

Alterations and Extensions to Unit 336 Stockley Close, West Drayton, UB7 9BL

Report for Planning Condition 9 - 'Secured by Design'

Introduction

Planning Approval ref. no: 51458/APP/2018/2791 dated 3rd. December 2018, has been gained for the above development, which is one unit of an original three-unit development.

Planning Condition 9 requires that prior to the occupation of the building, a 'Secure by Design' accreditation is required to be issued by the Hillingdon Metropolitan Police Crime Prevention Design Advisor (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

The Existing Building

Following the original planning approval, Unit 366 was built in accordance with the approved drawings.

The original scheme is available to inspect via publicly assessable documents on Hillingdon Council Public Access Portal for Planning Applications. The original planning approval was ref. no: 51458/APP/2013/2973.

The subject of security for the property was covered in Section 10 'Security by Design' in the original 'Design and Access Statement' submitted with the planning application and approved. A copy of this security report is attached to this report as Appendix 1.

The original Design and Access Document can be found via the following link:

https://planning.hillingdon.gov.uk/OcellaWeb/viewDocument?file=dv_pl_files%5C51458_APP_2013_2973%5CDesign+and+Access+Statement.pdf&module=pl

The existing property has been built with security features in line with the aspirations of the original Design and Access Statement. The following is a description of the existing security measures.

The building has been built in robust materials – profiled metal sheet cladding on a steel frame for the warehouse and flat metal cladding to the office areas. Where glazing is incorporated, toughened laminated sections have been included where necessary (e.g. adjacent to the service yard and car parking areas).

The perimeter protection is divided into three fence types. The west boundary (adjacent to the highway embankment) and the north boundary (adjacent Network Rail property) are protected by 2000mm high steel palisade fencing.

The south boundary (between adjacent factory sites) is protected by an 1800mm high steel vertical bar 'guardsman' security fencing.

The east boundary (between car park road and adjacent factory unit) is protected with 2000mm high 'V' mesh welded mesh fencing system. This style of fencing is also used to complete the enclosure of the service yard in the south-east corner connecting the south boundary fence and terminating against the building. This fence includes a large secure double gate at the entrance to the service yard.

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Two sections of mesh fence join the south-west corner and the north-east corner of the building with the boundary fence to make the rear of the building restricted access.



view from entrance gate to service yard

The above photograph shows some of the existing streetlighting, floodlighting and post mounted CCTV systems currently deployed around the site.

The front entrance door is always locked, and entry is via a video entry system allowing visitors in to the unmanned reception area. All doors and lifts adjoining the reception are security locked and visitors must be escorted into the building. The east side staff access door is controlled by electric key fob.

The external fire doors around the building are solid steel security doors with crash pad door locking and no external ironmongery except for one door onto service yard.



keyed access through fire door



metal security fire door

The existing loading dock doors are standard vertical sliding insulated sectional overhead doors consisting of two skins of polyester powder coated aluminium sheet and a core of rigid foam insulation, providing a robust door solution. The doors operated electrically from inside and out and can be locked on the inside only.

The existing building and its site with its robust construction, fencing, lighting and CCTV, provide a secure property when the front gates are locked, and all doors and windows are secured.

Proposed Building Scheme

The industrial unit is currently a food production, storage, packaging and distribution facility and will continue so after the proposed alterations and extensions.

The planning approved scheme (planning approval no: 51458/APP/2018/2791 dated 3rd December 2018), consists of the following:

- (a). internal alterations, subdividing larger rooms into smaller rooms, plus the installation of new plant and machinery principally to service a new cooked pasta production line;
- (b). a new two storey extension on the south-west corner of the existing building to house a new DAF processing plant, a chemical store and an air-lock into the chilled warehouse area;
- (c). a new double height extension in the middle of the existing south elevation to form an air-lock in front of an existing loading dock to include an area for pallet storage;
- (d). an extended external plant area to provide plant and machinery in support of the new internal processes as follows:
 - (i). hot and cold-water storage tanks;
 - (ii). new condenser units and buffer tanks for the upgraded internal cooling systems;
 - (iii). a new balance tank in a concrete bunded enclosure to store waste water from the factory processes prior to treatment in the DAF process;
 - (iv). a new sludge tank in a concrete bunded enclosure to store the semi-solid material left over from the DAF process prior to its removal from site by tanker;
 - (v). a screening building where solids are removed from the factory process waste water prior to DAF treatment;
 - (vi). a new High Voltage transformer Enclosure and a new Electrical Switch-Gear Enclosure;
 - (vii). a new Gas Meter Enclosure.
- (e). an enlarged service yard to facilitate easier access for a Sludge Tanker to reverse into a position close to the Sludge Tank.

Proposed Security Measures

The two proposed two storey extensions will be built of the same construction as the existing factory build, i.e. a built-up cladding system supported by a steel frame.

The new loading bay doors and personnel doors will be the same specification as the existing factory building, i.e. standard vertical sliding insulated sectional overhead industrial doors and steel security personnel doors all fitted with deadlocking to match existing.

Four new fire exit doors are proposed on the west elevation escaping from new enclosed rooms being created internally. These doors will be steel security doors with emergency exit ironmongery with push paddles and three-point locking. There will be no access ironmongery on the outside of these doors, providing maximum security in these back areas. The doors will be to BS PAS 24:2016 standard, 'Strongdor' or equal similar.

None of the existing fencing around the perimeter or inside the site is being altered and extra 2000mm 'V' mesh security fencing is being installed within the site around the new visitor parking area, as a safety feature to keep pedestrians and visitors segregated from the working service yard

The applicants proposed to install a 'portakabin' style temporary cabin adjacent to the new visitor car parking area. The new cabin will contain a security post where a full-time security operative will control a new electronical operated access gate through the new fence for visitors to access the building after signing in and out at the security cabin.

The security operative will also control a new pair of vehicle barriers at the access to the service yard. Delivery lorries will have to report to the transport office in the same cabin to sign in before entering the yard.

The security operative will be in a commanding position at the entrance to the site to observe all comings and goings providing an extra tier of site security during the times when the factory is in operation.

The site CCTV coverage will be redirected to screens in the new security office.

When the factory is closed the existing front security gated will be closed and locked returning the site to the same level of security that the site currently offers.

The proposed security cabin is not part of the current planning approved scheme and will part of a separate temporary building application.

Conclusion

The proposed alterations and extensions will provide at least the same level of security features that the existing site provides which is currently to a good 'secured by design' standard.

New fencing within the site will add an additional layer of movement restriction which will make the site more secure.

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