



FORMER GSK SITE, STOCKLEY PARK, HILLINGDON

PROPOSED DEVELOPMENT OF A LAST MILE DELIVERY CENTRE

DESIGN & ACCESS STATEMENT

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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
FRA	WSP
Ecology	Ecology Solutions
On-Site Infrastructure/Drainage/Structures	RPS
Sustainability	Turleys
Energy	Yonder



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 offices on land adjacent to Iron Bridge Road, for a warehouse unit with ancillary office space and multi-storey van storage deck for use of the site as a last mile delivery centre (Class B8 use) 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 on the opposite side of Iron Bridge Road. 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.

Prologis have already secured a resolution to grant (Dec 2020) and GLA Stage 2 sign off (March 2021) for the redevelopment of the site to provide two warehouse units for general industrial and logistics use (ref. 39207/APP/2020/2188).

However, Prologis have since received interest in the site from a national retailer who would like to develop this highly accessible site to provide a new high quality, sustainable last mile delivery centre.

This statement should be particularly read in conjunction with the accompanying architectural & landscape drawings.

2.2 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 contains the former GSK offices and multi-storey car park, Stockley Park, adjacent to the existing Prologis Park West London site. 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 landscaped 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 the site on Horton Road.



Strategic location of Prologis Park



Application site from the existing Prologis Park West London development



Existing Prologis Park West London 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 and the principle of the loss of the offices was previously accepted, noting the demand for industrial and logistics floorspace. Prologis propose to regenerate the plot with a tenant for a last mile logistics facility.

The original buildings were built on a plot surrounded by Greenbelt. A section of the car park deck currently sits over this Greenbelt line. The proposed scheme and carefully designed built layout will remove any built development from the green belt and retain and enhance the landscape buffers along the site boundary.

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 adjacent industrial and logistics warehouses at Prologis Park West London, which set the character of the employment area this side of Stockley Road.



3.6 Existing site photographs





3.7 CONSENTED 2 UNIT SCHEME (Ref 39207/APP/2020/2188)



Consented 2 unit scheme site plan

4.0 CONSULTATION

Since June 2020, Prologis have held a number of pre-application discussions with Hillingdon, and the GLA, plus air quality and transport workshops, prior to the application being submitted with regard to the nature of proposed Application. The proposed layout was well received by the Council and the GLA, and it was noted that principles in respect of layout and landscaping that were supported as part of the previous application had been retained for this development. Some queries were raised in respect of transport and air quality impacts. These matters are dealt with in the enclosed technical reports with this application, which demonstrate the scheme will not result in any adverse impacts.

An online public consultation was held in March 2021. Details of the feedback received is provided in the submitted SCI.

5.0 THE PROPOSAL

5.1 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 last mile distribution centre that is highly accessible;
- To provide a good quality building and sustainable design, to match those previously constructed at Stockley Park;
- To provide a building that meets the needs of the tenant based on their current business practices;
- To permit clear and effective access arrangements which will not cause traffic conflicts on the wider estate.



Application site in context with PPWL Phase 1 & 2

5.2 DESIGN EVOLUTION

A number of schemes were produced for the site and various layout solutions tested. It was agreed that these did not provide sufficient landscaping so the unit was re-orientated. The final layout has taken on board comments from the tenant and client, as well as pre-application feedback from the Council and GLA.

5.3 DEVELOPMENT FORM, LAYOUT & ORIENTATION

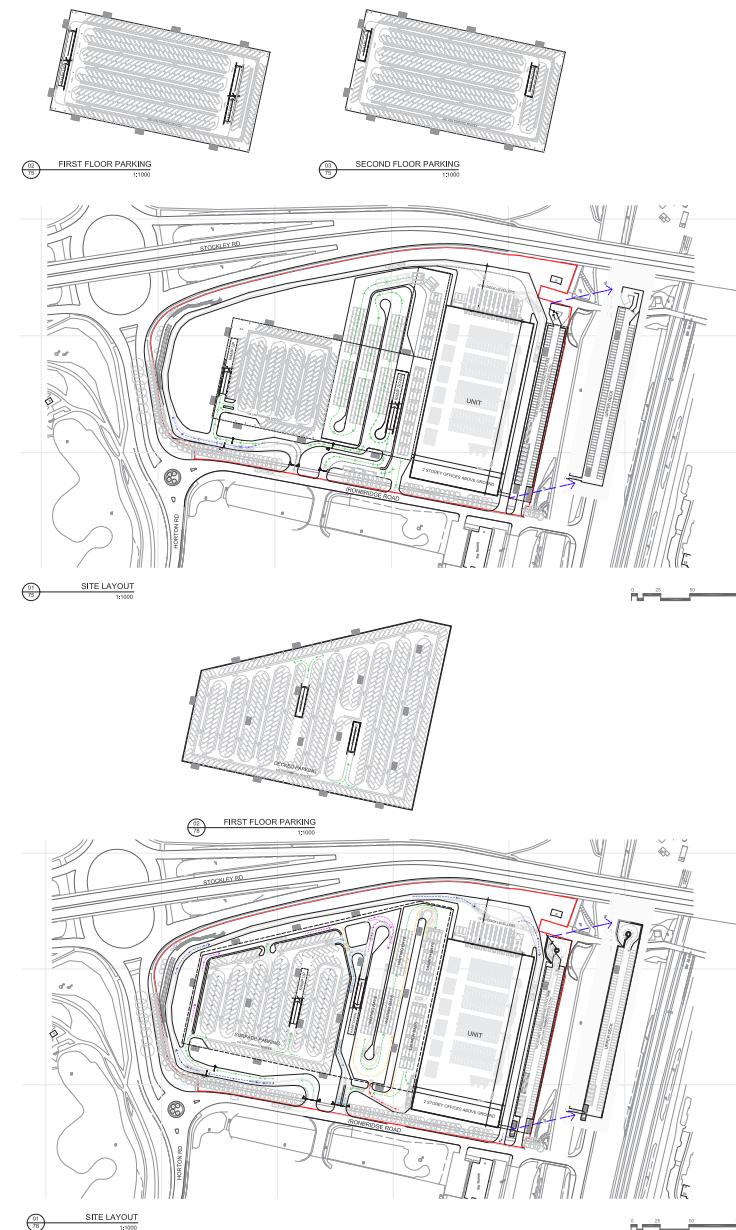
The proposed development has been designed to meet the requirements of a specific end occupier, a national retailer and logistics operation.

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 a multi storey van deck to store delivery vans.

The capacity of the buildings has been determined by the clients specification and 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 determined 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 area.

The overall site layout and orientation of the proposed warehouse buildings and multi storey van deck have taken account of the following:

- adjacent residential properties to the south, albeit these are separated by extensive landscape buffer and the Grand Union Canal, 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) in a dedicated service yard. 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 need to retain a landscape buffer around the perimeter of the site and reduce the impact on the green belt;





Prologis Park West London Phase 1

- provide as much landscaping as possible internally to mirror the existing design;
- 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 and help to ensure an active frontage onto Horton Road / Stockely Road;
- 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;
- 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.

5.4 USE

The site is allocated for employment uses and the recent consent establishes the principle of the loss of the offices and redevelopment to provide new industrial and logistics use (B8 use). The application seeks permission for the development of a warehouse unit with ancillary office space and a multi-storey van deck for use of the site as a last mile distribution centre (Class B8 use) together with associated parking, access arrangements, landscaping and infrastructure.

5.5 AMOUNT & SCALE

The proposed warehouse unit will comprise 13,098 sqm (GIA) floorspace in total, for B8 use with some ancillary office space.

The height of the warehouse building extends up to a maximum of 17.8m above finished floor level to external ridge. The internal haunch height is approximately 13.4m. The scale has been determined to achieve the floor areas required by the tenant. These heights are critical to achieving the total volume needed to accommodate the required storage capacity within the warehouse. The roof is curved with a radius of 110m. The office space provided remains ancillary to the main distribution and industrial functions of the operation.

The proposed van deck is a total of 4 storeys and comprises space for 800 delivery vans in total, with the top floor at a height of 14.7m. This has cladding/handrail of 1.375m above this level. There is no roof on top of the van deck.

5.6 LAYOUT

The following key points have been taken into consideration in the final layout design:

- The layout achieves efficient vehicle circulation by providing separate HGV and car/van access points along Iron Bridge Road.
- The layout is positioned to provide a coherent vehicle circulation within to maximise efficiency for the business.
- The van deck sits to the west of the plot and runs the length of Iron Bridge Road.
- Rows of trees along Iron Bridge Road are maintained and supplemented to reduce the impact of the units along this elevation.
- The building is set back from the canal and has an extensive landscaped border around the perimeter.
- Areas of landscaping are provided within the carpark and in front of the van deck to break up the hard landscaped areas.
- Offices face north towards the main Stockley Road roundabout with car parking in front and provide interest and an active frontage to passersby.
- The proposed layout removes the footprint from the green belt around the site.



Proposed Site Layout Plan



CGI - from Stockley Roundabout facing south

5.7 APPEARANCE

The appearance of the proposed warehouse unit will follow a similar language of units 1-4 on the west of the plot (PPWL Phase 1&2) in all aspects of design, colour, materials and layout.

The building will feature a curved roof running the length of the unit with mezzanine offices at the northern 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 flat rainscreen cladding and 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 abut structure or where the requirements of thermal performance require solid walling.

The van deck is faced in vertical metal fins to hide the movement of vehicles within. Viewed straight-on the van deck is visible but viewed obliquely the fins provide a solid facade. The fins have a wood effect finish to provide a contrasting look and be more sympathetic with the tree-lined Iron Bridge Road.

The stair cores break down the long expanse of the west elevation.



1 EAST ELEVATION
1" = 30'



4 WEST ELEVATION
1" = 30'



2 NORTH ELEVATION
1" = 30'



Illustrative Elevations

6.0 LANDSCAPING

6.1 GENERAL

The soft landscape strategy for the proposed development refer to Barry Chinn Associates 'Landscape Concept Proposals' and 'Illustrative Landscape Sections' that accompany the application.

6.2 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) Maintain as many of the Stockley Park landscape features as possible and seek to reinforce the essence of the original Stockley Park design language within the scheme;
- b) To retain and protect the existing trees and hedges except those to be removed to facilitate the new access points;
- c) 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;
- d) 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;
- e) Enhance the amenity value of the site and provide an attractive and welcoming environment sympathetic with the existing landscape character of the area;
- f) To reflect and complement the Architecture of the buildings;
- g) To create a 'feel safe' environment for site users;
- h) To consider sustainability in terms of both materials selection and maintenance;
- i) 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.

6.3 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." Existing planting and vegetation has been retained and enhanced where possible.



6.4 LANDSCAPING DESIGN PROPOSALS

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.



6.5 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.

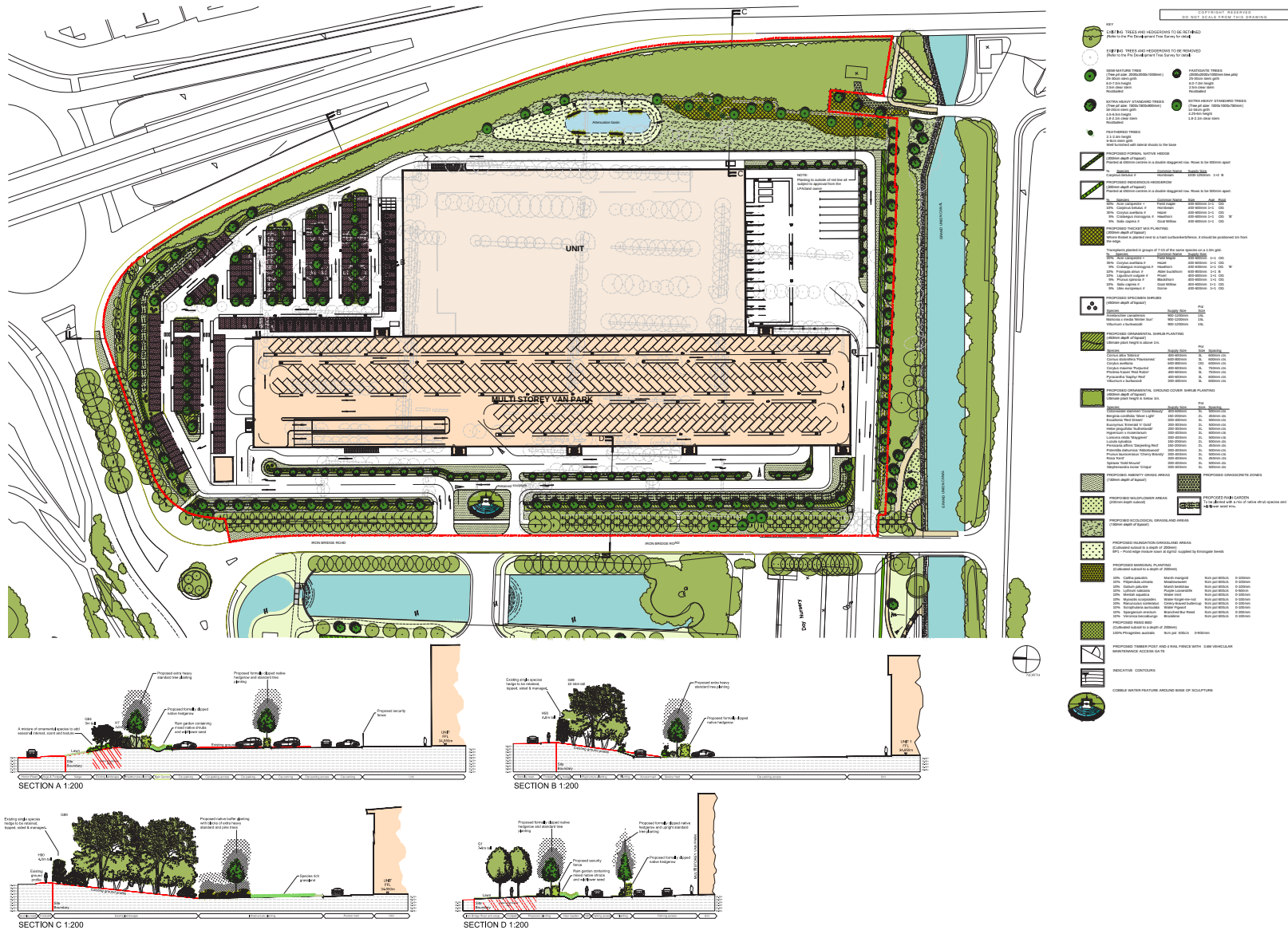
Smaller plants are quicker to establish and more likely to adapt to new growing conditions. It is therefore intended for the best medium to long term gain to plant the taller growing native trees and understorey shrubs as bare-rooted (400-600mm high) transplants or as feathered trees (up to 2.1m in height) 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.

6.6 CONCLUSION

Ultimately the landscape strategy aims to create a development that sits comfortably within its surroundings and is in keeping with the wider character of the Stockley Park registered park and garden. 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. The development will achieve an urban greening score of 0.41





Landscape concept layout plan

7.0 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 the occupier 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 plot 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.



8.0 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 building's life cycle. This includes designing the building 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 carbon emissions, the development has been designed to reduce the whole life carbon (WLC) 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. A WLC assessment has been undertaken to highlight carbon hotspots and reduce emissions where possible. This exercise reduced WLC by 3052 tonnes, equivalent to 10% of the development's emissions.

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.

Operational carbon emissions have been reduced in line with the 'fabric first' approach, with regulated energy demand met entirely by on-site energy generation. The development can therefore be considered zero carbon in operation as defined by the London Plan. Other measures to reduce the energy demand and carbon emissions associated with operation include:

- Improved u-values and air tightness values beyond the requirements of building regulations;
- Use of highly efficient LED lighting throughout with automated sensors;
- Use of a building management system to monitor energy systems by end use; and,
- Use of air source heat pumps to heat and cool office areas.

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.

The occupier is also committed to working towards a 100% electric fleet or alternative low emissions fuel. By storing vans on site the proposed occupier is able to meet their target to improve the environmental efficiency of its fleet and for all delivery vans being electrified by 2030. The van storage spaces will benefit from 20% active EV charging infrastructure from the onset, with 80% of spaces passive and able to be converted in the future.



9.0 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.

10.0 CONCLUSION

The proposed development will deliver a high quality, sustainable new last mile delivery centre, for which there is significant demand and which will be well placed to make use of the sites accessible location. The development includes high quality building materials and an architectural design that reflects the wider character of industrial and logistics development in this area of Stockley Park and as previously delivered by Prologis.

The built form has been designed alongside the landscaping proposals, which seek to mitigate the visual impact of the development and reflect the principles of the wider Stockley Park employment area. The site has attracted a high profile tenant that will regenerate the area in the form of a last mile facility and provide much needed employment to the area.



CGI - from Iron Bridge Road facing north