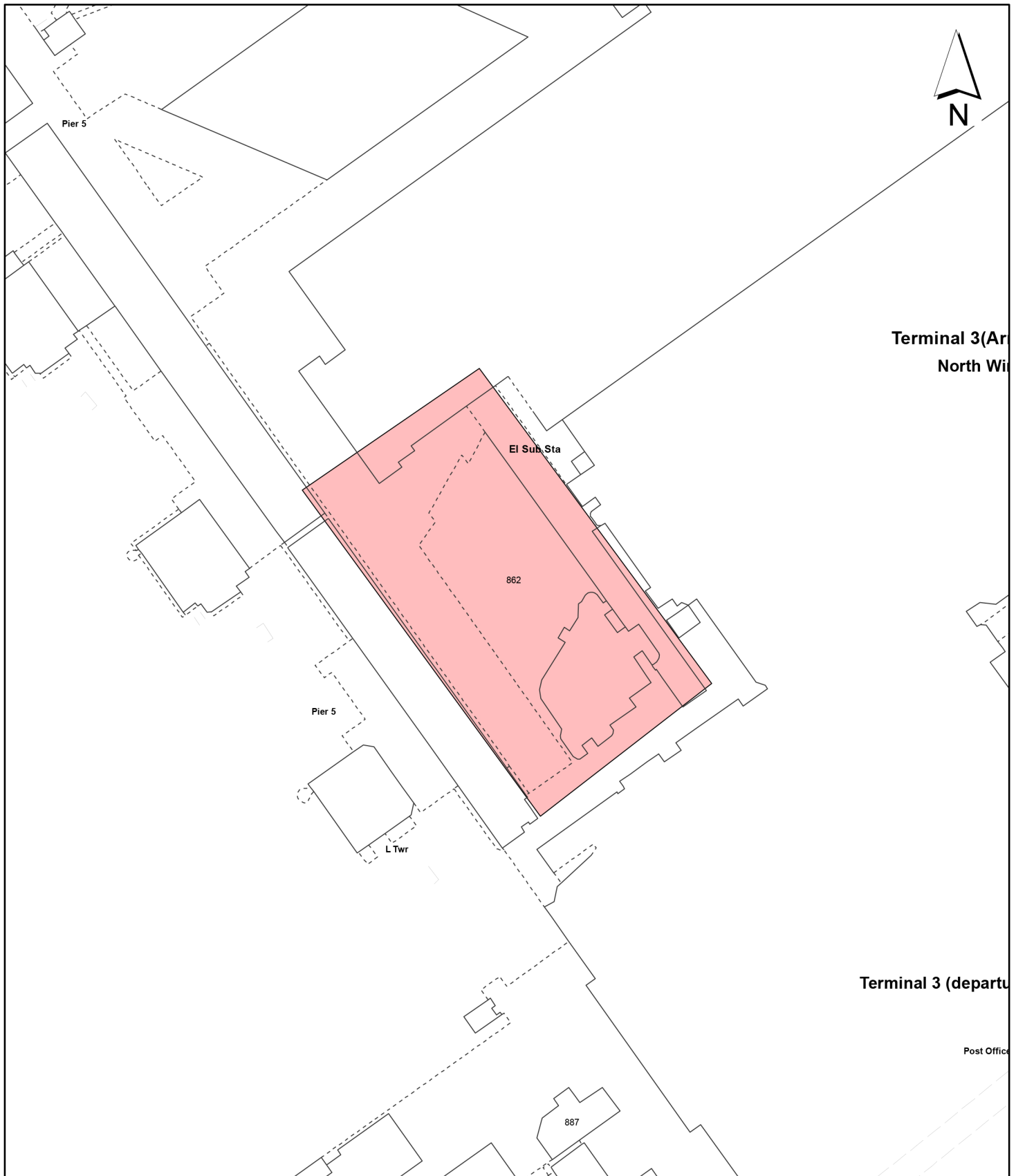
9. Observations of the Director of Finance

10. CONCLUSION


Overall, the proposed replacement building by reason of its acceptable design, size, scale and siting is not considered to have a detrimental impact on the character and appearance of the surrounding area and is considered appropriate development within the airport boundary. The scheme hereby complies with the Councils adopted policies and guidance.

Contact Officer: Charlotte Bath

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**Flight Connection Centre
 Terminal 3
 Central Terminal Area
 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/2014/3204

Scale

1:1,250

Planning Committee

Major

Date

November 2014



HILLINGDON
 LONDON