FORMER GSK SITE, STOCKLEY PARK, HILLINGDON

DETAILED PLANNING APPLICATION

DESIGN & ACCESS STATEMENT

July 2020

PROLOGIS®

MICHAEL SPARKS ASSOCIATES

PREPARED FOR

PROLOGIS UK LTD Prologis House

Prologis House
Blythe Gate
Blythe Valley Park
Solihull
West Midlands
B90 8AH

BY

Michael Sparks Associates

11 Plato Place
St Dionis Road
London
SW6 4TU

020 7736 6162

CONTENTS

1.0 THE APPLICATION TEAM

Applicant	Prologis UK Ltd
Architect	Michael Sparks Associates
Planning Consultant	Savills
Landscape Architect	Barry Chinn Associates
Highway Consultants	WSP
Air Quality	Aecom
Noise Consultant	Aecom
Geo-Environmental/FRA/Drainage	WSP
Ecology	Ecology Solutions
On-Site Infrastructure	RSP
Sustainability	Turleys

Aerial photo of the application site

2.0 INTRODUCTION

2.1 PURPOSE OF STATEMENT

This Design and Access Statement accompanies a detailed application for the redevelopment of the former GSK site land adjacent to Iron Bridge Road, on the site known as 'Prologis Park West London Phase 3', for employment uses within the Use Classes B1(c), B2 and B8 and ancillary offices together with associated parking, access arrangements, landscaping and infrastructure.

Prologis have previously developed two phases of employment buildings at Prologis Park West London, Stockley Park, Hillingdon. In total 5 units were created, to the west of the application site, along with extensive planting and landscaping. These units are now fully occupied. The units were designed by MSA.

2.2 The document has been written in accordance with Paragraphs 29-33 of Planning Practice Guidance "Making a Planning Application" dated March 2014.

2.3 This Statement should be particularly read in conjunction with the accompanying architectural & Landscape drawings.

2.4 REPORT CONTENT AND STRUCTURE

The content and structure of the statement has been informed by Paragraphs 29-33 of Planning Practice Guidance "Making a Planning Application" dated March 2014, and CABE advice, "Design and Access Statements: How to Write, Read and Use Them" (CABE 2006). Together these provide advice on what a Design and Access Statement should include. In essence, there is a need to:

- Provide a review of the site's immediate and wider context in terms of its physical, social and economic characteristics and relevant planning policy and guidance
- Provide a rationale for the scheme's design
- Explain and illustrate the design principles in terms of the development's layout, density, scale, landscape and visual appearance
- Explain how future users of the site will be able to access the development from the existing transport network and why the main access points to the site and the layout of access routes have been chosen
- Explain how the development will meet the local authority's planning and urban design objectives.

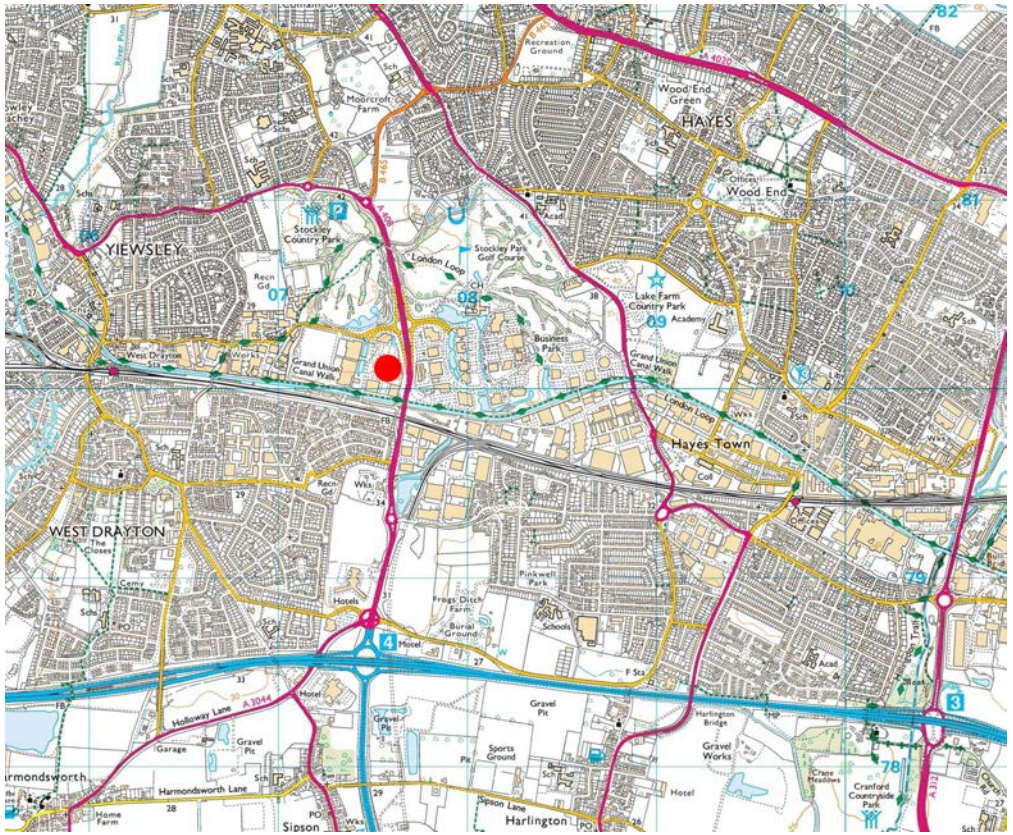
3.0 CONTEXT

3.1 SITE LOCATION

The proposal site measures approximately 6.3 ha and comprises the former GSK offices, Stockley Park, adjacent to the existing Prologis Park West London site. The proposed development would comprise phase 3 of Prologis Park West London development. The site is located close to the M25/M4 junction, north of Heathrow Airport.

The site forms part of the wider Stockley Park employment area but is separated from the more traditional large scale office development to the east of Stockley Road.

Rail connections at West Drayton are in close proximity to the site by cycle, foot and bus. In relation to bus connection and services, three Transport for London Bus Services run through the Stockley Park, with bus stops distributed throughout Phases 1 and 2 and at the northern boundary of Phase 3 (Horton Road).



Strategic location of Prologis Park

Application site from Phase 2

Phase 2 Unit

3.2 SITE ACCESS

The existing main access to the site is via Iron Bridge Road to the west of the site. Iron Bridge Road is a two way single carriageway road running in an north-south direction from Horton Road.

There is a pedestrian footway running on the northern and western sides of the plot along the area that directly borders the proposed development, aside from this section of footway there are pedestrian footways on both sides of the road for the majority of Horton Road.

Between Iron Bridge Road North and Stockley Road roundabout to the east, Horton Road is a dual carriageway, with a bus shelter on the northern carriageway and another bus shelter on the southern carriageway.

Stockley Road is a dual carriageway with a posted speed limit of 50mph. It leads south to Junction 4 of the M4, which forms part of the national Strategic Road Network (SRN) running from Central London to the M25 and the west. From Junction 4 the airport spur road runs directly into Heathrow Airport. Junction 4 is now fully signalised.

To the north Stockley Road connects to Uxbridge, approximately 5km away. Approximately 1km to the north, the A408 forms a roundabout junction with the B465 West Drayton Road, which then leads further north joining the A4020 Uxbridge Road approximately 1.6km to the north.

3.3 SITE DESCRIPTION

The proposal site measures approximately 6.3 ha and comprises three 2-storey office blocks and a decked car park for GSK, built in the 1980s. The offices sit spaced apart with a significant amount of surface level parking between. These buildings are now surplus to requirements by GSK and are vacant. The site no longer meets current office demand and so are in need of redevelopment. Prologis propose to regenerate the plot with Industrial / Logistic uses.

The original buildings were built on a plot surrounded by Greenbelt. A section of the car park deck currently sits over this Greenbelt line.

3.4 SURROUNDINGS

The area surrounding the site consists of a range of large office buildings ranging from two to three storeys, set within extensive landscaping and car parking to the east of Stockley Road. Between the Grand Union Canal and the mainline railway, south of the site, is a belt of industrial units ranging from small to larger warehouses. These industrial units are set amongst extensive industrial yards including both car parking and goods storage. Large scale industrial units continue south along the line of Stockley Road, leading onto Prologis Park, Heathrow, which comprises large modern office buildings. Immediately west of Stockley Road is the Heathpark Golf Course and two hotel developments, adjacent to which are suburban residential streets in West Drayton.

To the south of the site and south of the railway line, there is an area of semi-detached and terraced properties, and south of the railway line is the former RAF Station site, now comprising residential dwellings in West Drayton Garden Village.

To the west of the site there is a mix of industrial and commercial premises including Phase 1 and Phase 2 of Prologis Park West London, bounded by residential. To the north the area can be characterised as mature landscaping, including a golf course and recreational open space.

Phase 1 and 2 Units

3.5 IMAGES OF PROLOGIS PARK WEST LONDON

3.6 SITE PHOTOS

3.7 SITE PHOTOS

4.0 CONSULTATION

Prologis held 3 pre-application discussions with Hillingdon and one meeting with the GLA prior to the application being submitted with regard to the nature of proposed Application. The proposed layout was well received by the planners and GLA and there were no adverse comments.

An online public consultation was held in early June 2020. There was limited public interest and no concerns raised in respect of the proposed development.

5.0 ANALYSIS & DESIGN PRINCIPLES

5.1 DEVELOPMENT FORM, LAYOUT & ORIENTATION

The form of the development will be determined by its primary use, most importantly by the volume required for the building's warehousing function and characterised by the need for large structural spans and for achieving critical heights. With the capacity of the buildings determined by the brief, consideration has been made of the structural system which best reconciles these requirements in an efficient and sustainable way.

Industrial design standards and institutional investment criteria have an important influence on design. They determine the main dimensional setting out of industrial and distribution buildings and the layout of operational and ancillary spaces, such as the depths of loading areas, the number of loading doors, internal and external circulation routes, and the relationship between ancillary office accommodation to the main warehouse areas.

Application site in context with PPWL Phase 1 & 2

Considerations of orientation must take account of the following:

- •adjacent residential properties to the south which could be sensitive to noise generating activities from the proposed use and from visual appearance;

- •provision for the accommodation for loading, unloading and the parking of large and heavy goods vehicles (HGVs) on the site. Clear separation between different traffic forms, in particular between HGVs , cars and pedestrians, and between loading areas and car parking, are of particular importance;

- •the aspect and orientation of office areas and associated staff amenity facilities and other areas which will potentially have a higher occupancy, in order to optimise the quality of environment for building occupants;

- •views into the site. Where there is an open aspect to the public realm, the orientation of the buildings will need to be considered in order for it to address public viewpoints.

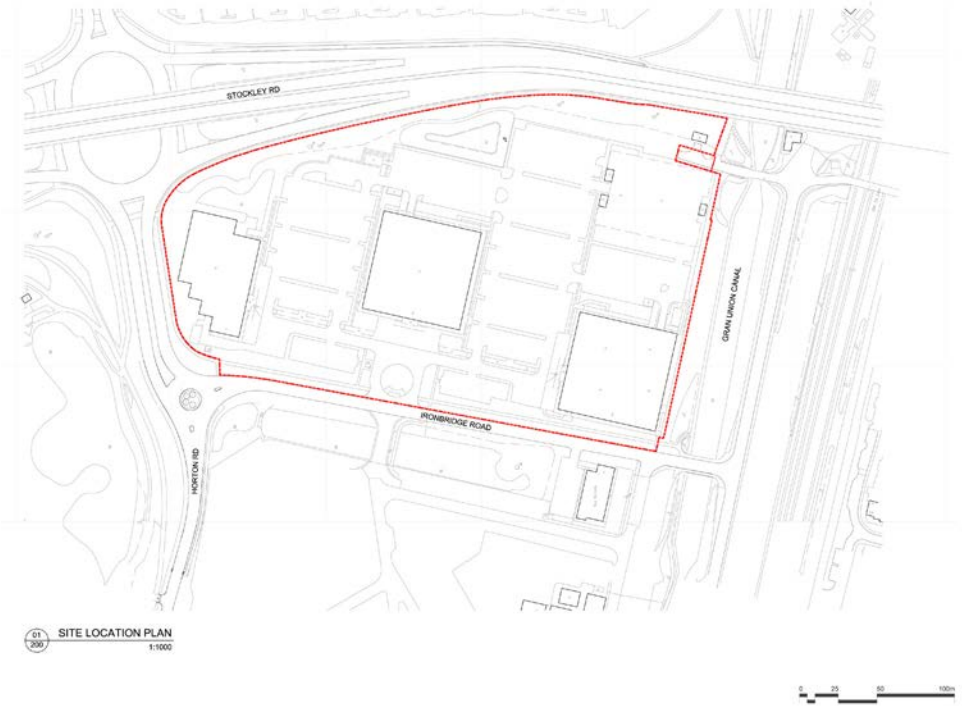
The site will need to satisfy the ensure proper vehicular circulation within its boundaries and the interface with the wider park, so as not to lead to operational conflicts which would compromise the park's effectiveness as an employment location, whilst ensuring there are no adverse impacts on the public highways network.

6.0 THE PROPOSAL

6.1 BRIEF

A brief has been provided to the design team by the applicant. The main constituent elements of this brief can be summarised as follows:

- •To provide a high quality employment development that will match the development in phase 1 and 2 and respond to a variety of market requirements for industrial and distribution uses
- •To provide buildings of good quality and sustainable design, to match those previously constructed at Stockley Park
- •To provide flexibility for a number of different layouts, which could include one single, two or even three units depending on market demand and occupier requirements.
- •To permit clear and effective access arrangements which will not cause traffic conflicts on the wider estate.



Location Plan

6.2 DESIGN EVOLUTION

A number of schemes were produced for the site and various layout solutions tested, of which Hillingdon Planners had comments on the 2 unit schemes. The final layout has taken these comments on board.

6.3 DESIGN CONCEPT & PRINCIPLES

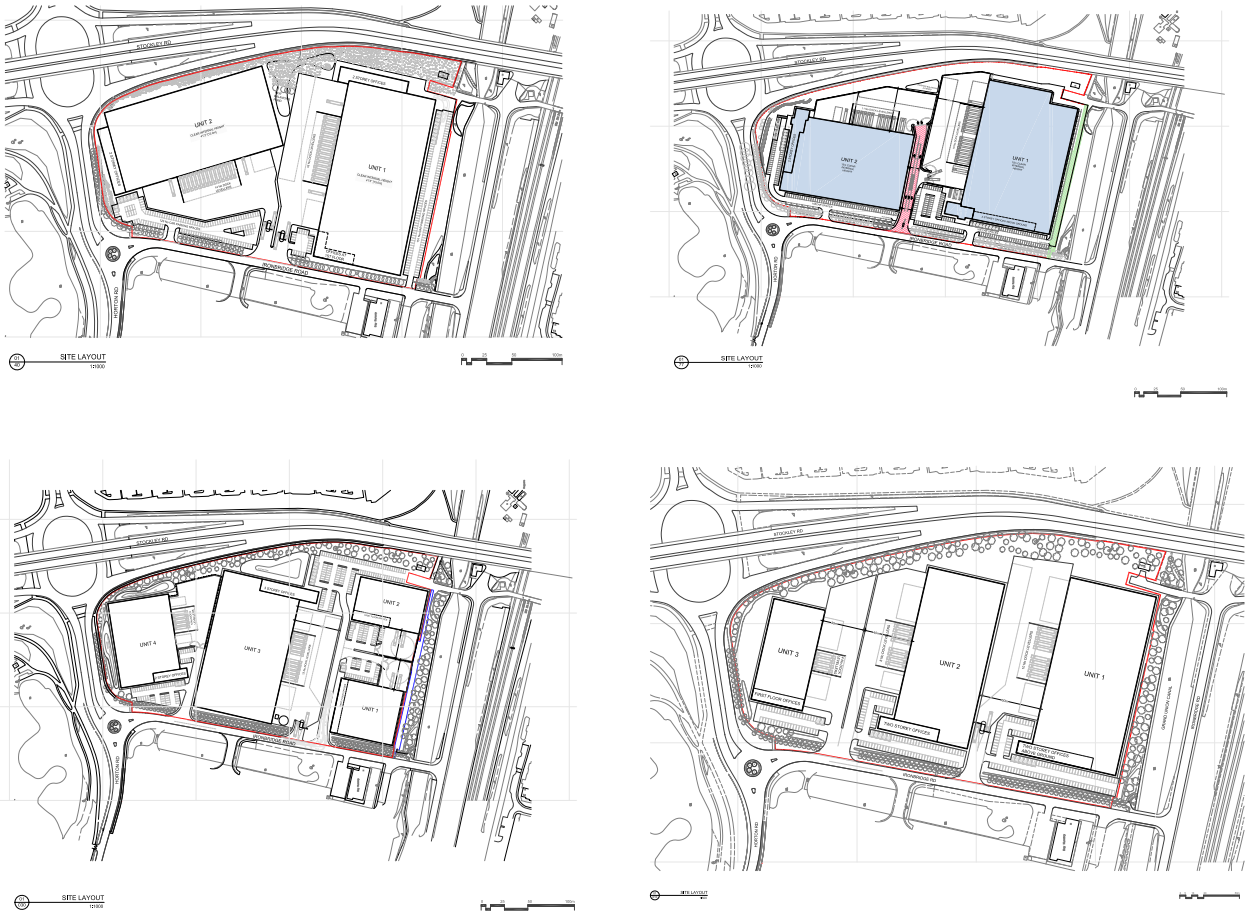
A concept has been developed to take account of the main principles of design established both by the brief and an analysis of character and constraints of the site. The concept can be itemised as follows:

- To provide flexibility in the layout in order to permit the development to cater for different building sizes and plot configurations

- A layout which will provide a visual and spatial continuity with the rest of the park, along with a consistency in design and materials through the use of shared design code

- To ensure permeability in the distribution of buildings to aid orientation and convey a sense of openness to the wider park, allowing full benefits of landscape amenity and views to apply throughout the development

- Maximising the centre of the site to afford opportunities to accommodate a single major building, or to support subdivision to provide two or more medium sized buildings



Layout evolution

Prologis Park West London Phase 1

6.4 USE

The site is allocated for employment uses and recent consents reflect this. The application seeks permission for buildings of B1(C) (Light Industrial), B2 (General Industry) and B8 use (Storage and Distribution).

6.5 AMOUNT & SCALE

Planning consent is now being applied for a total of 30,627sqm GIA of floor space within 2 units. The intention of the development is to allow a range of different building sizes in order to offer opportunities for different business uses and processes. This will address strong regional and demand from nationwide operators.

The height of the buildings extend up to a maximum of 18.10m for unit 1 and 17.80m for unit 2 to external ridge. The scale has been determined to achieve the floor areas required by the brief and by the requirement of the brief of the detailed option for the heights detailed below, clear eaves height for the warehouse. This height is critical to achieving the total volume needed to accommodate the required storage capacity through high bay racking and mezzanine storage systems. The office space provided remains ancillary to the main distribution and industrial functions of the operation.

The buildings will be:-

Unit 1
Area 17,673sqm GIA
Apex of roof is approx. 18.10m above FFL.
Based on 15m to internal haunch.
110m radius roof curve is used.

Unit 2
Area 12,954sqm GIA
Apex of roof is approx. 17.80m above FFL.
Based on 15m to internal haunch.
110m radius roof curve is used.

GIA Areas
Total - 30,627sqm GIA

6.6 LAYOUT

In addition, the following key points have been taken into consideration:

•The layout achieves efficient vehicle circulation by providing separate HGV and car access points along Iron Bridge Road

•To optimise permeability to the site, both physically, to enable easy access from the surrounding areas, and visually, to allow a visual integration between the development with the surrounding urban fabric

•The development is be laid out in order to permit flexibility in providing a variety of building sizes, to cater both for differing needs.

•The layout is a similar form to Phase 1& 2 on the adjacent plots.

•The buildings are set back fro the canal.

•Offices face onto the main Stockley Road roundabout and Iron Bridge Road and provide interest and an active frontage to passersby.

•Extensive landscaping is maintained around the perimeter of the plot, along with additional area internally.

•The proposed layout reduces the amount of built footprint within the Green Belt in the south-eastern corner of the site.

Proposed Site Layout Plan

6.7 APPEARANCE

The proposed units will match units 1-4 on the west of the plot (PPWL Phase 1&2) in all aspects of design, colour, materials and layout.

The buildings will both feature curved roofs running the length of the units with the offices popping out of the main building form at one end.

The elevations are faced in metallic cladding a lightweight and efficient system suitable for large, wide-span steel structural frames and which is fast to erect. It is also a solution suited to a palette of functional modern materials.

The profiled cladding is broken down into bays to reflect the structural grid behind and thereby breaking the elevations down into panels in order to provide visual relief. The profiles of the metal sheeting are changed, by alternating between horizontally-laid sinusoidal , half round profiled cladding and flat metal panels, so as to create visual interest by producing varying textures to the external walls.

In contrast, the offices are clad in a curtain walling system which accommodates glazed areas to the offices where natural lighting and views out are important. Solid, insulated, glass-faced “spandrel” panels are used where the external walls abuts structure or where the requirements of thermal performance require solid walling.

The colour palette is made up of a range of silver, white and shades of grey cladding.

CGI image of Unit 2 from Stockley Road

Unit 1 Elevations

Unit 2 Elevations

7.0 LANDSCAPING

7.1 GENERAL

The soft landscape strategy for the proposed development refer to Barry Chinn Associates drawing numbers 1982/19-05 for the 'Landscape Concept Proposal' and 1982/19-06 for Illustrative Landscape Sections'.

7.2 LANDSCAPE DESIGN STRATEGY OBJECTIVES

The landscape design for the development has been guided by the design objectives set out below to ensure the scheme provides significant benefit to the environment and that the new development integrates within its location. The design objectives are:

a)To retain and protect the existing trees and hedges except those to be removed to facilitate the new access points.

b)To ensure the successful establishment and retention of the landscape scheme and effective landscape buffer planting, particularly along the boundaries of the site to provide an attractive setting and backdrop for the development.

c)Where appropriate take opportunities to improve potential habitat bio-diversity on the site with the introduction of features such as bat/bird boxes, and the inclusion of hibernacula/log piles and hedgehog gateways installed within the boundary fences.

d)Enhance the amenity value of the site and provide an attractive and welcoming environment sympathetic with the existing landscape character of the area;

e)To reflect and complement the Architecture of the buildings;

f)To create a 'feel safe' environment for site users;

g)To consider sustainability in terms of both materials selection and maintenance;

h)To take account of the future maintenance requirements by careful selection of plant species and their relationship, with emphasis on achieving good establishment whilst minimising maintenance costs;

7.3 EXISTING LANDSCAPING

Existing trees on or adjacent to the site were surveyed by the Tree and Woodland Consultancy in August 2019 in accordance with BS5837:2012 "Trees In Relation To Design, Demolition and Construction – Recommendations." A pre-development tree survey (PDTS) and Arboricultural Impact Assessment will also be submitted in support of the application.

7.4 LANDSCAPING DESIGN PROPOSALS

The scale and nature of the built development proposal and of those already existing within the immediate context of the site are important factors in the landscape design approach to be adopted. A robust and strong landscape structure forms an essential requirement of the overall approach and for the detail design of the landscape framework.

The landscape strategy for the application site had been designed to be a coherent structured landscape providing a positive setting for the proposed development. The aim of the landscape is not necessarily to screen the development in its entirety, but to respect the scale and setting of the surrounding landscape context.

Emphasis throughout the design development has been to prepare a scheme that respects the character of the adjoining local landscape, enhances the ecology of the site and provides a stimulating, coherent and well-structured landscape and therefore a positive setting for the development. A significant proportion of the planting will be native, including tree, thicket, and hedgerow and wildflower/ species rich grassland to extend and integrate the surrounding landscape character in particular along the eastern and southern boundaries. Where a higher level of amenity is required, ornamental species are included around the building envelopes and within prominent locations throughout the car parks and adjacent to footpaths.




7.5 ESTABLISHMENT, MAINTENANCE AND MANAGEMENT

A combination of plant stock and plant sizes will be used to maximise the effectiveness of the planting within the minimum period. Semi Mature and Extra Heavy Standard trees (4.25 – 6.5m height at planting) will be used to create an initial sense of structure and maturity. These will be interspersed throughout the boundary planting with other trees of different stock sizes to replicate the variation of natural canopy cover.

Smaller plants are quicker to establish and more likely to adapt to new growing conditions. It is therefore intended for the best medium to long term gain to plant the taller growing native trees and understorey shrubs as bare-rooted (400-600mm high) transplants or as feathered trees (up to 2.1m in height) with occasional groups of extra heavy standard trees (and other size trees) to provide immediate screening in more sensitive areas such as along the eastern and western boundaries.

The soft landscape will, for the initial 1 year period after Practical Completion be maintained by the Landscape Contractor responsible for implementation of the works. The contract will include a defects liability clause to ensure replacement planting is carried out and successful establishment achieved. Thereafter, maintenance contracts will be organised by the persons responsible for facilities management at intervals to be determined to achieve continuity.

7.6 CONCLUSION

Ultimately the landscape strategy aims to create a development that sits comfortably within its surroundings and is in keeping with the Large-Scale Employment character area. This will help to create a positive relationship between the development and its surrounding environment. It is envisaged that over time the shrub and tree planting proposed for the development will mature to provide an attractive landscape setting, which assimilates the new development into the immediate surroundings. The landscape created will be managed in accordance with sound ecological principles to improve the overall bio-diversity of the site.



8.0 CRIME PREVENTION & PERSONAL SAFETY

The development will be designed in accordance with guidance given in Paragraph 10 of Planning Practice Guidance "Design" dated March 2014. In addition to this document, the measures outlined in the Secured with Design initiative will inform the approach to preventing crime in the development.

"Secured by Design" is a police initiative to encourage the building industry to adopt crime prevention measures in the design of new developments, to assist in reducing the opportunity for crime and the fear of crime, and thereby creating a safer and more secure environment. "Secured by Design" is owned by the Association of Chief Police Officers (ACPO) and has the support of the Home Office Crime Reduction & Community Safety Group and the Department of Communities and Local Government (DLGC). The core principles set out in "Secured by Design" are as follows:

- •Environmental Quality and Sense of Ownership
- •Natural Surveillance
- •Access and footpaths
- •Open Space and Provision and management
- •Lighting

Consideration will be given in the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the unit can move freely without risk to personal injury and safety. Such considerations are given to the design of public areas to ensure they are overlooked by occupied part of the building; that the layout removes the risks posed by concealed entrances; that the development is secured through fence and controlled access points; that comprehensive management measures are installed to ensure road and public routes are carefully monitored; and, that highway design and the layout of footpaths ensure that the risk to injury to road users is reduced to a minimum.

The development will be laid out to keep the number of routes into the building plots from the estate road to a minimum, and then ensure that access routes through the external boundary permit open access points which are clearly visible and open to surveillance from a distance. The development has been laid out to permit convenient movement without compromising security. Car parking is provided in the most prominently visible location available.

It is self-evident that good illumination reduces crime. Well-designed lighting reduces opportunities for concealment and improves visibility and the ability to overlook and supervise public areas. However well- designed lighting reduces shadow and avoid the creation of dark spots by the poor choice of light sources.

9.0 SUSTAINABILITY & RENEWABLE ENERGY

Prologis has a proactive approach to sustainability, energy use and reducing carbon emissions. Prologis' corporate sustainability commitments include ensuring all new buildings are designed in accordance with recognised certification schemes, such as BREEAM, reduce water consumption and waste, as well as reducing carbon emissions and making use of low carbon renewable energy technologies.

As part of Prologis' approach to sustainable design consideration has been given to the environmental impact associated with all phases of the new buildings life cycle. This includes designing the buildings to achieve a BREEAM Very Good rating as a minimum, mitigating construction stage emissions, reducing operational emissions and managing the environmental impacts of development.

To reduce the construction stage emissions of the development will be designed to reduce the embodied carbon of the development through the specification of materials that maximise flexibility, longevity, and recyclability, which will be matched by specifications that will determine the most sustainable choice of construction materials. This will include:

- Ensuring that timber is sourced from sustainable forestry, by carrying the Forest Steward Council certificate.
- The use of steel as the major structural material, which is made of 80% recycled product.
- Prohibiting materials containing CFCs and HCFCs.
- Remediation and re-distribution of soil from ground modelling as fill material to minimise the carting away and disposal of waste.

Through these measures the embodied carbon of the development will be reduced. However Prologis goes further and will mitigate the embodied carbon of the development through a contribution to the Cool Earth project, protecting an area of Peruvian rainforest.

To reduce the operational stage emissions of the development the design of buildings will include a range of measures to reduce emissions by a minimum of 35% in accordance with the London Plan. Measures include:

- Provision of roof lights to cover 15% of the building's roof space
- Improved u-values and air tightness values beyond the requirements of the Building Regulations
- Use of highly efficient LED lighting throughout with automated sensors
- Provision of low carbon heating to offices
- Installation of Solar PV to provide on-site energy generation

Details of the approach to reducing carbon are set out as part of a Whole Life Carbon assessment has been carried out to support the application.

As part of the sustainable design of the development a range of measures have been included to reduce the environmental impact of the new buildings. These include;

- Measures to adapt to climate change including a commitment to carrying out of overheating assessments to reduce overheating risk and use of SuDS to manage surface water
- The conservation of water through the use of water efficient savings and grey water use
- Provision of measures to facilitate sustainable transport
- Enhancement of site biodiversity

10.0 ACCESS STATEMENT

Site Access
The development site will be flanked by major roads, green spaces and the established industrial area to the west and south.

External Pedestrian Access
The development platform is generally level and pedestrian routes from the site boundary 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 entrances 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).

Horizontal Circulation
The horizontal circulation from reception to toilets is via a single leaf door having a clear opening width of 800mm. The door will be fitted with vision panels between 500mm and 1500mm above floor level. Lever furniture that contrasts with the doors will be 1000mm above floor level. The opening pressures for all doors will be set as close as possible to 20 Newtons. The door surrounds and general decoration will be in accordance with Approved Document M in respect of colour contrast.

Vertical Circulation
Vertical circulation to the office areas is via stairs and a lift to suitable for disabled employees.

The stairs from the entrance area are suitable for ambulant disabled use in accordance with Approved Document M recommendations in terms of the appropriate rise and going of each step, visually contrasting nosings and handrails.

WC Facilities
A unisex accessible disabled toilet is provided in accordance with Approved Document M recommendations at ground floor. Within the corner of the disabled WC, a level access shower is provided for use only by staff who commute to work by bicycle as part of the green travel plan. Toilets are provided on ground and 1st floors, and will be large enough to accommodate a disabled WC. Grabrails etc. in accordance with Approved Document M can then be fitted by the occupier to suit their staff requirements.

Means of Escape
The means of escape routes from the office area will be level. The routes from the warehouse / storage area will be ramped where possible.

11.0 CONCLUSION

The application proposes a development that will enhance an already successful business park through the implementation of high quality design, combined with a skilful design strategy. The precedent of Phase 1 & 2 of the development of Prologis Park West London has established a benchmark for the development proposed by this application. The development will attract new employment opportunities to the area whilst providing buildings that can adapt to changing business needs over the years to come.

CGI image of Unit 1 from Stockley Road