

Report of the Head of Planning, Sport and Green Spaces

Address T5C HEATHROW AIRPORT HOUNSLOW

Development: Consultation under part 8 of the Town and Country Planning (General Permitted development) Order 2015 for the erection of a Baggage Recovery Facility (BRF) and Utility Storage Device (ULD) Store

LBH Ref Nos: 47853/APP/2016/1157

Drawing Nos: 15208-00-GA-213-000001 Rev 1.0 BRF Site Plar
15208-00-GA-213-000008 Rev 1.0 BRF General Arrangement Plar
15208-00-GA-213-000009 Rev 1.0 BRF Roof Plar
15208-00-GA-736-000005 Rev 1.0 ULD Store Layout Plar
15208-00-SE-213-000004 Rev 1.0 BRF Elevations
15208-00-SE-736-000001 Rev 1.0 ULD Store Elevations
Covering Letter
Design and Access Statement

Date Plans Received: 21/03/2016 **Date(s) of Amendment(s):**

Date Application Valid: 21/03/2016

1. SUMMARY

This development involves the the erection of a Baggage Recovery Facility and storage facility for Utility Loading Devices directly to the north of T5C. This space is required to assist the airport during baggage system disruptions.

The scheme is located within the operational area of Heathrow and therefore presents no amenity issue to neighbours. It is directly related to the operational activities of Heathrow Airport and accordingly no objection is raised under the prior notification procedure within the Consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015.

2. RECOMMENDATION

NO OBJECTION

1 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 [15208-00-GA-213-000001 Rev 1.0; 15208-00-GA-213-000008 Rev 1.0; 15208-00-GA-213-000009 Rev 1.0; 15208-00-SE-213-000004 Rev 1.0; 15208-00-SE-736-000001 Rev 1.0; 15208-00-GA-736-000005 Rev 1.0] 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 (2015).

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 (2015) 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
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings
BE13	New development must harmonise with the existing street scene.
BE21	Siting, bulk and proximity of new buildings/extensions.
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 6.6	(2015) Aviation
LPP 7.6	(2015) Architecture
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area

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 (2015). 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)

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located within the operational area of Heathrow and consists of an

open concrete area bounded by airside roads. To the north of the site are the taxiways and northern runway, to the west is Terminal 5 and immediately adjacent on either side, are aircraft stands with fixed links, nodes and air bridges, approximately 5 metres in height.

3.2 Proposed Scheme

This application is consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015, which requires the submission of drawings for consultation to the Local Authority.

A review of the baggage at Heathrow has identified a need for baggage recovery facilities to be located at each terminal. These facilities are used when the normal flow of baggage to and from flights is disrupted due to delay events, such as technical issues or adverse weather. The purpose of the facilities is to ensure bags are repatriated to passengers in the shortest possible period following a baggage system disruption.

This consultation seeks to add a Baggage Recovery Facility (BRF) and storage facility for Utility Loading Devices (ULDs). The structures are proposed to be located to the north of Terminal 5, on an open area of concrete between aircraft stands. The BRF will be approximately 120 metres in length by 40 metres in width and its overall height will be 6.3 metres (total footprint 4800 sq.m). The ULD storage building will be approximately 29.5 metres in length by 9.5 metres in height (total footprint 270 sq.m).

3.3 Relevant Planning History

Comment on Relevant Planning History

Whilst Heathrow has an extensive planning history, there are no applications of particular relevance to the consideration of this submission.

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

OL1 Green Belt - acceptable open land uses and restrictions on new development

OL4 Green Belt - replacement or extension of buildings

BE13 New development must harmonise with the existing street scene.

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

LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 6.6	(2015) Aviation
LPP 7.6	(2015) Architecture
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th May 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Heathrow Safeguarding - No safeguarding objections. Cranes Informative is suggested on any decision.

Internal Consultees

Environmental Protection Team: No comments

Floodwater Management Officer - The site is in Flood Zone 1 and appears to have no implications or changes to drainage therefore there are no objections to the proposal.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This application is consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015, which requires the submission of drawings for consultation to the Local Authority.

The proposed development would see an improvement to airport operations by way of providing an area to be used when the normal flow of baggage to and from flights is disrupted due to delay events, such as technical issues or adverse weather. The facilities proposed within this application would ensure that bags are repatriated to passengers in the shortest possible period following a baggage system disruption.

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 the relevant safeguarding bodies 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 proposed building is located on Green Belt land, where there is a presumption against inappropriate development.

The principle of developing Terminal 5 within the Green Belt and other designated areas was thoroughly tested at the Terminal 5 Inquiry and found, by the Secretary of State, to be acceptable due to a range of very special circumstances.

The proposed structure is located very near to Terminal 5, as such it is considered that Green Belt policy has nominal relevance to the proposed development. This is largely on the basis that the Terminal 5 site, is now incorporated into Heathrow Airport and no longer fulfils a Green Belt function.

The site where the building is proposed is currently an open area of concrete between airport stands. When considering the application against the NPPF, it is considered that the development would be a development of a brownfield site, required to support the airport. Given the location of the building and its siting adjacent to other airport buildings/structures, the addition of a temporary building in this location is not considered to have a detrimental impact on the openness or character 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. The BRF consists of a light-weight steel frame roof deck supported on a network of steel columns and bracing. The cladding to the external walls consists of steel faced vertically orientated cladding panels, one metre in width. The colour is to match the existing T5C concourse building with a blue grey colour, RAL 7031. The roof structure is aluminium with a white roofing membrane and white gutters.

The ULD storage building is a single storey structure with a single pitch sloping roof at approximately four metres above the ground level. Beneath the roof will be galvanised steel storage decks raised 508mm above ground level which will hold the ULD containers. The roof will be finished with profiled sheet metal cladding. The structure is open sided except for high level vertical screens minimise wind driven rain into the storage areas. These screens will be steel clad in 'Goose Wing Grey'.

The design and built form of the development, including the proposed materials palette, are considered to be consistent with the design rational of other operational buildings and structures within the airport.

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 1.5km from the application site. 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 applicable to the consideration of 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

Not relevant to this application.

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 site is in Flood Zone 1 and located on an existing area of hardstanding. The scheme is therefore not considered to result in any implications or changes to drainage, and no objection is therefore raised in this regard.

7.18 Noise or Air Quality Issues

The application site is located within the boundary of Heathrow Airport and approximately 1.5km from the nearest residential property. Accordingly, the development would not give rise to any concerns regarding noise impacts on residential occupiers.

With regards to air quality, given the nature of the proposed development, the proposals are not considered to give a detrimental impact on the wider air quality of the area.

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

There are no other issues for consideration with this application.

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

This development involves the the erection of a Baggage Recovery Facility and storage facility for Utility Loading Devices directly to the north of T5C. This space is required to

assist the airport during baggage system disruptions.

The scheme is located within the operational area of Heathrow and therefore presents no amenity issue to neighbours. It is directly related to the operational activities of Heathrow Airport and accordingly no objection is raised under the prior notification procedure within the Consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015.

This application is consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015, which requires the submission of drawings for consultation to the Local Authority.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)

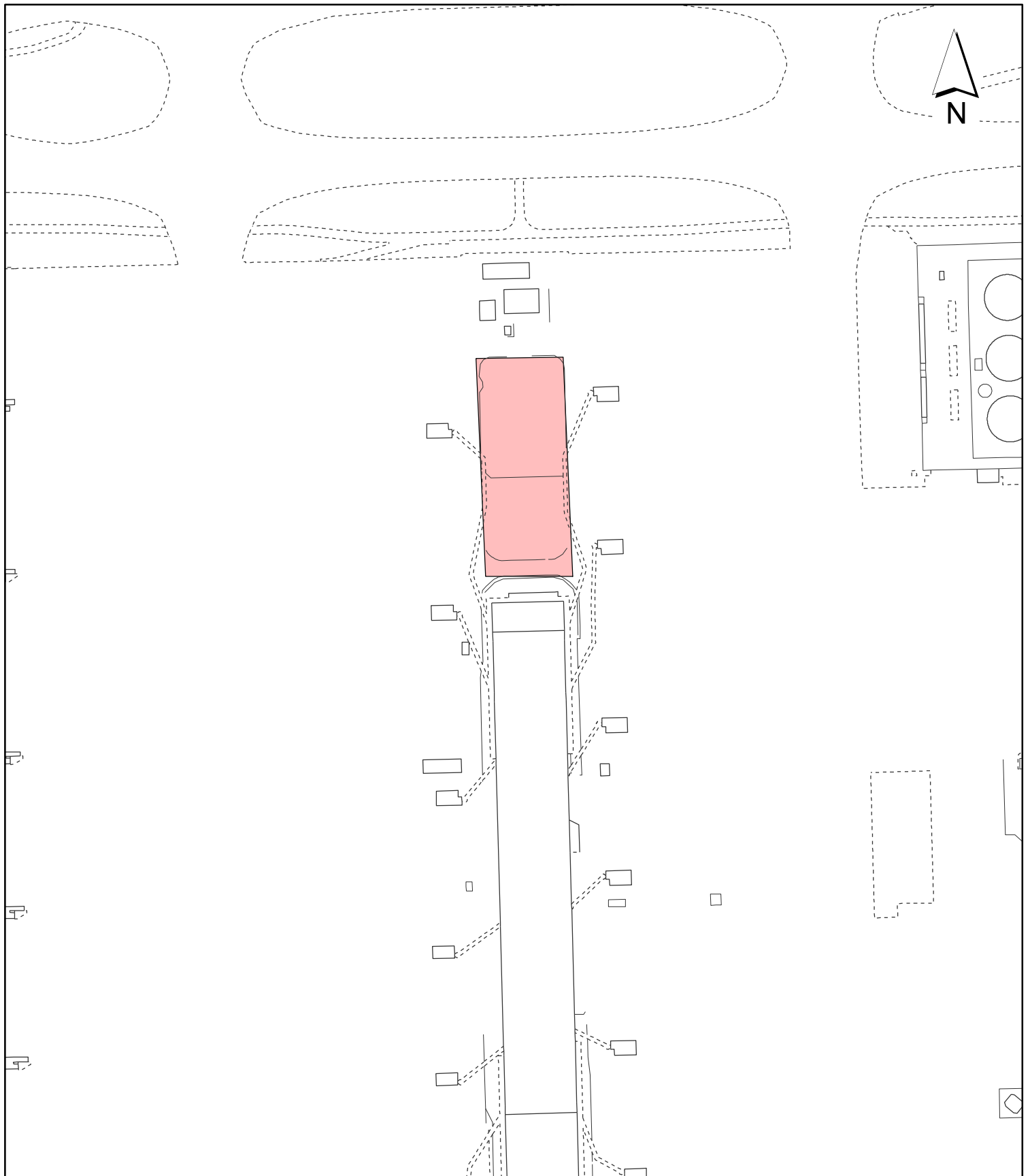
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

London Plan (2015)

National Planning Policy Framework (March 2012)

Contact Officer: Charlotte Goff

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 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).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

T5C Heathrow Airport

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section

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

Planning Application Ref:

47853/APP/2016/1157

Scale:

1:3,000

Planning Committee:

Major

Date:

June 2016



HILLINGDON
 LONDON