

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

**Address** TERMINAL 4, LONG STAY CAR PARK SOUTHERN PERIMETER ROAD  
HEATHROW AIRPORT

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

**LBH Ref Nos:** 76510/APP/2021/2373

**Drawing Nos:** Heathrow\_T4\_Cignpost  
Heathrow T4 Swabbing Facility Terminal 4 Long Stay Car Park  
Site Location Plan T4 Long Stay Carpark Covid Test Site  
Dated 9 June 2021

**Date Plans Received:** 11/06/2021 **Date(s) of Amendment(s):**

**Date Application Valid:** 11/06/2021

### 1. SUMMARY

This retrospective application seeks a temporary 12 month change of use from of the Terminal 4 Long Stay Car Park to a drive-through Covid test facility, comprising on-site modular structures and associated lane barriers on the southern 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 residential occupiers or have a detrimental impact on highway safety.

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 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:-  
Site Location Plan T4 Long Stay Carpark Covid Test Site  
Heathrow T4 Swabbing Facility Terminal 4 Long Stay Car Park  
Cignpost Swabbing facility\_Heathrow

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 (2021).

#### **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 09/06/21  
Cignpost Diagnostics - T4 Long Stay ExpressTest Highway Signage ref. 79709 Version No. 4

Thereafter the development shall be retained/maintained in accordance with these details 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 (2021).

#### **4 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 I53 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 (2021) and national guidance.

LPP D11	(2021) 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 application, it is possible that a crane may be required during development. 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 application site comprises the 4.6 hectares of the Terminal 4 Long Stay Car Park, which is located on the southern side of the airport, between Stanwell Road to the south and the Southern Perimeter Road.

### **3.2 Proposed Scheme**

This retrospective application seeks a temporary 12 month change of use from the 16th of June 2021 for the Terminal 4 car park at Heathrow to host a drive-through Covid test facility, comprising on-site modular structures and associated lane barriers on the southern boundary of Heathrow Airport.

The application provides the following details of the proposals:

Heathrow is proposing to facilitate its colleagues' return to work by closing the Covid test facility at the N4 car park (approved under application reference 76053/APP/2020/3929) and returning it to its former use as colleague parking. The new Covid testing operation at Terminal 4 long stay car park (the subject of this application) will begin operations as of 16

June 2021.

Heathrow is not intending to reopen Terminal 4 to passengers in 2021. An exception to this may be made for "red list" passengers, but the Terminal 4 long stay car park would remain closed to all passengers.

#### Purpose

The testing site at Terminal 4 long stay car park will comprise drive-through and park-and-test swabbing systems to serve both pre-booked and on-the-day customers. It will primarily serve airport passengers. 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.

#### Operation and capacity

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 up to 32 drive-through lanes, each allowing swab tests to be taken by trained clinicians. The facility will include an on-site lab/analysis unit where samples will be tested and processed in approximately 6-24 hours, depending on the type of test used.

The testing site will initially be operational between the hours of 07:00 and 20:00 and then extend to the hours of 04:00 and 22:00 to meet the needs of airline schedules. Initial volume is expected to run at 1,700 tests a day, however the maximum capacity for the facility is 20,000 tests a day, both capacities assuming an 18-hour period of operation. If and when at full capacity, there will be circa 320 operatives working on site.

The testing facility will be operated at Heathrow's existing Terminal 4 car park, which prior to April 2020 was used for passenger parking but is not currently operational as Terminal 4 is closed. The indicative layout of the site is shown in the Site Layout Plan and has been carefully considered to allow the most efficient way of running the facility and maximising testing throughout, with separate entry and exit points allowing for a one-way system to be established.

Temporary structures on the site will be added as and when demand increases. If and when maximum capacity is established, the site will comprise the following:

#### Staff Management and Welfare

- 1x security cabin at the entrance to the car park (W1.5m x L1.5m x H2.6m) (Figure 1)
- 2x Control Centre cabins (W2.5m x L6m x H2.6m)
- 1x Laboratory cabin (L12m x W2.4m x H2.9m)
- 1x Laboratory cabin (L11.5m x W3m x H2.9m)
- 1x Laboratory cabin (L12m x W3m x H2.9m)
- 3x cabins (W2.4m x L6m x H2.6m) containing 4 staff toilets (M/F) with hand wash basin and hand dryer (12 toilets)
- 1x marquee (W9m x L15M x H2.94m) for staff welfare
- 5x heated handwash stations
- 1x marquee (W6m x L9m x H3.94m) for bulk PPE storage
- 1x marquee (W2.4m x L6.1m x H2.6m) for PPE issue
- 1x mobile staff refreshment retail unit (approx. W2m x L4m x H2.6m) (mobile unit being sourced from service provider)
- 2x Ultra Quiet Denyo Generators
- 1x 6000L fuel tank
- 1x 50,000L (6m x 6m) fresh water pillow tank

- Heras fencing surrounding staff welfare village

#### Park To Test

- 6x cabins (W3m x L2.5m x H2.6m) for maturation of samples and test related administration
- 6x cabins (W2.4m x L6.1m x H2.6m) for PPE change area
- Handwash basins and water tanks
- 2x marquee (W12m x L12m x H4.48m) containing 1x Customer Service cabin (W3m x L2.4m x H2.6m) and 12 test stations in each marquee
- 4x marquee (W9m x L12m x H3.94m) containing 12 test stations in each marquee
- 1x Special Assistance marquee (W6m x 6m x H3.39m) (Figure 3)
- 1x Special Assistance Office (W3m x 2.5m x H2.6m)

#### Drive Through Test

- 3x security cabin (W1.5m x L1.5m x H2.6m)
- 1x marquee (W2m x L2m x H2.5m) (PPE change tunnel)
  
- 8x drive through marquees (W15m x L9M x H5.03m) to protect clinicians from adverse weather when collecting swab samples, 4 lanes in each marquee, 32 lanes total
- 8x analysis units (W3m x L2.5m x H2.6m)
- Temporary low-level barriers, signage and traffic cones to route vehicles around the site.

#### Warehouse

- 1x warehouse (W25m x L25m x H5.82m)
- 1x cabin (W2.4m x L6m x H2.6m) containing 4 staff toilets (M/F) with hand wash basin and hand dryer
- 1x water tank (W2.5m x H2.5m) (circular)

#### Mega Lab

- 1x warehouse (W15m x L15m x H3.5m)

The site benefits from 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. Ultra Quiet Denyo Generators will be installed to provide power to the site. These are the latest design of generators with a fuel efficient Tier 3 engine to meet the latest legislation.

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.

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**

76053/APP/2020/3929 - 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) - Approved 21-01-21

### **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 (2021)

## 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.

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

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

Part 1 Policies:

Part 2 Policies:

LPP D11 (2021) 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:- **12th July 2021**

**5.2** Site Notice Expiry Date:- **19th July 2021**

### **6. Consultations**

#### **External Consultees**

7 neighbouring properties have been consulted on the application on, a site notice has been displayed at the site and the development has been advertised in the local press. All forms of public consultation expire on 19th July 2021. To date, no responses have been received. An update will be provided in the committee addendum of any additional consultee responses received within the statutory consultation period.

#### **HEATHROW AIRPORT**

We have now assessed the below application against safeguarding criteria and can confirm we have no safeguarding objections to the proposed application. However, we would like to make the following observation:

## Cranes

Given the nature of the proposed application, it is possible that a crane may be required during development. 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>)

## MOD SAFEGUARDING

I can confirm the MOD has no safeguarding objections to this proposal.

## CADENT GAS

To confirm that Cadent Gas have no objection to the proposed planning application at Terminal 4 Long Stay Car Park Southern Perimeter Road Heathrow Airport as the IP gas pipeline in the vicinity will not be affected.

## LONDON BOROUGH OF HOUNSLOW

Please note the following comments we have received from our Transport Officer - 'On the assumption that all traffic will enter and exit from the Southern Perimeter Road, which appears to be the case, and not onto the Stanwell Road / Beacon Road roundabout then I have no objections'.

Aside from the above, the London Borough of Hounslow do not wish to raise any further comments in respect of the application.

### **Internal Consultees**

#### WASTE STRATEGY (summary)

Acceptable as long as they ensure the site is containing and disposing of the waste as per the Governments guidelines for disposing of Covid-19 waste.

#### HIGHWAYS (summary)

The Highway Authority requires the applicant to provide details of how car drivers will be directed to the facility. Subject to the receipt of plans showing where road signs will be provided there are no highway objections to this application. The requirement to provide these plans should be secured by a planning condition.

The above comments were provided to the applicant who has responded by submitting the required details (Cignpost Diagnostics - T4 Long Stay ExpressTest Highway Signage ref. 79709 Version No. 4). The Council's Highways Officer has reviewed this document and confirmed that it is acceptable.

## **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 Airport have been consulted on this application and MoD Safeguarding and Heathrow Airport advise that they have no objections to the proposal (comments from NATS have not been received). The comment from Heathrow Airport 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**

Policy DMEI 4: Development in the Green Belt or on Metropolitan Open Land of the Hillingdon Local Plan: Part 2 (2020) states that:

A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.

B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

- i) the height and bulk of the existing building on the site;
- ii) the proportion of the site that is already developed;
- iii) the footprint, distribution and character of the existing buildings on the site;
- iv) the relationship of the proposal with any development on the site that is to be retained;
- and
- v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

The nearest part of the Green Belt to the application site is to the west of Heathrow Airport, which is sited nearly 3km away. Given this distance 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**

Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
  - scale of development, considering the height, mass and bulk of adjacent structures;
  - building plot sizes and widths, plot coverage and established street patterns;
  - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between

- structures and other streetscape elements, such as degree of enclosure;
  - architectural composition and quality of detailing;
  - local topography, views both from and to the site; and
  - impact on neighbouring open spaces and their environment.
  - ii) ensuring the use of high quality building materials and finishes;
  - iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
  - iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
  - v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.
- B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.
- D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

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 numerous small temporary cabins and 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**

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

There are no nearby residential properties that would be impacted by the proposal, with the nearest residential properties being sited some 370m to the south east of the application site.

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

Not applicable to this development.

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

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development; ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

- iii) provide equal access for all people, including inclusive access for disabled people;
  - iv) adequately address delivery, servicing and drop-off requirements; and
  - v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.
- B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user.

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 20,000 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 20,000 tests per day will not equate to 20,000 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. Cars will also be directed off the Southern Perimeter Road into the test facility to avoid queuing on

the approach.

The car park (2,033 spaces) is currently not in use due to the temporary closure of Terminal 4 and Heathrow is not intending to reopen Terminal 4 to passengers in 2021 (save potentially for arriving red list passengers which will be a comparatively low amount and arrivals would use the short stay car parking in any event).

The traffic coming to the testing facility will primarily be customers departing or arriving on flights and thus there will be no increase in traffic to what would be expected arriving or departing from Heathrow airport. Customers of the operator are also able to book tests at one of the operator's many Regional Health Centres rather than being encouraged to go to the airport.

The key routes to the testing facility will be from the M25, M4, A4, A30 and A316 as per existing routes to the airport. Access to and from the testing facility will be via the current entry and exit points onto the existing highway network.

The use of the testing facility 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 vastly reduced capacity compared to November 2019, and with passenger numbers expected to remain low for some time to come (passenger forecasts for the year range between 13 million and 36 million, compared to 81 million in 2019), the surrounding airport and public road network is considerably less busy than normal.

Heathrow is proposing to reopen other short stay and long stay car parks to provide sufficient parking for passengers.

The Council's Highway Engineer has reviewed that application, including the covering letter and advised that subject to the provision of details of signage to the facility, there are no highway objections to this proposal. The above request was provided to the applicant who has submitted this information (Cignpost Diagnostics - T4 Long Stay ExpressTest Highway Signage ref. 79709 Version No. 4). The Council's Highways Officer has reviewed this document and confirmed that it is acceptable.

The signage details are therefore no longer required to be secured via condition.

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

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

#### **7.12 Disabled access**

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**

No details were submitted with the application in regards to refuse and recycling provision. However, as per the application for the use of the N4 staff car park for a drive-through Covid test facility (76053/APP/2020/3929) it is recommended that a condition be added to any consent that requires the implementation of 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. The Council's Waste Strategy Officer has confirmed that accordance with the

Governments guidelines for containing and disposing of Covid-19 waste will be sufficient and as such raises no objection to the proposals.

#### **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 and as such no flooding or drainage issues arise from the application.

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

The proposal would not be likely to exceed the traffic noise or air quality impact generated by the car park use of the site and would therefore not give rise to any air quality or noise issues.

#### **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 Terminal 4 Long Stay car park for use as a temporary Covid testing station for a 12 month period along the southern 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.

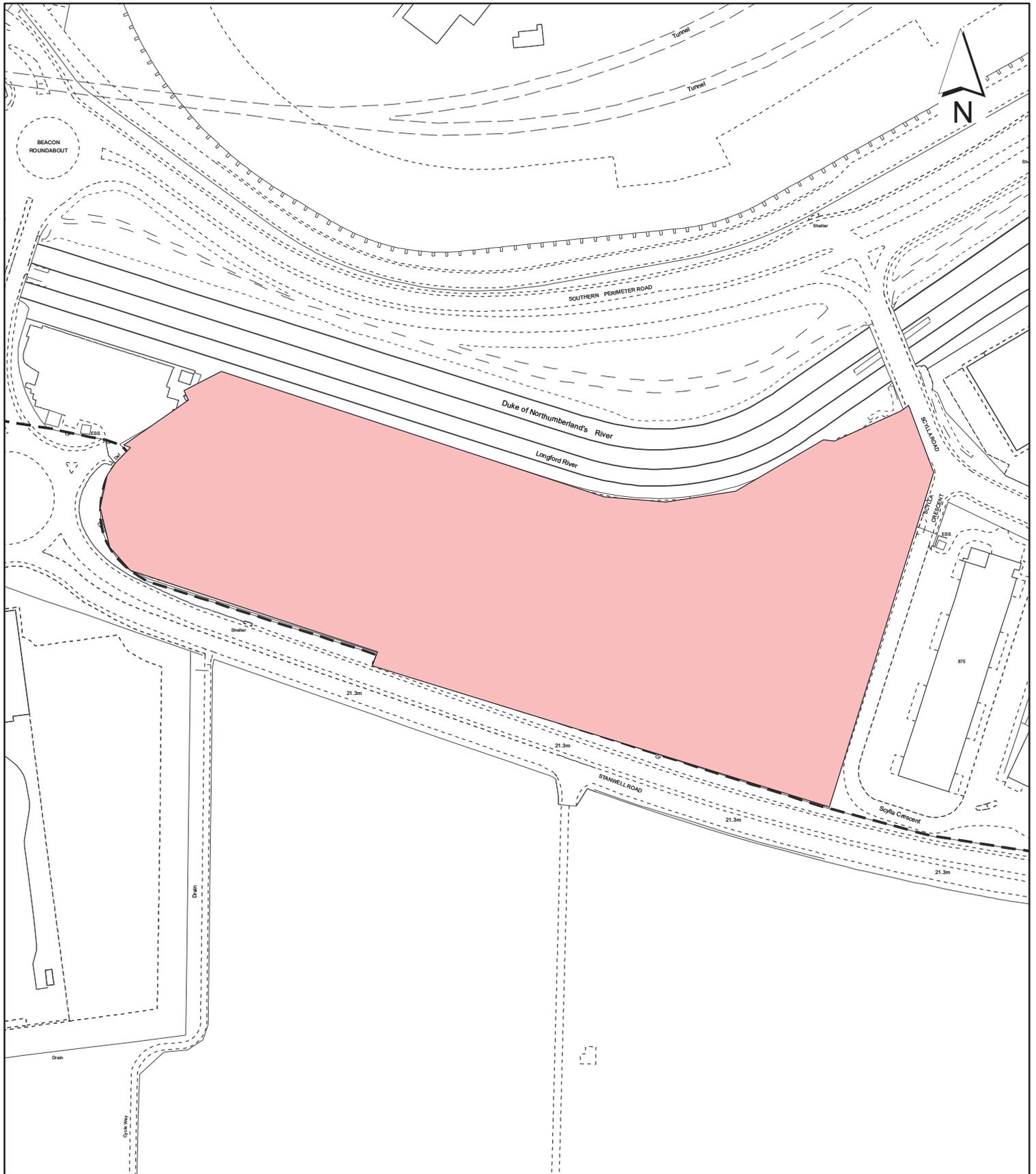
No objections are raised.

#### **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 2021)  
National Planning Policy Framework (2019)

**Contact Officer:** Ed Laughton

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**Notes:**

 Site boundary

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Site Address:

**Heathrow Airport Car Park**

Planning Application Ref:

**76510/APP/2021/2373**

Planning Committee:

**Major**

Scale:

**1:2,500**

Date:

**July 2021**

**LONDON BOROUGH OF HILLINGDON**  
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**Planning Section**

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**HILLINGDON**  
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