



PROPOSED INDUSTRIAL DEVELOPMENT AT PHASE 3 - PROLOGIS PARK, HEATHROW

DETAILED PLANNING APPLICATION

DESIGN AND ACCESS STATEMENT

APRIL 2013



PREPARED FOR

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Design & Access Statement

30587 Phase 3 - Prologis Park, Heathrow
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1.0 INTRODUCTION

1.1 PURPOSE OF REPORT

This Design & Access Statement is submitted on behalf of the applicant, Prologis UK Limited, in support of a detailed planning application for the development of the final phase at Prologis Park, Heathrow

The application seeks to provide **14,383sqm** (Gross External Area) of commercial floorspace (B8 Use Classes) with ancillary offices, service yard areas and car parking to Unit C (standalone) and Units D&G (semi-detached) to complete the estate.

Details of landscaping, access, scale, layout and appearance have been submitted as part of this application to ensure the proposed design conforms with all relevant planning policies.



2.0 ANALYSIS OF DETAILED PLANNING SUBMISSION

2.1 DEVELOPMENT FORM, LAYOUT & ORIENTATION

The layout and position of the plot has been determined by the previously built units on the estate. The shape of the plot has therefore dictated the orientation of the units allowing direct access from the estate road whilst creating an efficient layout.

The site is self contained within the existing estate with defined boundaries.

The residential properties to the South and East of the plot are screened by an existing landscaped bund which was established as part of the original Outline Application approval in 2005.

The design and layout of the site follows many of the parameters already implemented for the existing units which form Prologis Park, Heathrow.

2.2 ACCESS

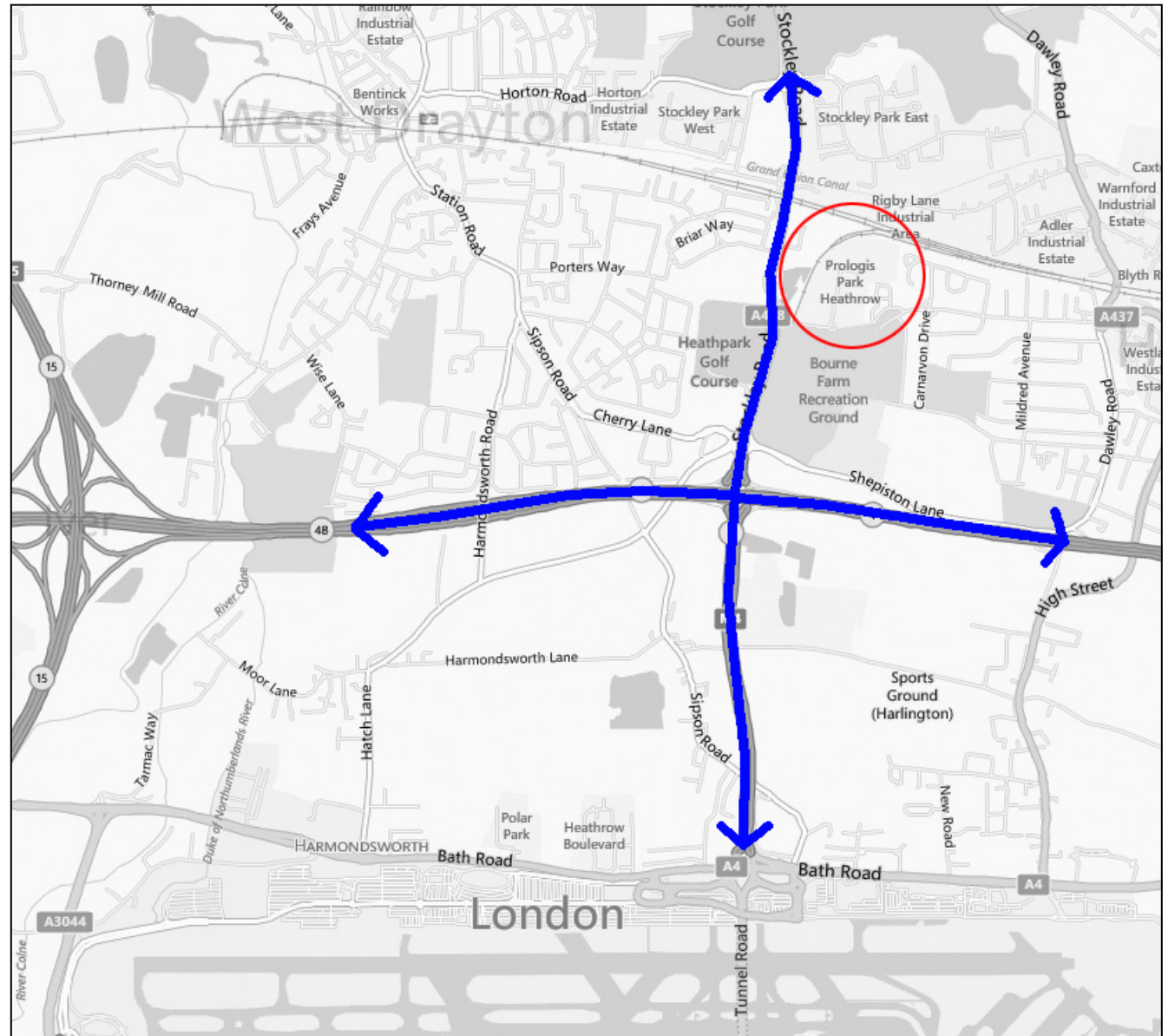
Junction 4 of the M4 is located approximately 500 metres south of the site offering easy access to the motorway network. Access onto the A408 Stockley Road from the site provides access north to the A40 / M40.

Stockley Road is a main arterial route leading to Heathrow Airport to the south. The road also serves Stockley Park to the north.

Access to the estate is off the Stockley Road roundabout. The estate road provides access to all four existing units including the overflow carpark adjacent to the plot. It also provides access for the bus route U4 which passes through the estate and onto the residential estate to the south east.

The estate road is a private road maintained by the applicant.

Access to the plot will be via the existing estate road which will be continued to serve each of the proposed units.



2.3 DESIGN PRINCIPLES

The size of the units have been determined by a number of factors including market advice on floor areas that are required by future occupiers, good accessibility and good sized service yards.

The position and size of the service yards ensure each unit will operate as efficiently as possible. The offices are located facing the estate road to establish a key frontage to each unit.

The scale of the buildings have been designed to provide an efficient use of each plot without impacting on the building's future operations. The height of the building is set by a clear internal height of 12m to underside of haunch which offers future occupiers flexibility whilst following the principles of the maximum heights approved under the Outline Consent of 2005.

The use of high quality materials, selective colours and architectural articulation on the elevations for each unit will continue the modern design that has been applied to the existing buildings on the estate. Not only does this meet the requirements of the developer and future occupiers but it continues the benchmark of the development.

Footpaths within the plot boundaries will be constructed from concrete block paving of a contrasting colour to adjacent roads. Car park areas will be formed using tarmacadam constructed to adoptable highway standards. Service yard areas will be constructed from reinforced concrete slabs to appropriate British Standards.

Each unit will have a 2.4m pallisade fence to service yard area and 1.8m chainlink fence to car park area to ensure security is maintained throughout the estate and to 'secure by design' standards.

Vehicular access into the units will be directly off the estate road. Access into the car park areas is located away from the service yards in order to provide separate secure means of access. Pedestrian access will be via the footpaths along the estate road.



Site Layout Plan

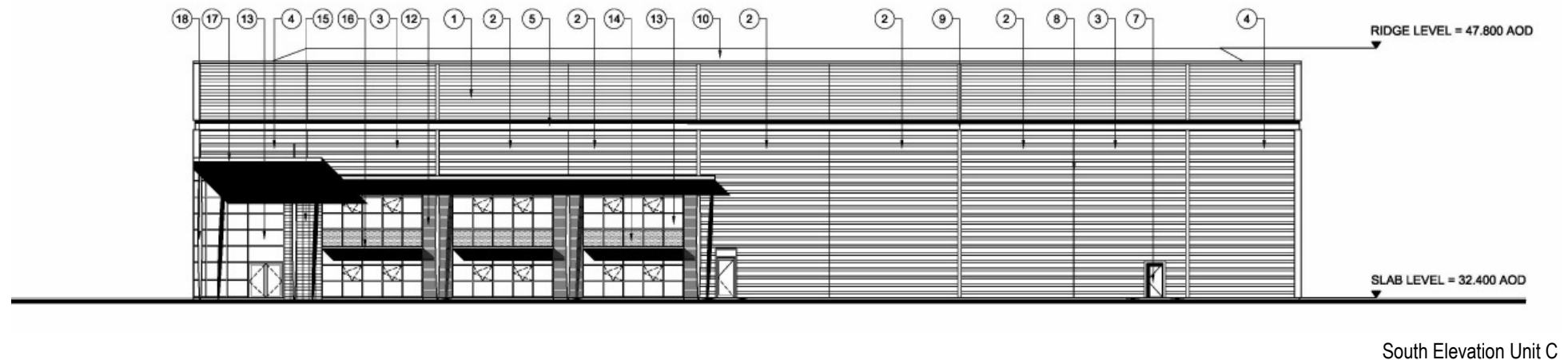
2.4 ELEVATIONS

The following drawings show the scale and treatment of the elevations for Units C, D & G. It is important that the look and feel of the buildings follow the principles of the existing units on the estate maintaining consistency and quality thus providing a cohesive appearance. The proposed heights are to meet the operational purposes of future occupiers and to be in keeping with the existing buildings on site.

A combination of metal cladding and metallic colours are incorporated in the warehouse to allow large areas of cladding to be broken down.

The ancillary offices incorporate curtain walling, feature glazing, brickwork and terracotta cladding at the entrances. The development will be of a modern, high quality appearance to meet the requirements of the client and future occupiers.

A brown roof was considered for this development but has been discounted for several reasons. The major concern with providing a brown or green roof in the proximity of the airport is that it provides an environment that attracts birds.



South Elevation Unit C



West Elevation Unit D&G

The following photographs show the palette of materials used on the existing buildings that are proposed for the new units.



Metal Cladding, Curtain Walling, Terracotta Cladding



Metal Cladding, Curtain Walling, Brickwork Piers



Metal Cladding, Loading Doors

2.5 LANDSCAPE DESIGN

The landscape design for the proposed plots will be based upon the existing landscaping infrastructure located throughout the estate to ensure continuity and appearance.

The existing species planted on the estate have flourished providing a mature setting which has enhanced the park greatly.

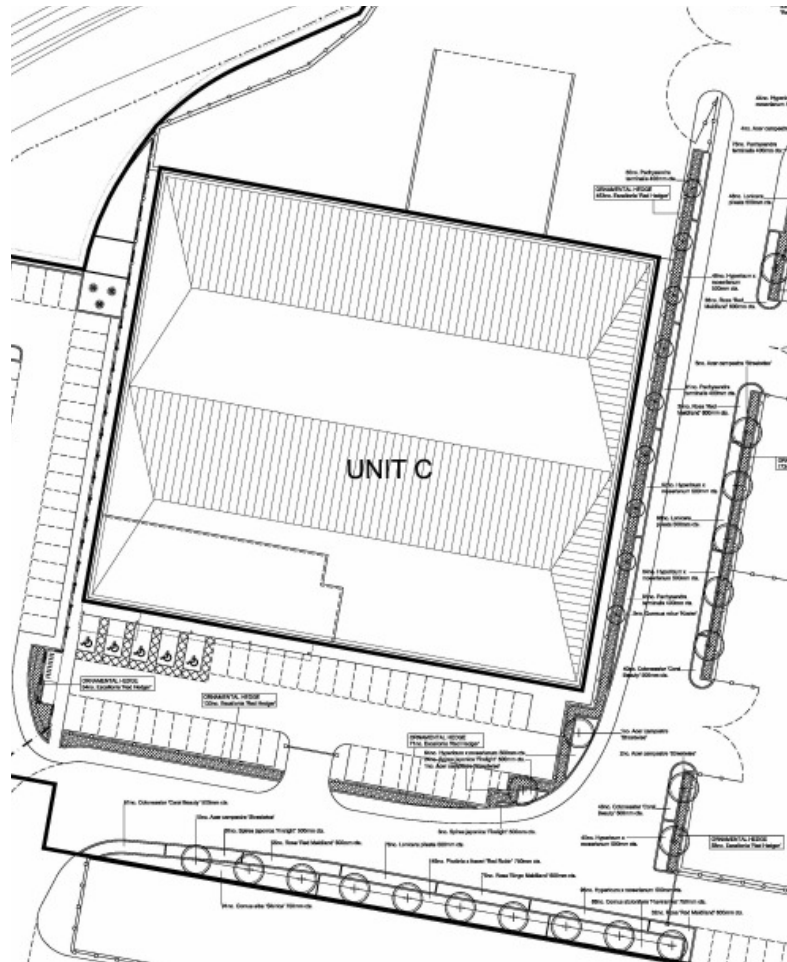
Site Planting

The main planted areas will surround each of unit demises and estate road consisting of tree and hedge planting with ornamental species. The berry bearing species for the landscaping will be no more than 25% of the total species and shall be spread throughout the planting palette.

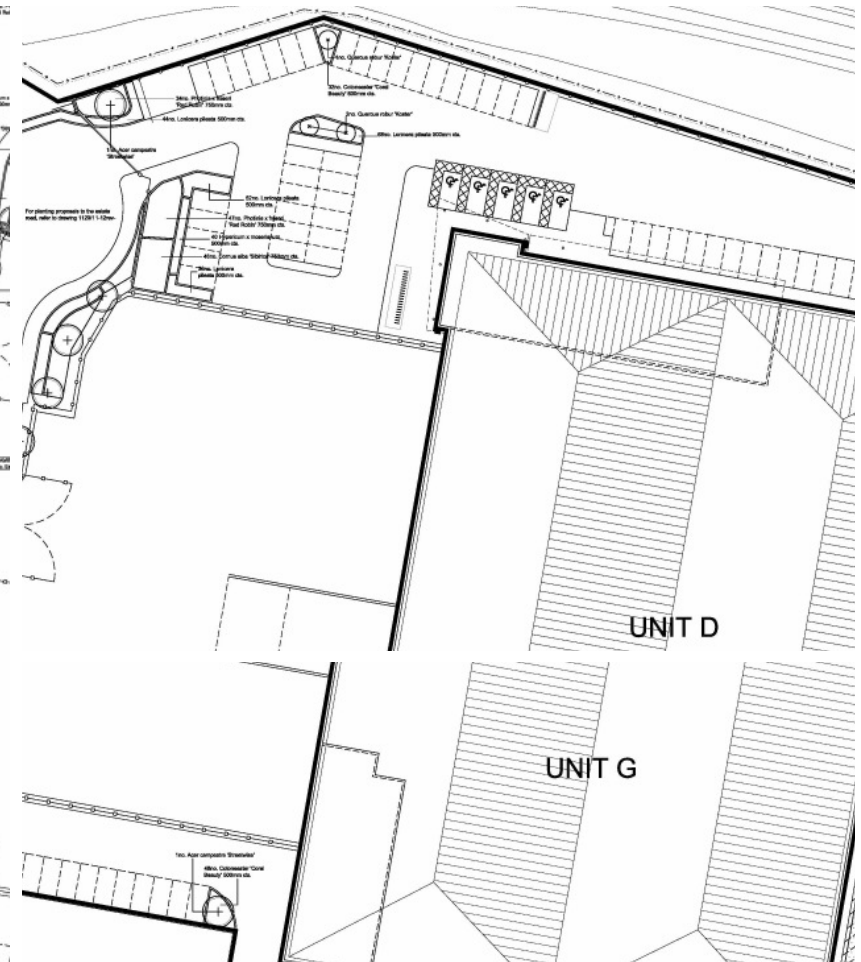
Existing Landscaped Bunds and Badger Corridors

The landscaping outside of the application boundary was developed and consented as part of the Outline Approval. These will not change and will be maintained as existing.

Landscape Proposal by Barry Chinn
Associates



Landscape Proposal Unit C & Estate Road



Landscape Proposal Unit D & G

2.6 ACCESS

All access points into each unit will be designed and laid to relevant highways standards. The entrance to each of the service yards has been designed to accommodate vehicles entering without obstructing other traffic.

The car park areas will be constructed in dense bitumen tarmacadam and block paviors which will form part of a coordinated hard landscaping strategy. Areas of car parking will be broken up by areas of landscaping. Defined pedestrian routes will ensure there will be a clear separation of pedestrian and car traffic. The car parks and pedestrian areas will be illuminated to a level where public safety, and a perception of personal security, are satisfied, but will also be designed to provide an attractive nighttime environment that will complement the appearance of the buildings.

The development will be laid out to achieve accessibility for disabled occupants. Disabled spaces will be located as close as possible to the entrances to buildings and facilities, to reduce travel distances. Level access to the main entrances and receptions will be provided. Disabled spaces have been designed in accordance with the recommendations of Approved Document M. The approach route from the designated spaces to the entrance is level with dropped kerbs.

Pedestrian crossings will have both blistered and tactile paving and drop kerbs. Block pavers and surface materials with a textured surface will be used for the pedestrian routes to give an even but slip-resistant surface.



2.7 CRIME PREVENTION

“Safer Places – The Planning System and Crime Prevention” focuses on seven attributes of design that are particularly relevant to crime prevention. The proposed development responds to this ODPM document and the attributes of crime prevention as set out below:

Access and Movement

The site is managed 24/7 by a gatehouse to control access into the estate. The entrance into each unit will be controlled by the use of vehicle barriers into car parking areas and gates into service yards. Pedestrian routes will have well defined routes with easy to recognise entrances from the estate road. This provides for convenient movement without compromising security. Car parking is to be provided in the most appropriate locations possible.

Structure

The development is designed to limit opportunities for crime and the buildings will be under the tenants' own management.

Surveillance

CCTV is provided on the estate with cameras linking back to the gatehouse. Future occupiers can provide their own CCTV if required. Car parking will be overlooked by the offices where possible and any dark areas well lit.

Ownership

The units will be under single ownership enabling a consistent approach to safety and security. The units will be designed to ensure a sense of ownership by the occupier and security will be enhanced by enclosing potentially vulnerable areas with fencing and legal demise.

Physical Protection

The buildings will be designed in robust materials – profiled metal sheet cladding on a steel frame for the warehouse and rainscreen cladding and brick to the office areas. Where glazing is incorporated, toughened laminated sections will be included where necessary (e.g. adjacent to yard and car parking areas).

Activity

The businesses that will operate from these units (i.e. industrial / warehousing) will typically generate activity externally within the service yard areas providing a general surveillance for each demise.

Management and Maintenance

The occupier will be in charge of maintenance, landscaping and security of the units.

Lighting

External lighting will be provided. Lighting levels will be in accordance with CIBSE Lighting Guide LG6 – The Outdoor Environment. Position of lamp columns and light fittings will ensure the site is well lit for safe access and movement.





3.0 ACCESS STATEMENT

This access statement is provided to demonstrate how the provision for access for all is and can be achieved within the proposed development. This statement does not seek to relieve future owners and / or occupiers of their duties under the Disability Discrimination Act.

External Pedestrian Access

The plots are generally level and pedestrian routes from the site boundaries and designated parking spaces to the building entrances will be a minimum of 1200 wide. Pedestrian routes are to be clearly defined and appropriate tactile paving is to be provided at road crossing points. Disabled parking spaces will be provided to meet the Council's parking standards. The spaces will be designed in accordance with Approved Document M recommendations and located close to office entrances. The approach route from the designated spaces to the entrance will be level with dropped kerbs.

Entrances

The entrance to the buildings will be clearly defined and any glazing to the doors or side screens will incorporate high and low level manifestation in accordance with Approved Document M. The entrance doors are to have a minimum clear opening width of 800mm. The door furniture is to be clearly defined, located approximately 1000mm above ground level and of a type that is easy to operate. The door opening pressure will be set as low as possible (20 Newtons recommended).

4.0 CONCLUSION

This Design & Access statement seeks to demonstrate that the detailed planning application is a well designed scheme that will result in a high quality development to complete the estate.