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Mr James Rodger
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Date 30 June 2022
Our ref APL/00292(a)/HAL

Dear Mr Rodger

Consultation under Class F of Part 8 of Schedule 2 of the General Permitted Development Order 2015 (Class F of the GPDO 2015) in respect of Control Point 24A at London Heathrow Airport

We are writing to inform you that Heathrow Airport Limited ('HAL', or 'the Airport') is proposing to make alterations to the security arrangements at Control Point 24A and intends doing so under Class F of Part 8 of the GPDO. This letter provides a description of both the site and of the proposed development. It also confirms the permitted development entitlement under the terms of the GPDO.

The following are enclosed:

- Site Location Plan and Proposed Site Layout (ref: 18075-00-GA-904-000005);
- Photographs of the existing Building (ref: 18075-00-M3-904-000001);
- Proposed East and North-east Elevations (ref: 18075-00-SE-904-000002);
- Proposed West and South-West Elevations (ref: 18075-00-SE-904-000003); and
- Proposed Floor/Arrangement Plan (ref: 18075-00-GA-904-000004).

Site Description

The site is located within the operational area of the airport towards the centre of the Southern Perimeter Road, adjacent to the roundabout connecting with Beacon Road. The site is accessed from this roundabout and provides an airport campus security checkpoint that predominantly serves for the scanning of vehicles entering the site, known as CP24A (Control Point 24 alpha). CP24A has seven lanes, with the consultation relating specifically to 'Lane 6' and 'Lane 7', which are the north-eastern-most lanes at the site, being directly adjacent to the curtilage of the airport campus and Tunnel Link Road.



Description of the Proposed Development

In August 2019, the Prime Minister Boris Johnson announced plans for all major UK airports to introduce ground-breaking new 3D screening equipment. This programme is being trialled at Heathrow, with the proposal at CP24A being a direct response to the mandate from the Department for Transport which followed the Prime Minister's announcement. The trial at CP24A will provide more advanced imaging systems, using 3D screening technology to improve security measures and streamline the system in relation to those coming from landside areas to airside.

The proposals consist of extending the canopy above 'Lane 7', as well as extending the side box between 'Lane 6' and 'Lane 7' to facilitate this extension to the latter. This is to provide 'Lane 7' as a 'double airlock' security point, meaning that two vehicles can be checked at the same time.

The extension to the 'Lane 7' canopy would involve two elements, one at either end. To the north-west, the canopy would be extended by approximately 3.7m. To the south-east, the canopy would be extended by approximately 20.1m. Both elements would match the height of the existing canopy, achieving a maximum height of approximately 8.1m. They would also provide an identical width of approximately 9.5m.

Control over the space that would be created would be achieved through the provision of new barriers within the footprint of the extension. As well as controlling access and egress, a barrier would be installed to divide the space beneath the canopy, thereby creating the 'double airlock'. All of the space would then be enclosed by security fencing topped with barbed wire. This is proposed to match the existing fencing at CP24A and would also be located within the footprint created by the extended canopy.

The extension to the side box would, in part, allow for the extension of 'Lane 7' by offering secure access to and from this new bay. This aspect of the development would be 'T-shaped', totalling approximately 10.5m in depth and being approximately 11m at its widest point at its south-eastern end. The extension would be 4.7m in height from the 'Lane 7' side, which is consistent with the existing side box.

The security transformation programme includes the upgrading of the equipment used to scan vehicles, baggage and items coming airside. As well as facilitating the extension of 'Lane 7', the extension of the side box also allows for the installation of this equipment for security staff to operate within the building.

As stated above, the proposals are targeted to upgrading security at the airport in line with the Department for Transport mandate. Given the location and characteristics of the proposals, there would be no material implications.



Permitted Development Entitlement

The proposed development benefits from Permitted Development Rights under the terms of Class F of the GDPO 2015 for the following reasons:

- It will be constructed within the operation boundary of the airport on operational land;
- The development is for the provision of facilities at a relevant airport; and
- The development is to be funded, constructed and managed by HAL, which is the relevant airport operator.

Conclusion

The site exists within the defined operational area of the airport and we trust the above is in order and demonstrates that the proposals fall within the remit of Class F of Part 8 of the GPDO 2015.

If you do, however, have any questions regarding the proposal, please do not hesitate to contact me.

Yours sincerely

David Gurtler
Director