

## Report of the Head of Planning, Transportation and Regeneration

**Address** N4 CAR PARK NORTHERN PERIMETER ROAD HEATHROW AIRPORT

**Development:** Temporary change of use from staff car park to a drive-through Covid test facility, comprising on-site modular structures and associated lane barriers and signage (Retrospective Application)

**LBH Ref Nos:** 76053/APP/2020/3929

**Drawing Nos:** Cignpost Heathrow, Sheet 1, Rev. No. 7  
Site Plan Location, Version 1.C  
Site Phased Overview and Phase 1 Detail Plan  
Heathrow Airport Ltd. Covering Letter dated 26/11/20  
Cignpost Heathrow, Sheet 2, Rev. No. 7  
Cignpost Heathrow, Sheet 3, Rev. No. 7

**Date Plans Received:** 27/11/2020 **Date(s) of Amendment(s):**

**Date Application Valid:** 27/11/2020

### 1. SUMMARY

This retrospective application seeks a temporary 12 month change of use from of the N4 staff car park to a drive-through Covid test facility, comprising on-site modular structures and associated lane barriers on the northern boundary of Heathrow Airport.

The proposal involves the siting of cabins and canopies on the existing car park that will not be detrimental to the character and appearance of the area nor will the scheme result in a loss of amenity to any surrounding residential occupiers.

The proposal will assist with the safe return of air passengers and air traffic going forward and thus the wider economy and will also enable additional Covid testing to be provided to the community.

No objections are raised.

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

#### 1 NONSC Non Standard Condition

The proposed Covid testing station hereby approved shall be removed from site and the former staff car parking use of the site re-instated within 12 months of the date of this permission or if the facility is no longer required, whichever is the earlier period.

#### REASON

In order to ensure appropriate staff parking spaces are provided at the airport as demand increases and in order to conform to the terms of the application in accordance with Policies DMAV1 and DMAV2 of the Hillingdon Local Plan Part 2 (January 2020) .

#### 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:-

Cignpost Heathrow, Sheet 1, Rev. No. 7  
Cignpost Heathrow, Sheet 2, Rev. No. 7  
Cignpost Heathrow, Sheet 3, Rev. No. 7  
Site Plan Location, Version 1.0  
Site Phased Overview and Phase 1 Detail Plan

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 Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016) and the Publication London Plan (December 2020).

**3 COM5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Heathrow Airport Ltd. Covering Letter dated 26/11/20

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

**REASON**

To ensure that the development complies with the objectives of Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

**4 NONSC Non Standard Condition**

Within one month of the date of this permission, the following shall be laid out on site:

- 20 clearly marked blue badge/wheel chair accessible parking bays in the Park and Book area; and
- 10 blue badge/wheelchair accessible parking bays in the Phase 1, Phase 2 and Phase 3 early arrival parking areas and parking for 6 bicycles in the staff car park shall be submitted to and approved by the Local Planning Authority.

**REASON:**

To ensure that the development complies with the objectives of Policies DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

**5 NONSC Non Standard Condition**

Unless otherwise agreed in writing by the Local Planning Authority the applicant is required to implement a site wide waste strategy, which must ensure that clinical waste does not mix with other waste streams and all waste is suitably disposed of.

**REASON**

To ensure that waste and litter is appropriately managed and collected on site, in order to ensure that the use is not detrimental to the visual amenity of the area, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

**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            153                    Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
LPP 7.13	(2016) Safety, security and resilience to emergency
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport

## **3            170                    LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

## **4**

Given the nature of the proposed development it is possible that a crane may be required during installation. 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' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

## **5            125                    Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

### **3.        CONSIDERATIONS**

#### **3.1      Site and Locality**

The rectangular application site comprises the 3.68 hectare N4 Car Park which was previously used for staff parking located on the northern side of the airport, between Newbury Road and the Northern Perimeter Road (West), to the east of Nelson Road within the Heathrow Airport boundary. The site currently hosts temporary canopies and cabins sited on the hardstanding of the car park which are currently being used as a testing centre. Vehicular access into the site is obtained from the Northern Perimeter Road at the eastern end of the site, with egress provided at the western end.

To the north, the site fronts Newbury Road, beyond which is the A4 Bath Road dual carriageway. Fronting the northern side of the A4 are various commercial / office estates, namely Airport Gate, Heathrow Boulevard and Polar Park and a number of hotels, including the newly built Holiday Inn and Staybridge Suites Hotels and Hyatt Place Hotel. The frontage also includes an open field which forms part of the Green Belt. To the east and west of the site are airport buildings and their adjoining parking / servicing areas and a large car park adjoins the site to the south.

The site forms part of Heathrow Airport and has a fair PTAL (Public Transport Accessibility Level) score of 2 as assessed by TfL (where 6 represents the highest and 1 the lowest level of accessibility). The site also forms part of an Air Quality Management Area and is included within the proposed Heathrow Archaeological Priority Zone.

### **3.2 Proposed Scheme**

This retrospective application seeks a temporary 12 month change of use of the N4 staff car park to a drive-through Covid test facility, comprising on-site modular structures and associated lane barriers on the southern side of Newbury / A4 Bath Roads, along the northern boundary of Heathrow Airport.

The testing site will comprise a drive-through swabbing system to serve both pre-booked and walk-in customers. It would primarily serve airport passengers but is likely to extend to testing of airport workers and the general public. The site will be run via a booking and payment system which enables customers to be scheduled, tested and then results automatically sent via email or text.

The testing site would be operational between the hours of 08:00 and 20:00. Initial capacity is expected to run at 1,700 tests a day, however the planned maximum capacity for the facility is 5,000 tests a day, both capacities assuming a 12 hour period of operation. When at full capacity, there will be circa 75 operatives working on site.

The facility is proposed to be operational for up to 12 months, should the demand for testing remain. It would have the potential to operate 12 drive-through lanes, each allowing swab tests to be taken by trained clinicians. The facility will include an on-site laboratory where samples will be tested and processed in approximately 6-24 hours, depending on the type of test used.

The proposed site layout allows for the efficient running of the facility and maximising testing throughput, with separate entry and exit points allowing for a one-way system to be established. Drive-in customers will enter the site via the existing entrance on the Northern Perimeter Road and arrive at a filtration checkpoint. If they have pre-booked they will be sent to one of the drive-through lanes where they will undergo an oral and nasal swab-test, before exiting the site via the existing exit on the Northern Perimeter Road. If the customer has not booked, they will be directed to the park and book area, where they are allocated a booking and then sent to the drive-through test lanes. If they have not successfully booked

a test, or changed their mind, they will exit the site via the existing exit onto Newbury Road

The proposed temporary structures on the site would be added in 3 phases as and when demand increases. If and when maximum capacity is established (phase 3), the site will comprise;

- 1 x security cabin at the entrance to the car park (W1.5m x L1.5m x H2.6m)
- 12 x cabins (W3m x L2.5m x H2.6m) for test related administration
- 3 x welfare units with staff toilets and rest areas (W24.3m x L6m x H2.6m)
- 12 x drive through tents (W9m x L6m x H3.5m) to protect clinicians from adverse weather when collecting swab samples
- 2 x analysis units (W12m x L2.4m x H2.6m)
- Temporary low-level barriers, signage and traffic cones to route vehicles around the site

The site benefits from easy access via the Northern Perimeter Road and a quick journey time by vehicle (<15 minutes) for passengers arriving or departing from Terminals 2 and 5 (Terminals 3 and 4 are currently closed). The site has existing fencing around its perimeter and no changes are proposed to existing security fencing or entry/exit barriers. There will be no change to external lighting, or surface water drainage as a result of the proposals.

Existing on-site electricity supplies will be used, therefore there are no generators proposed. If any issues arise from on-site electricity supply, an emergency generator would be installed on site.

In the covering letter, the airport advise that due to the Covid-19 pandemic and subsequent travel restrictions imposed both in the UK and abroad, Heathrow is currently operating at around 10% of normal passenger levels, a trend sustained since March.

The facility proposed would enable air travel abroad without then having to quarantine for 14 days on returning to the UK. It has been necessary to install the facility whilst this planning application is being determined due to time constraints. All buildings and equipment will be temporary and moveable in nature.

### **3.3 Relevant Planning History**

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

There is no relevant planning history on site, given the nature of the proposal.

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

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Development Management Policies (2020)
- The Local Plan: Part 2 - Site Allocations and Designations (2020)
- The West London Waste Plan (2015)
- The London Plan - Consolidated With Alterations (2016)

## Material Considerations

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

## Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

## Draft London Plan (Intend to Publish Version, December 2020)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

The Mayor considered the Inspectors' recommendations and, on 9th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for the Inspectors' recommendations that the Mayor did not wish to accept. The Secretary of State responded on the 13th March 2020 and stated that he was exercising his powers under section 337 of the Greater London Authority Act 1999 to direct that modifications are required.

On 9th December 2020, the Mayor wrote to the Secretary of State to advise of his intention to formally approve a new draft London Plan, which included his best understanding of the modifications required. The Secretary of State responded on 10th December 2020 requesting that the draft London Plan was re-submitted with more specific amendments to address the 11 previous Directions and 2 additional Directions. On 21st December 2020, the Mayor formally approved a new London Plan, the 'Publication London Plan'. This has been submitted to the Secretary of State. The Secretary of State has 6 weeks to respond or can request a further extension of time. The Mayor can only publish the Plan after the Secretary of State has given approval.

More limited weight should be attached to parts of draft London Plan policies where the Secretary of State has directed specific amendments. Greater weight may be attached to policies that are not subject to the specific amendments from the Secretary of State.

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

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
LPP 7.13	(2016) Safety, security and resilience to emergency
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport

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

**5.1** Advertisement Expiry Date:- **9th January 2021**

**5.2** Site Notice Expiry Date:- **4th January 2021**

## **6. Consultations**

### **External Consultees**

10 surrounding properties were consulted on 3/12/20, together with the Harmondsworth and Sipson Residents' Association and the application was advertised in the local press and 5 site notices were displayed around the site on 16/12/20. The latest closing date for comments was 6/1/21. No neighbour comments were received on this application.

Highways England:

Referring to the notification of a planning application in the vicinity of the M4 that forms part of the Strategic Road Network (SRN), notice is hereby given that Highways England's formal recommendation is that we:

- offer no objection\*;

\*This is on the basis that the proposals will generate minimal additional traffic on the SRN in Peak Hours. We therefore consider that the development will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C2/13 para 10 and MHCLG NPPF para 109), in this location.

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.

Heathrow Aerodrome Safeguarding:

We have now assessed the below 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

installation. 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' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

### **Internal Consultees**

Highway Engineer:

Subject to the provision of 20no. clearly marked blue badge/wheel chair accessible parking bays in the Park and Book area and 10no. blue badge/wheelchair accessible parking bays in the Phase 1, Phase 2 and Phase 3 early arrival parking areas and parking for 6no. bicycle in the staff car park, there are no highway objections to this proposal.

Waste Services:

Site access is suitable for collection vehicles.

Clinical waste must be segregated from general waste and recycling. All waste must be stored appropriately within 1100 litre containers or similar.

The site litter plan should ensure that members of the public do not mix clinical waste with other waste streams.

## **7. MAIN PLANNING ISSUES**

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

Policy DMAV 2 of the Hillindon Local Plan: Part Two - Development Management Policies (January 2020) states that development proposals within the Heathrow Airport boundary will only be supported where, amongst other criteria, they relate directly to airport use or development. As the temporary Covid testing station primarily relates to securing the safe use of the airport and air travel activity during the pandemic, the proposal is considered to comply with this policy. Any use made of the station by the wider public would be an ancillary community benefit that would utilise any spare capacity of the station, to which no objections are raised, particularly given the temporary nature of the proposal.

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

Not applicable to this temporary commercial development.

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

The site does not form part of a conservation area or an area of special local character, nor is it sited in such proximity to such an area as to adversely impact upon it or the setting of any listed building.

The site is within the Heathrow Archaeology Priority Zone but given the limited extent and temporary nature of the works, there would be no / minimal need to break ground and as such, it is very unlikely that the proposal would impact upon any archaeological remains.

### **7.04 Airport safeguarding**

Policy DMAV 1 of the Local Plan: Part Two - Development Management Policies (January 2020) advises that the Council will support the continued safe operation of Heathrow and RAF Northolt.

NATS, MoD Safeguarding and Heathrow Aerodrome Safeguarding have been consulted on this application and NATS and Heathrow Aerodrome Safeguarding both advise that they have no objections to the proposal (comments from MoD Safeguarding are awaited). The

comment from Heathrow Airport Safeguarding as regards crane use has been attached as an informative.

As such, the scheme is considered to comply with Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies (January 2020).

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

The nearest part of the Green Belt to the application site is the open field which fronts part of the A4 Bath Road, which is sited some 45m to the north of the application site and separated by two roads, including the busy A4 Bath Road. Given this relationship and the single storey and temporary nature of the proposed works, it is considered that there will be no impact upon the openness of the Green Belt.

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

The use of the former car park and as a drive through Covid testing station are very similar in terms of their impacts on the character of the area.

The proposal involves the siting of up to 18 small temporary cabins and 12 canopy structures on the existing car park. Given the limited size and single storey nature of the structures and their temporary nature, it is considered that the Covid station is not detrimental to the character and appearance of the area.

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

There are no nearby residential properties that would be impacted by the proposal, with the nearest residential properties being sited some 160m to the north east of the application site which front the end of Blunts Avenue, a cul de sac to the north and to the rear of commercial development fronting the A4 Bath Road.

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

Not applicable to this development.

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

Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies (January 2020) states that proposals within the Heathrow Airport boundary will only be supported where, amongst other criteria, there is no detrimental impact on the safe and efficient operation of local and strategic transport networks.

The covering letter submitted with this application advises that it is anticipated that the testing facility will initially operate at circa 1,700 tests per day, with the majority of visits expected from passengers, but assuming there is increasing confidence to travel, and awareness of the facility grows, then tests could increase to up to 5,000 per day with Heathrow workers and the general public taking advantage of the facility. Those using the facility are likely to initially arrive predominantly by car, although as usage increases and broadens, and confidence to travel by public transport increases, mode share of users is expected to increase too.

The letter goes on to advise that operating up to 5,000 tests per day will not equate to 5,000 vehicle trips to and from the facility. Public transport will reduce this but also car sharing is expected to reduce trip numbers, particularly for families where two or more people are likely to arrive in a single vehicle. In addition, usage is likely to be spread evenly throughout the day, not least because the booking system will manage flows to avoid vehicle queuing and ensure consistency in timescales for processing results. Furthermore, access to and from the testing facility will be via the current entry and exit points onto the existing highway network and the expected level of use will not be significantly different from the established use of the car park for operational staff parking as with over 1,650 spaces, the car park

generally operates at full capacity and would typically see two to three shift changes per day in normal circumstances, with up to circa 4,800 vehicles entering the car park each day.

The transport impacts is therefore not anticipated to result in any significant impacts or create any traffic flow issues on the surrounding airport road network. Moreover, with the airport operating at 10% of capacity compared to November last year, and with passenger numbers expected to remain low for some time to come, the surrounding airport and public road network is considerably less busy than normal.

The Council's Highway Engineer has reviewed that application, including the covering letter and advises that subject to the provision of 20 clearly marked blue badge/wheel chair accessible parking bays in the Park and Book area and 10 blue badge/wheelchair accessible parking bays in the Phase 1, Phase 2 and Phase 3 early arrival parking areas and parking for 6 bicycles in the staff car park, there are no highway objections to this proposal. The blue badge/wheelchair and cycle parking provision required by Highways has been conditioned.

Highway England have also been consulted upon and reviewed the application and advise that the proposal would not have any adverse impacts for the Strategic Road Network, including the nearby M4 spur.

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

Relevant considerations have been addressed within the relevant sections of this report.

#### **7.12 Disabled access**

With the exception of the requirement for appropriate blue badge/wheelchair parking provision which has been conditioned, this application raises no accessibility issues.

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

Not applicable to this development.

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

The proposal to use an existing car park as a temporary Covid testing station has no implications for trees, landscaping or the ecology of the site.

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

The Council's Waste Services advise that site access is suitable for collection vehicles.

They also advise that clinical waste must be segregated from general waste and recycling. All waste must be stored appropriately within 1100 litre containers or similar. They also advise that the site litter plan should ensure that members of the public do not mix clinical waste with other waste streams.

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

Not applicable to this development for a temporary testing facility.

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

No changes are proposed to the car parking surface.

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

The proposal would not be likely to exceed the traffic generated by the car park use of the site and would therefore not give rise to any air quality or noise issues, the hours of operation of the testing facility are also limited.

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

No responses from the public have been received.

#### **7.20 Planning obligations**

The scheme does not generate any adverse impacts that would need to be mitigated through S106 contribution.

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

No enforcement issues are raised by this application.

#### **7.22 Other Issues**

No other issues are raised by 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**

Not applicable

#### **10. CONCLUSION**

The proposal involves the siting of cabins and canopies on the existing N4 staff car park for use as a temporary Covid testing station for a 12 month period along the northern edge and within the boundary of Heathrow Airport.

The proposal will not be detrimental to the character and appearance of the area nor will the scheme result in a loss of amenity to any surrounding residential occupiers.

The proposal will assist with the safe return of air passengers and air traffic going forward and thus the wider economy and will also enable additional Covid testing capacity to be provided to the community.

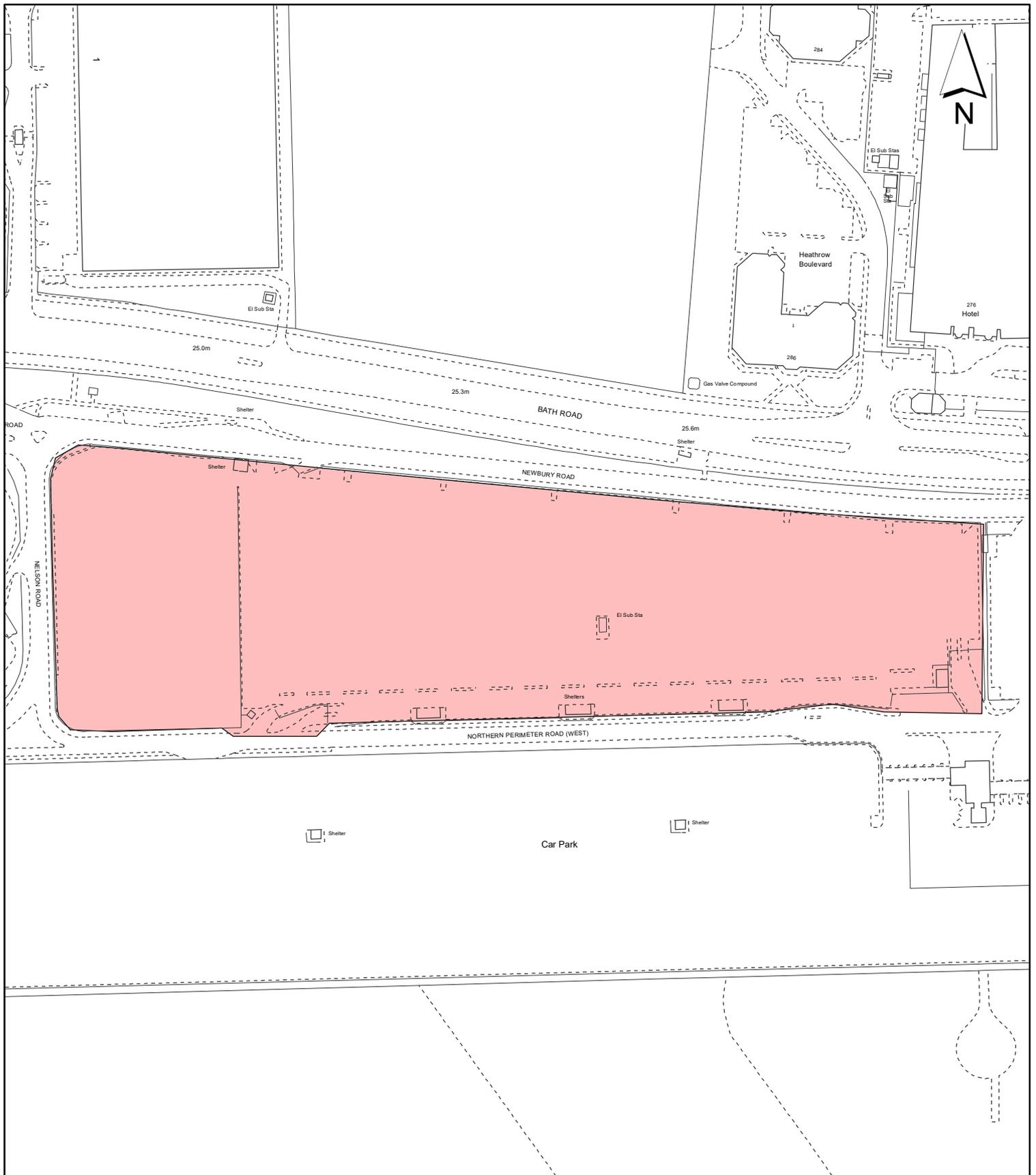
No objections are raised.

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

The Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Development Management policies (January 2020)  
London Plan (March 2016)  
Publication London Plan (2020)  
National Planning Policy Framework (2019)  
Council's Supplementary Planning Document - Accessible Hillingdon

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**N4 Car Park,  
 Northern Perimeter Road,  
 Heathrow**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services  
 Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

**76053/APP/2020/3929**

Scale:

**1:2,105**

Planning Committee:

**Major**

Date:

**January 2021**



**HILLINGDON**  
 LONDON