



AIPUT INDUSTRIAL GP LIMITED

**PLANNING APPLICATION FOR A NEW
SECURITY GATEHOUSE AND
ASSOCIATED WORKS**

**UNIT 521A , STERLING ROAD, CARGO
TERMINAL, LONDON HEATHROW
AIRPORT**

**PLANNING, DESIGN AND ACCESS
STATEMENT**

Date: September 2015

Ref: 9201A

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APPENDIX 1 - PLANS

Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date
1.0	FINAL	RB	JBG	JBG	GB	09.15
DWD Job Number: 9201A						

1.0 INTRODUCTION

Overview

- 1.1 This Planning, Design and Access Statement ('PDAS') has been prepared in support of a planning application (the 'Application') submitted on behalf of AIPUT Industrial GP Ltd (the 'Applicant' or 'AIPUT') under the Town and Country Planning Act 1990 ('TCPA 1990').
- 1.2 The Application seeks planning permission for the repositioning of a new security gatehouse and associated works at Unit 521A, Sterling Road, London Heathrow Airport.
- 1.3 The land proposed for provision of the gatehouse and associated works is hereafter referred to as the 'Application Site'.
- 1.4 The works are proposed by Applicant in order to allow improved site access and security arrangements. The latter is considered to be of particular importance, owing to the Application Site's location within Heathrow Airport.

The Applicant

- 1.5 The Applicant, AIPUT, is an award winning specialist owner and manager of warehouse and logistics property at major UK airports. AIPUT manages over 232,000 square metres of quality, cost effective modern warehouse and logistics accommodation across four of the UK's major airports.
- 1.6 The Applicant's principal focus of holdings is at Heathrow Airport, with over 200,000 square metres of warehouse accommodation under management, making the Applicant one of the largest landlords around the Airport.

Planning Application Submission

- 1.7 The Planning Application submission comprises of the following documents:
 - Covering letter;
 - Planning Application Form, Ownership and Agricultural Holdings Certificates;
 - Community Infrastructure Levy ('CIL') Form;
 - Planning, Design and Access Statement (this document);
 - Drawing CTL-XXX-00-10-0451-01 – Site Location Plan;
 - Drawing CTL-XXX-00-10-0452-01 – Planning Application Boundary Plan;
 - Drawing CTL-XXX-00-20-1451-01 – Existing Site Layout Plan;
 - Drawing CTL-XXX-00-20-1455-01 – Proposed Site Layout Plan; and
 - Drawing CTL-XXX-00-21-2455-01 – Proposed Gatehouse Details.

1.8 Please note that the Planning Application is not accompanied by an 'Existing Elevations Plan'. There is currently no security gatehouse at the Application Site and it is understood the structure was removed by the previous tenant.

1.9 The Application is accompanied by a fee of £195.00 under the category 'Erection of buildings'.

The Purpose and Structure of this Document

1.10 The primary purpose of this PDAS is as follows:

- to provide context to the proposal by describing the Application Site, surrounding area, planning history and design principles; and
- to assess the proposal against the relevant local and national planning policies.

1.11 Rather than reproducing lengthy tracts of planning policy that the LPA and other stakeholders will be familiar with, the PDAS provides a summary of the relevant policies and alongside this, the Applicant's assessment of how the proposed works comply with those policies.

Structure

1.12 The remainder of this PDAS is structured as follows:

Table 1.1: Planning Statement Structure

Section	Title	Overview
Section 2	The Application Site	Describes the Application Site and its key features..
Section 3	Proposed Development	Provides an overview of the proposed development, including use, layout, scale, amount and appearance.
Section 4	Planning Policy	Provides an assessment of the proposed development against relevant policy at national and local level.
Section 5	Summary and Conclusions	Sets out the conclusions of the PDAS in terms of the overall acceptability of the proposed development.

2.0 THE APPLICATION SITE

- 2.1 This section describes the location and key features of the Application Site and surrounding area.

Site Location and Description

- 2.2 The Application Site, as defined by the planning application red line boundary, comprises an area of 1,294 square metres ('sqm') situated in the north-western corner of the Unit 521a site.
- 2.3 The wider Unit 521a site comprises a total area of approximately 0.98 hectares ('ha'). The Unit 521a building comprises a 5,853 sqm cargo transit warehouse facility with ancillary office.
- 2.4 The Application Site includes the Unit 521a site entrance, security gates and base of the former security gatehouse.
- 2.5 The Application Site is situated approximately 0.3 kilometres ('km') to the north-east of Stanwell, 4.3 km to the north-east of Staines-upon-Thames and 24 km to the south-west of Central London. The Application Site is situated within the boundary of Heathrow Airport on the northern side of the Southern Perimeter Road.
- 2.6 The location of the Application Site, planning application red line boundary and other land under control of the Applicant (blue line) are illustrated in plans **CTL-XXX-00-10-0451-01** and **CTL-XXX-00-10-0452-01** at **Appendix 1**.
- 2.7 The existing layout of the Application Site, including the security gates and internal site access, are illustrated in plan **CTL-XXX-00-20-1451-01** at **Appendix 1**.

Planning History

- 2.8 The Application Site provided access to the first of three 'cargo transit sheds', one of which is now referred to as Unit 521a, that were advanced by Heathrow Airport Limited ('HAL') in 2003 and subsequently developed by BAA Lynton.
- 2.9 The previous security gatehouse was removed when a former tenant vacated the site.
- 2.10 The wider site, including Unit 521A, did not require an application for planning permission due to permitted development rights conferred by Part 18 'Aviation Development', Class A 'Development at an airport' of the then General Permitted Development Order ('GPDO') 1995 (as amended).
- 2.11 Please note that the permitted development rights are now conferred by Part 8 'Transport related development', Class F 'development at an airport' of the GPDO 2015.

3.0 THE PROPOSED DEVELOPMENT

- 3.1 This section describes the proposals, providing an overview on the new security gatehouse and associated works; along with detail regarding use, amount, layout, appearance and access.
- 3.2 The proposals can be summarised as follows:
- Provision of a repositioned security gatehouse, electronically operated security gates and entrance carriageway; facilitating an enhanced heavy goods vehicles ('HGV') access to the loading bay section of the Unit 521a site;
 - New security fence and kerbs;
 - New gate barrier control boxes;
 - New internal pedestrian pathway; and
 - Repositioned car parking spaces to the north of the gatehouse.
- 3.3 Please note that the existing highway access will not be altered and, where possible, section of internal crash barrier, safety fencing and kerbs will be retained.
- 3.4 The proposed site layout is illustrated in plan **CTL-XXX-00-20-1455-01** and the elevations and dimensions of the security gatehouse are illustrated in plan **CTL-XXX-00-20-2455-01** at **Appendix 1**.
- 3.5 The remainder of Section 3 below deals with use, amount, layout, scale, appearance and access.

Use

- 3.6 The Application Site provides access to the Unit 521a site; enabling a point of entry for staff car parking, as well as access for HGVs for the onward transfer of cargo to Unit 521a.
- 3.7 The security gatehouse will facilitate the enhanced checking of documentation, where necessary, and (along the repositioned security gates), the controlled entry of vehicles in and out of the Unit 521a site.

Layout

- 3.8 The orientation of the security gatehouse has been altered to provide an enhanced HGV and staff access arrangement. The HGV access will provide a more navigable angle for large vehicles to turn in and out of the site.
- 3.9 The existing and proposed layouts are clearly illustrated in plans **CTL-XXX-00-20-1451-01** and **CTL-XXX-00-20-1455-01** at **Appendix 1**.

Scale

- 3.10 The scale of the proposed gatehouse is comparable to the previous gatehouse and is in keeping with other buildings in the area, the majority of which are industrial/commercial in nature and significantly larger.

3.11 The dimensions of the proposed gatehouse are approximately as follows:

- 22.4 sqm area, including the gatehouse structure and integrated toilet;
- 3.2 metres ('m') wide;
- 7.5 m long; and
- 3.5 m high.

3.12 The gatehouse dimensions are illustrated in plan **CTL-XXX-00-20-2455-01** at **Appendix 1**.

Appearance

3.13 The proposed gatehouse and associated works have taken design references from the industrialised context of surrounding area; they are simple and functional in form and detailing.

3.14 The proposed gatehouse will be blue or grey in colour, similar to Unit 521a. It will include a fascia roof, aluminium panelling along each wall, galvanised metal handrails, glazed windows and concrete base.

3.15 The elevations of the gatehouse are illustrated in plan **CTL-XXX-00-20-2455-01** at **Appendix 1**.

3.16 The general (very much industrialised) location of the Application Site is illustrated in **Figure 3.1** overleaf and example cladding is illustrated in **Figures 3.2** (also overleaf).

Access

3.17 There are no proposals to alter the highway access to/from Stirling Road. The orientation of the internal access route will be altered to better accommodate HGVs, particularly ones which intend to turn from the access point to access the loading bays toward the southern end of the Unit 521a site.

3.18 Access to the staff parking area will be provided to the south-east of the security gatehouse, with electronic access gates. A new internal pedestrian access route, with marked internal carriageway crossing, will also be provided.

Figure 3.1: Unit 521a Aerial Image



Figure 3.2: Example Cladding



4.0 PLANNING POLICY

- 4.1 This section briefly describes the relevant legislative and planning policy framework for decision-making in relation to the planning application, and then demonstrates the compliance of the proposed development with relevant planning policy.
- 4.2 The application will be determined in accordance with Section 70(2) of the TCPA 1990. This states that in dealing with applications under the TCPA 1990, LPAs shall have regard to the provisions of the development plan, so far as material to the application, and to other material considerations. Such material considerations may include, for instance, the National Planning Policy Framework ('NPPF'); although, owing to the minor nature of the proposed development, the consideration of national planning policy is not deemed necessary for this application.

Local Planning Policy

- 4.3 The Application Site lies entirely within the administrative area of the London Borough of Hillingdon Council. The local development plan for the area currently comprises the following relevant documents:
- Hillingdon Local Plan Part 1 Strategic Policies – adopted November 2012; and
 - Hillingdon Unitary Development Plan (Saved Policies) – September 2007 revision.
- 4.4 The following 'emerging' document is also considered relevant (owing to its advanced stage of preparation):
- Draft Hillingdon Local Plan Part 2 Development Management Policies (Proposed Submission Version) – published September 2014.
- 4.5 The above documents (their content and purpose) and extent to which the proposed development accord with the relevant policies is considered below.

Hillingdon Local Plan Part 1 Strategic Policies

- 4.6 Local Plan Part 1 Strategic Policies (previously known as the 'Core Strategy') was adopted by the Council in November 2012. The plan sets out the key elements of the planning framework for the borough over the next 15 years. It comprises a spatial vision, strategic objectives, a spatial strategy, core policies and a monitoring and implementation framework with clear objectives for achieving delivery.
- 4.7 Table 5.3 in the supporting text to Policy E3 (Heathrow Opportunity Area) states that Heathrow Airport is a crucial influence in attracting new investment to the area and the Local Plan will ensure that land within the Airport boundary continues to be protected for activity directly related to the Airport.
- 4.8 The proposed development comprises part of new investment in the Airport and will be utilised in direct relation to the Airport.

Hillingdon Unitary Development Plan (Saved Policies)

- 4.9 The Unitary Development Plan ('UDP') was originally adopted in September 1998 as Hillingdon's statutory development plan. It is being replaced by the emerging Local Plan, including the adopted Local Plan Part 1. The UDP set out Hillingdon's long term strategic goals for land use, together with the planning policies and standards for making decisions on planning applications.
- 4.10 Following a direction issued by the Secretary of State, some policies and proposals were deleted, and the remainder were 'Saved' in September 2007. Saved policies in Hillingdon's UDP will gradually be replaced by policies in Hillingdon's Local Plan documents, such as the Local Plan Part 2 Development Management Policies.
- 4.11 Policy A2 states that planning applications for proposals within the boundary of Heathrow Airport which are likely to increase demand significantly for off-airport developments or have significant adverse environmental impact should be accompanied by a justification of the need for the development and, where appropriate, a full environmental assessment.
- 4.12 The development complies with Policy A2, in that it will not contribute to an increase in demand for off-airport developments or have significant adverse environmental impact – owing to the minor nature of the proposals.
- 4.13 Policy A4 states that new development directly-related to Heathrow Airport should normally be within its boundary and will not normally be permitted outside the Airport. Development not directly-related to the operation of the Airport will not be permitted within its boundary. For the purposes of the policy, directly-related development includes, amongst other things, warehousing, storage and distribution facilities.
- 4.14 The proposals comply with the requirements of Policy A4, in that they comprise alterations/additions to an existing site, the use of which is directly related to Heathrow Airport.

Draft Hillingdon Local Plan Part 2 Development Management Policies (Proposed Submission Version)

- 4.15 The Proposed Submission version of the Local Plan Part 2 was published for public comment between September and November 2014. On 19 March 2015 Cabinet Approval was given to consult on changes to the documents that have been made as a result of comments received during the publication process. The 'Proposed Changes' will be issued for a six week period of consultation at the end of May 2015.
- 4.16 Following the conclusion of this process the documents will be submitted to the Secretary of State for Communities and Local Government for independent examination. The document, in its current form, includes well progressed policies relating to development management.
- 4.17 Policy DMAV2 (Heathrow Airport) states, amongst other things, that development proposals within the Airport boundary will only be supported where:
- they relate directly to airport related use or development;

- there is no intensification of noise and aircraft movements or increase in car parking numbers beyond the currently permitted levels;
 - there is no increase in traffic and congestion from the proposal;
 - there are no other adverse environmental impacts; and
 - they comply with all other relevant policies of the Local Plan.
- 4.18 The policy also states that development proposals for airport related uses will only be supported where there is a justification for the need for the development to be located within the Airport boundary.
- 4.19 The proposed development is compliant with Policy DMAV2. The proposed use will continue to relate directly to the Airport; there are no proposals to increase noise or aircraft movement; no proposals to increase parking provision; no adverse environmental impacts are envisaged (owing to the minor nature of the proposals); and the proposals are compliant with other local planning policies, as demonstrated above.

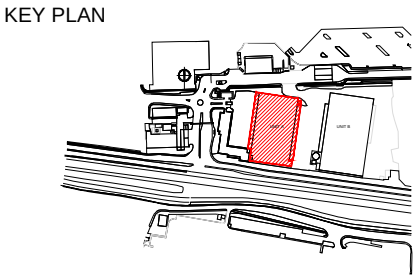
5.0 SUMMARY AND CONCLUSIONS

5.1 The following conclusions can be drawn from this PDAS:

- There is a need for the proposed gatehouse and associated works, in that it will allow the Unit 521a to be accessed with greater ease by HGVs, thereby facilitating improved vehicular performance.
- The proposals have taken design references from the surrounding area and are sympathetic to the local vernacular.
- The proposed use will continue to relate directly to the Airport and no adverse environmental impacts are envisaged.
- The proposals comply with relevant local and national planning policy.

5.2 In view of the above, the Applicant considers that the proposed development is acceptable in planning terms and that planning permission should be granted.

APPENDIX 1 - PLANS



NOTES

This drawing must not be scaled. Use figured dimensions.

All dimensions are to be verified and checked on site. Any discrepancies that are, or become apparent should be reported to Chapman Taylor.

Existing building information based on CAD information supplied by others.

KEY

	SITE LOCATION
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01	01/09/15	NC	PLANNING ISSUE	MD
REV	DATE	IN'L	DESCRIPTION	CHK

PROJECT

**PROJECT HAWK
HEATHROW**

CLIENT

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Airport Industrial Property Unit Trust

ARCHITECT

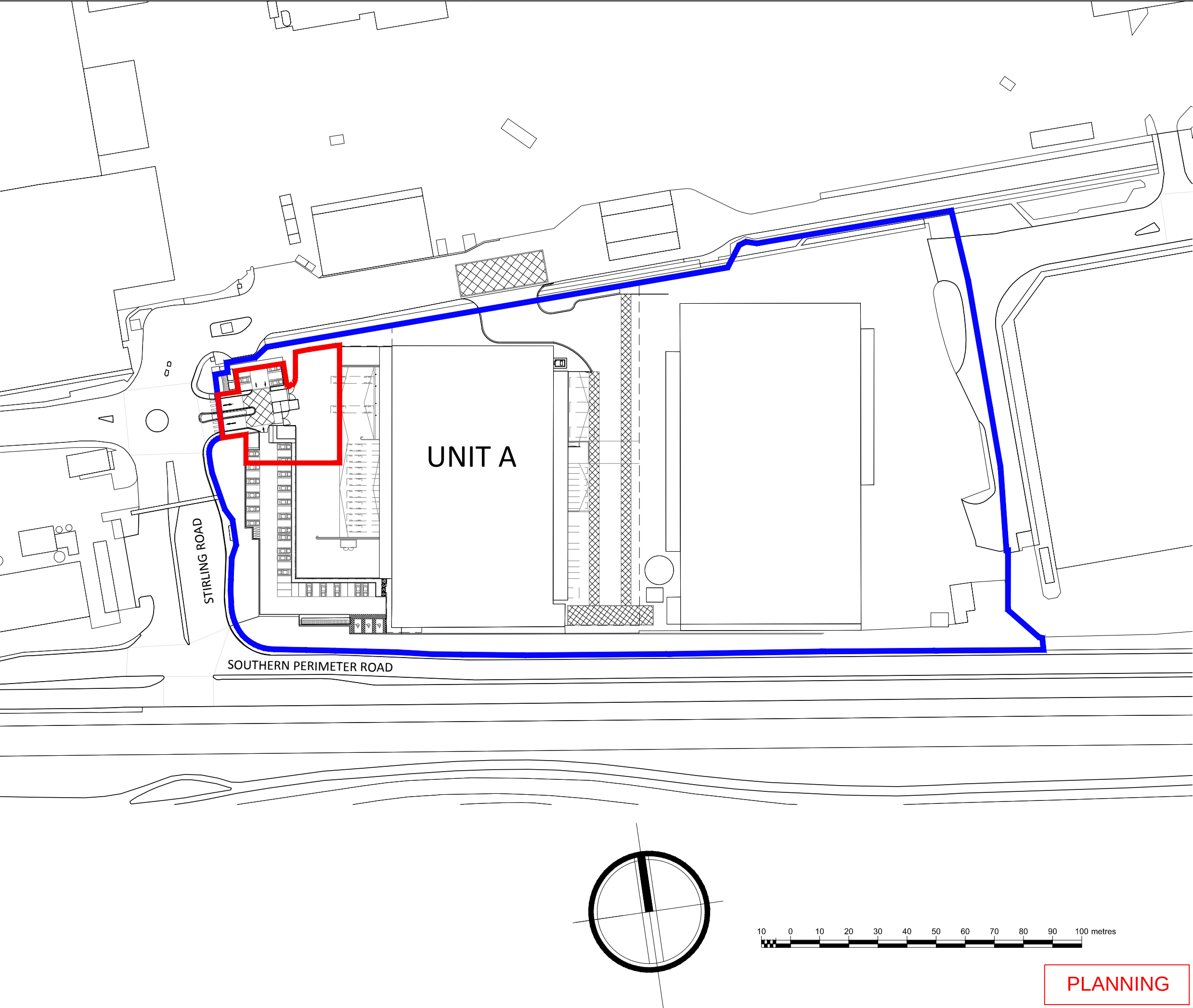
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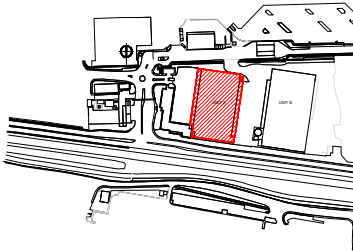
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0451		01	

PLANNING



KEY PLAN



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KEY

- LAND UNDER CONTROL OF THE APPLICANT
- PLANNING APPLICATION BOUNDARY

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REV	DATE	IN'L	DESCRIPTION	CHK

PROJECT

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PLANNING APPLICATION
BOUNDARY PLAN

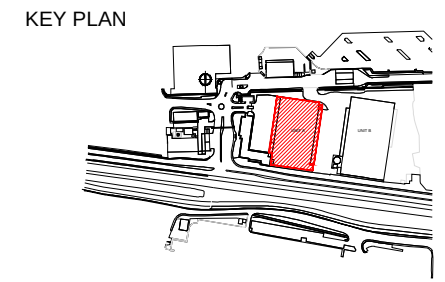
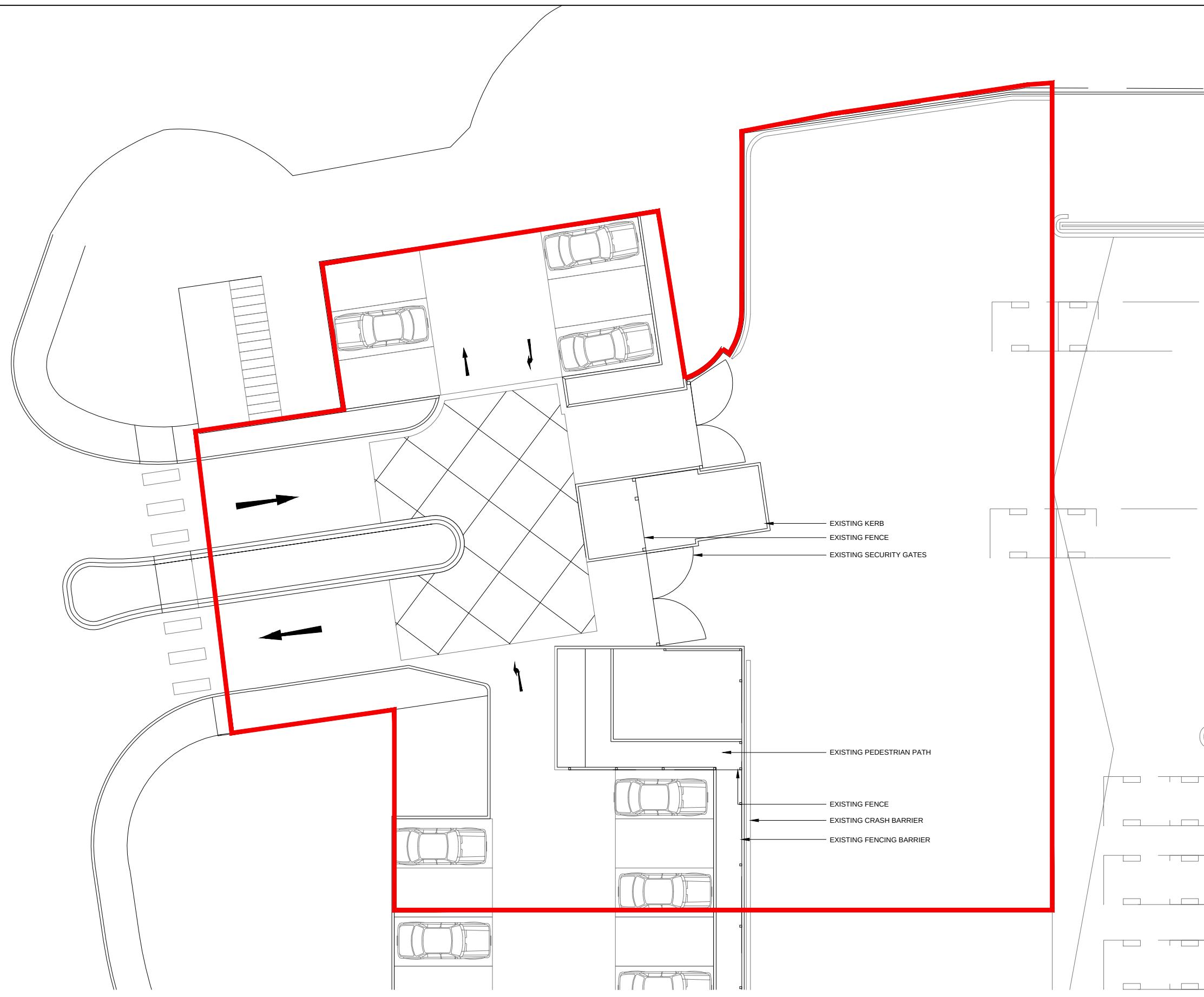
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KEY

	PLANNING APPLICATION BOUNDARY
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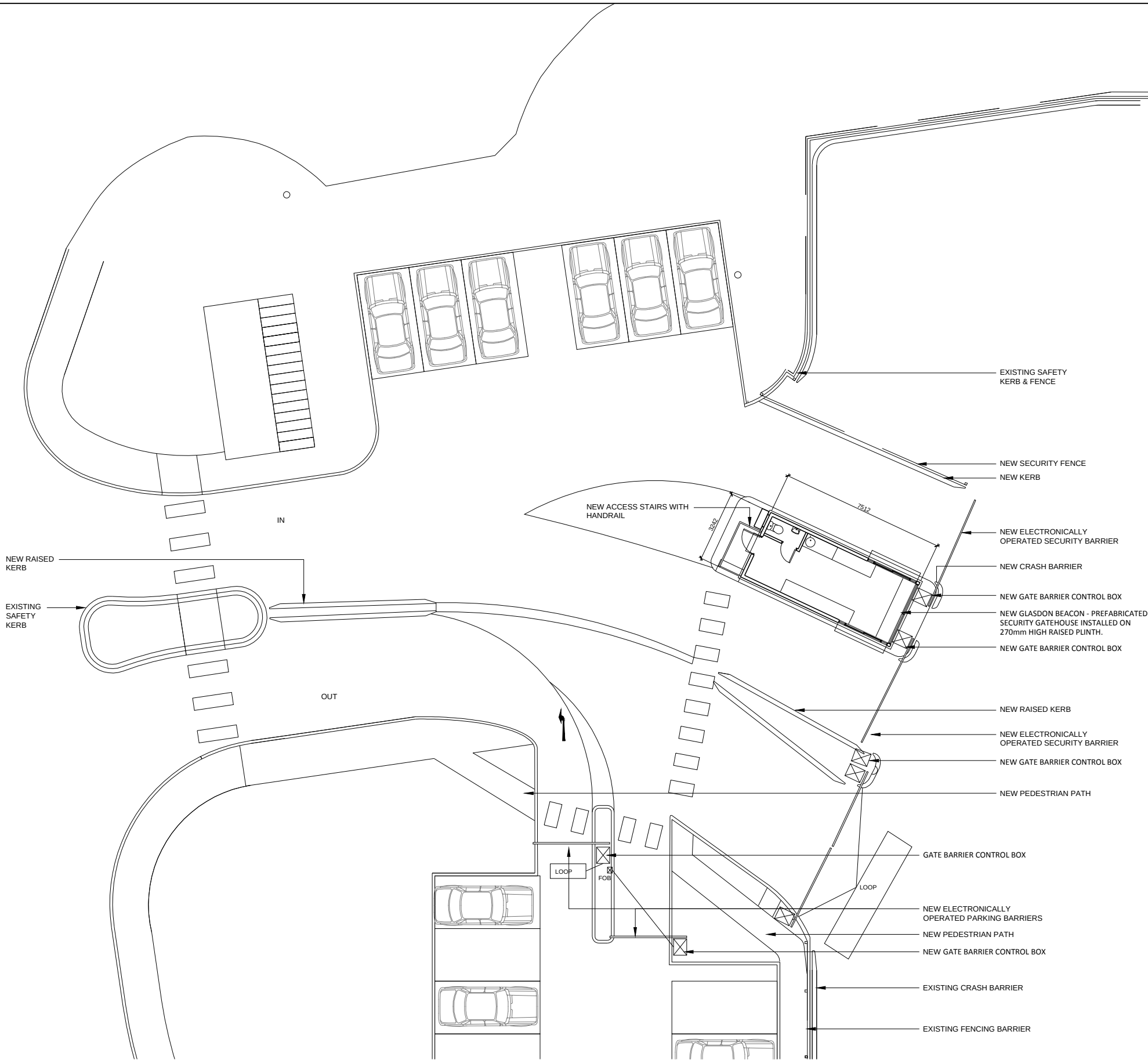
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EXISTING SITE LAYOUT PLAN

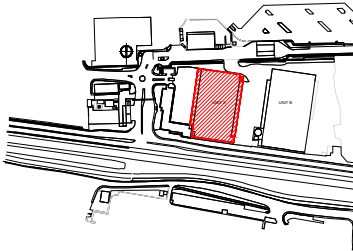
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KEY PLAN



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KEY	
	PLANNING APPLICATION BOUNDARY

REV	DATE	IN'L	DESCRIPTION	CHK
01	01/09/15	NC	PLANNING ISSUE	MD

PROJECT

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PROPOSED SITE LAYOUT PLAN

JOB NUMBER

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NC

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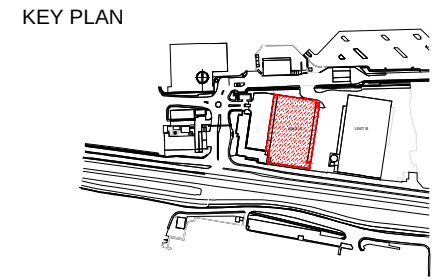
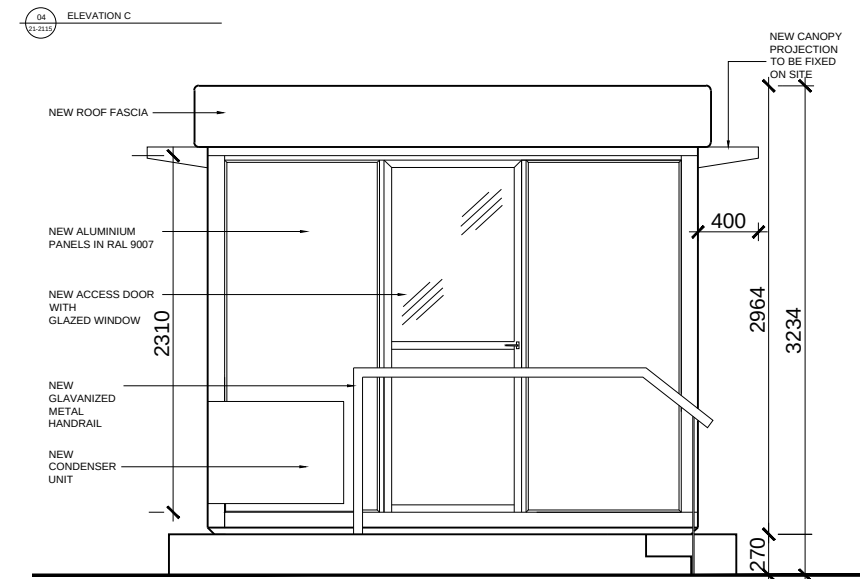
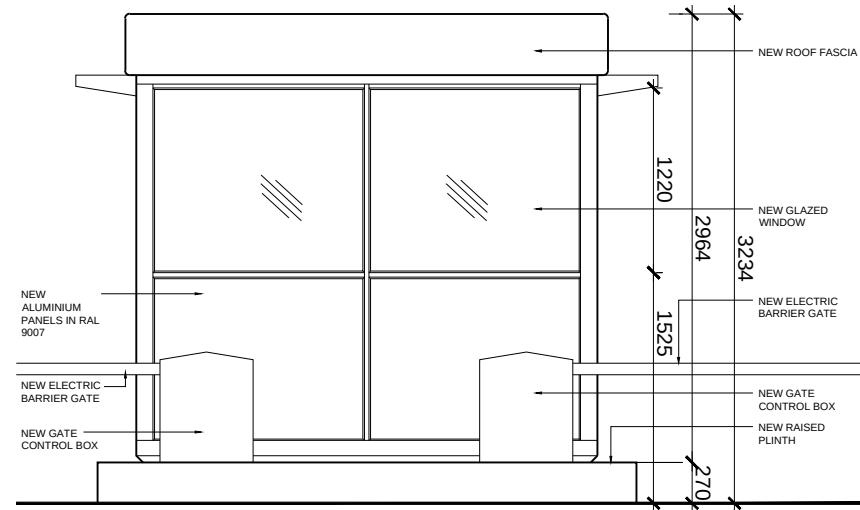
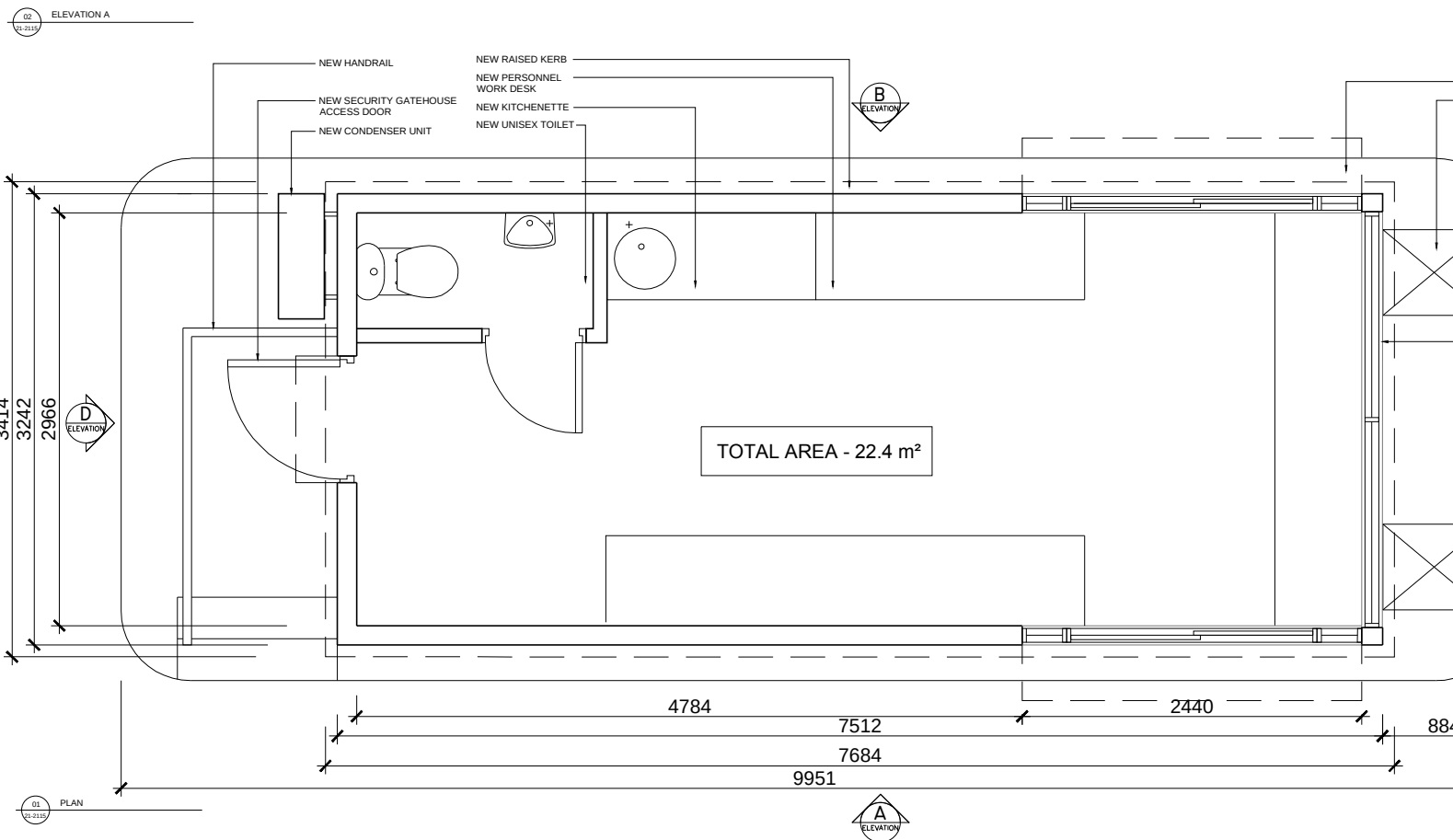
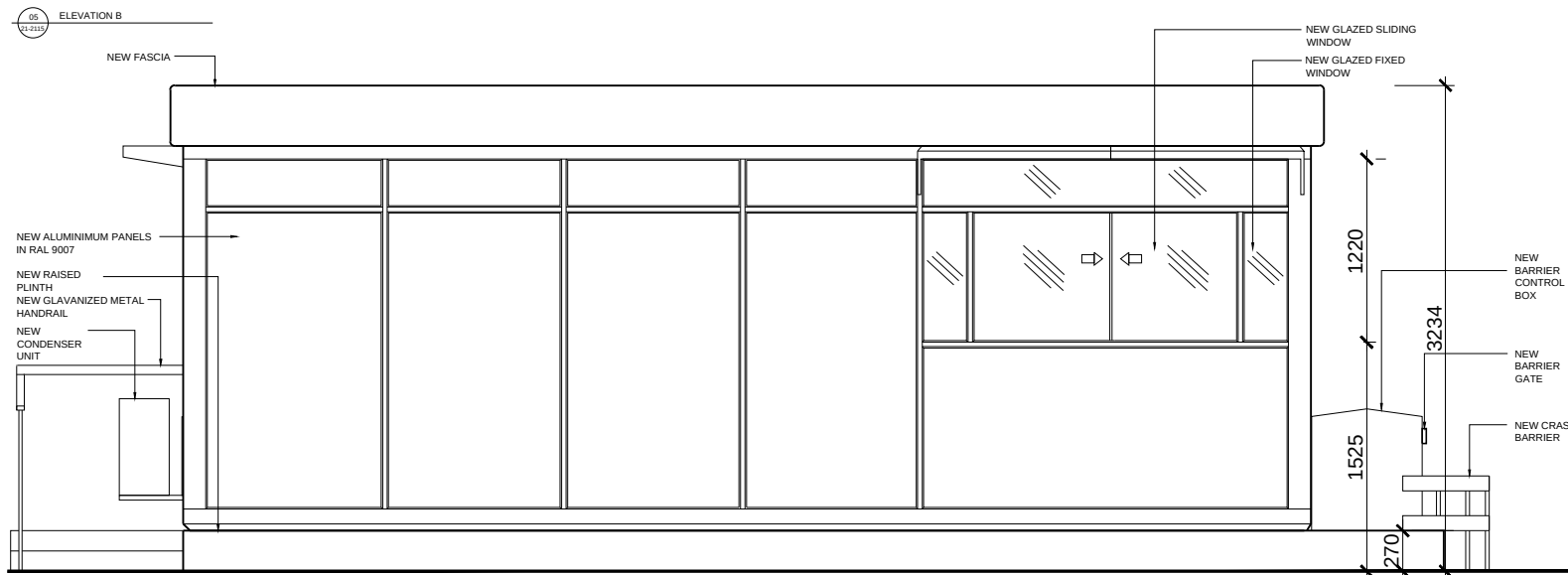
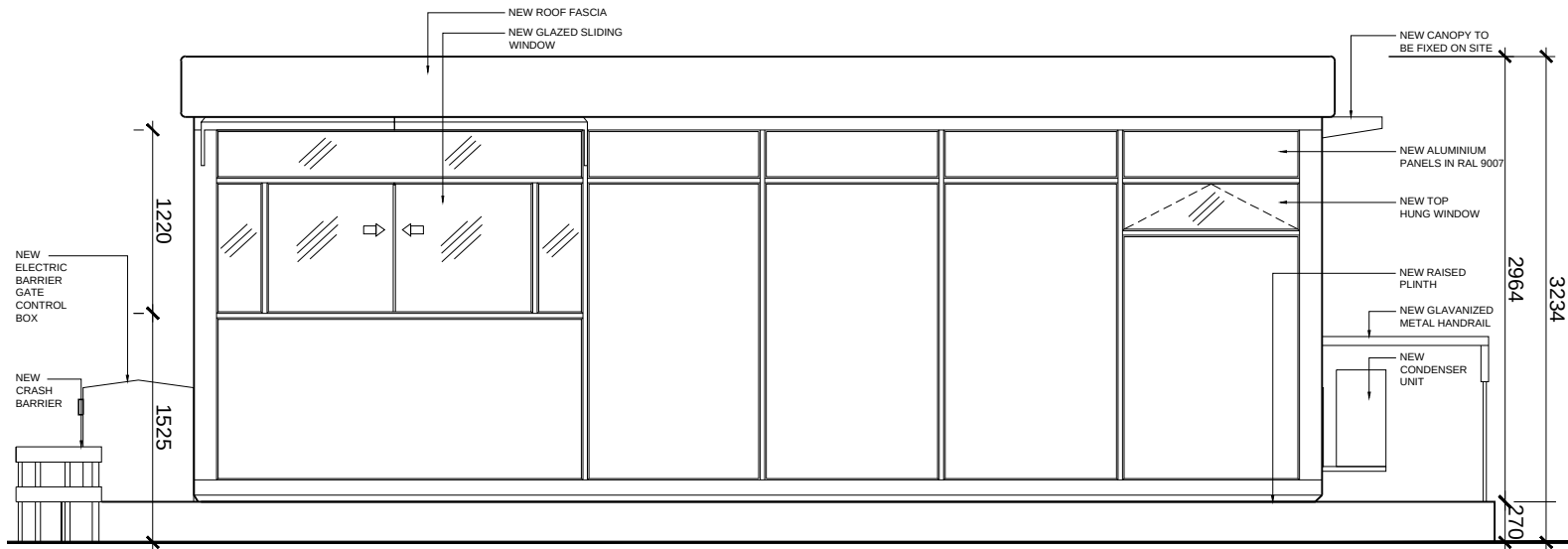
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**PROPOSED GATEHOUSE
DETAILS**

JOB NUMBER	SCALE	DRAWN BY	FIRST ISSUE
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