

Prologis Stockley Park West

Iron Bridge Road North, UB11 1BT
Design and Access Statement

July 2026



Contents

01	Introduction	3	04	Design Precedents & Materials	31	08	Visual Impact Assessment	53
	The Purpose of this Statement	4		Architectural Rhythm & Fins	32		AVR View 8 Stockley Road	54
	The Applicant	5		Materials Palette	34		AVR View 13 Iron Bridge Road	57
	The Application Team	6					AVR View 14 Grand Union Canal Towpath	60
	Site Location	7	05	DC01 Gantry Appearance	35		AVR View 7a Stockley Road	63
	Project Site	8		Materials & Design	36	09	Site Layout	66
	Existing Site Layout	9		Proposed Elevations	37		Car and Cycle Park	67
02	Site Overview	10		Bay Study - Axonometry	38		Access and Circulation	68
	Site Analysis	11		Bay Study - Section & Elevation Details 1:50	39		Security and Boundary Treatment	70
	Site Constraints	12		Bay Study - Plan Details 1:50	40		Ancillary Buildings - Plant Room	71
	Onsite Context	13	06	DC02 Gantry Appearance	41		Ancillary Buildings - Fire Suppression Compound	72
	Wider Site Context	15		Materials & Design	42	10	Proposed Landscaping	73
	Planning Policy Context	17		Proposed Elevations	43		Landscape Strategy	74
03	Design Development	18		Bay Study - Axonometry	44		Strategy for BNG and UGF Enhancements	75
	Planning & Pre-application Process	19		Bay Study - Section & Elevation Details 1:50	45	11	Conclusion	76
	Site Plan Evolution & Deconstruction	22	07	Substation Appearance	47			
	Substation Evolution	23		Materials & Design	48			
	Gantry Evolution	24		Design Evolution	49			
	Mezzanine - New Level Addition	25		Bay Study - Axonometry	50			
	Phasing	26		Detailed Elements	51			
	Deconstruction Phase	27		Visuals Study	52			
	Existing vs Proposed Site Plan	28						
	Proposals Summary	29						

PLON01-CWO-XX-XX-RP-Q-00090	
Project Code	Confidential
Created By	C+W O'Brien Architects
Checked By	LD
Revision	P02
Issued On	07/07/2026

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01 Introduction

Prologis Stockley Park West

Doc. Ref: PLON01-CWO-XX-XX-RP-Q-00090

Revision: P02

Introduction

The Purpose of this Statement

This Design and Access Statement has been prepared by C+W O'Brien Architects on behalf of Prologis and is submitted in support of a full planning application to the London Borough of Hillingdon (LBH). The application seeks consent for the conversion of Units 1 and 2 at Prologis Park West London to data centre use, together with associated external alterations.

The proposals comprise the introduction of external gantries and ancillary buildings, a new substation, façade louvres, security fencing, and associated landscape works. These interventions are required to support the operational and technical requirements of the data centre use while ensuring a coherent architectural response and an appropriate relationship with the surrounding context.

The preparation of this Statement has been informed by the National Planning Policy Framework (NPPF), which promotes high-quality, well-designed places, and the National Planning Practice Guidance, which requires Design and Access Statements to explain the design principles and rationale underpinning development proposals. The proposals have also been developed with regard to the National Design Guide (2019), which emphasises the importance of responding positively to context and integrating access considerations into the overall design approach.

This Statement should be read alongside the accompanying drawings, technical reports and supporting documents submitted as part of the planning application. Together, these documents set out a clear and robust justification for the proposed development and demonstrate how the scheme responds positively to policy, context and operational requirements.

Introduction

The Applicant



About Prologis

Prologis is the world's largest Real Estate Investment Trust (REIT), operating in more than 20 countries and managing \$215 billion in real estate assets. Through its global network, Prologis creates the infrastructure that powers commerce — connecting the digital and physical worlds to help 6,500 customers move faster, operate smarter, and grow sustainably.

A Trusted, Long-Term Investor Driving UK Economic Growth

Prologis has been active in the UK market since 1998 and is recognised as a major inward investor, playing a critical role in supporting sustainable growth, jobs, and infrastructure.

Prologis has over \$10 billion of assets under management in the UK across 28 Prologis Parks where the equivalent of 2.5% of the UK's GDP flows through their facilities annually. Over 100,000 people are employed by the businesses operating from Prologis facilities, helping to drive productivity and economic resilience.

In September 2025, Prologis announced further UK investment intentions totalling \$3.9 billion, supporting critical drivers of growth identified in the Modern Industrial Strategy.

Driving the Future of Digital Infrastructure

With more than 25 years' experience in Data Centre development, Prologis is uniquely positioned to meet the evolving needs of the digital economy. Combining global expertise, development capability and financial strength, the company is currently delivering Data Centres across some 20 sites worldwide — representing \$7–8 billion of additional investment by 2028.

Since 2016, Prologis has developed seven Data Centres in the UK and continues to explore further opportunities to help deliver the nation's ambition to build “cutting-edge, secure and sustainable AI infrastructure.” At Prologis Park West London, the planned conversion of DC5/6 represents a projected \$1 billion investment — one that will play a vital role in strengthening the UK's digital backbone.

A Global Leader in Sustainability and Innovation

Prologis is committed to achieving net-zero greenhouse gas emissions across its entire value chain by 2040. As a leader in real estate development, the company delivers sustainable, resilient facilities that support local communities and enable decarbonisation at scale.

Prologis is also one of the world's largest providers of on-site solar energy, with UK facilities generating renewable power sufficient to supply thousands of homes.



Prologis site and Grand Union Canal Towpath adjacent to the west of the application site, known as “Prologis Park West London Phase 1 & 2”

Introduction

The Application Team



CLIENT

Prologis



**MEP ENGINEER, BREEAM
HEALTH & SAFETY (CDM)**

RED



ARCHITECT

C+W O'Brien Architects



**CIVIL & STRUCTURAL ENGINEER
VEHICLE TRACKING**

Pinnacle



FIRE ENGINEER

Joule Group



SUBSTATION INFRASTRUCTURE

JSM



LANDSCAPE ARCHITECT

Macfarlane + Associates



ACOUSTIC CONSULTANT

Sharps Redmore



**PLANNING CONSULTANT,
HERITAGE AND TOWNSCAPE**

Savills



AIR QUALITY ASSESSMENT

SRL



**PRINCIPAL DESIGNER
BUILDING SAFETY ACT**

PB Safety Consultancy



**APPROVED INSPECTOR/
BUILDING CONTROL**

C3 Design Approvals

Introduction

Site Location

The application site is located on the west side of the A408 (Stockley Road) corridor, positioned between West Drayton to the west and Hayes to the east, within the London Borough of Hillingdon. The site lies immediately south of Stockley Park Golf Course and forms part of a wider mixed-use commercial and light industrial zone. It sits within a well established urban setting, with predominantly data centres, industrial and logistics facilities to the east and west, and residential neighbourhoods within close proximity to the south.

The plot is located approximately 1 km north of M4 Junction 4, and is accessed via Iron Bridge Road linked to the Stockley Road, a major strategic distributor route linking West Drayton, Stockley Park, Hayes, and Heathrow Airport, located approximately 2 km to the south. The surrounding context includes large employment areas such as Stockley Park Business Estate, various logistics operators, light manufacturing facilities, and ancillary commercial uses. Residential streets of West Drayton Garden Village are situated further south, screened by existing vegetation and built form.

The southern boundary of the site is formed by the Grand Union Canal. The canal links West Drayton and Hayes but can be followed further to Brentford. Alternatively, the canal can be followed west to Slough or north to Uxbridge or all the way to Birmingham. The Grand Union Canal Walk towpath runs along the length of the canal, offering opportunities for visitors to explore and enjoy the area, its history and its wildlife. The canal is maintained by the Canal & River Trust.

Public transport accessibility is strong, with regular bus services along the A408 and A437, and railway connections nearby at West Drayton and Hayes & Harlington stations, providing access to the Great Western Railway and Elizabeth Line for direct services into Central London. The area also benefits from pedestrian and cycling infrastructure including connections into Stockley Park and towards local residential areas.



- Site Boundary
- Railway
- Grand Union Canal

Site Location (© Apple maps)

Introduction

Project Site

The Site forms part of Prologis Park West London which comprises a total of six, large scale industrial buildings. The proposed application site is the eastern section of the estate measuring approximately 6.3 ha. It currently includes two warehouse buildings which were completed in 2023.

The four buildings to the west were originally constructed and designed for industrial or logistic use and have since been converted to data centres through internal modifications and external plant room deck extensions.

The service yards of these neighbouring data centres have been adapted to include gantries, elevated above external generators placed at ground level. These gantry extensions are enclosed with screen louvres to provide visual screening and maintain design coherence.

To the east, across Stockley Road (A408), stands Stockley Park, consisting of a series of large office buildings rising two to three storeys high. To the north is significant mature landscaping, including Stockley Country Park and Stockley Park Golf Course. A Busy Bees Nursery is situated on Iron Bridge Road, in close proximity to the Site's south-western corner.

To the south of the Site, between the Grand Union Canal and a mainline railway station, lies a cluster of industrial yards that include car parking and storage facilities. Beyond that is the closest area of residential land use.



— Site Boundary - - - Prologis Park West Estate, Indicative Boundary

Site Location (© Apple maps)

Introduction

Existing Site Layout

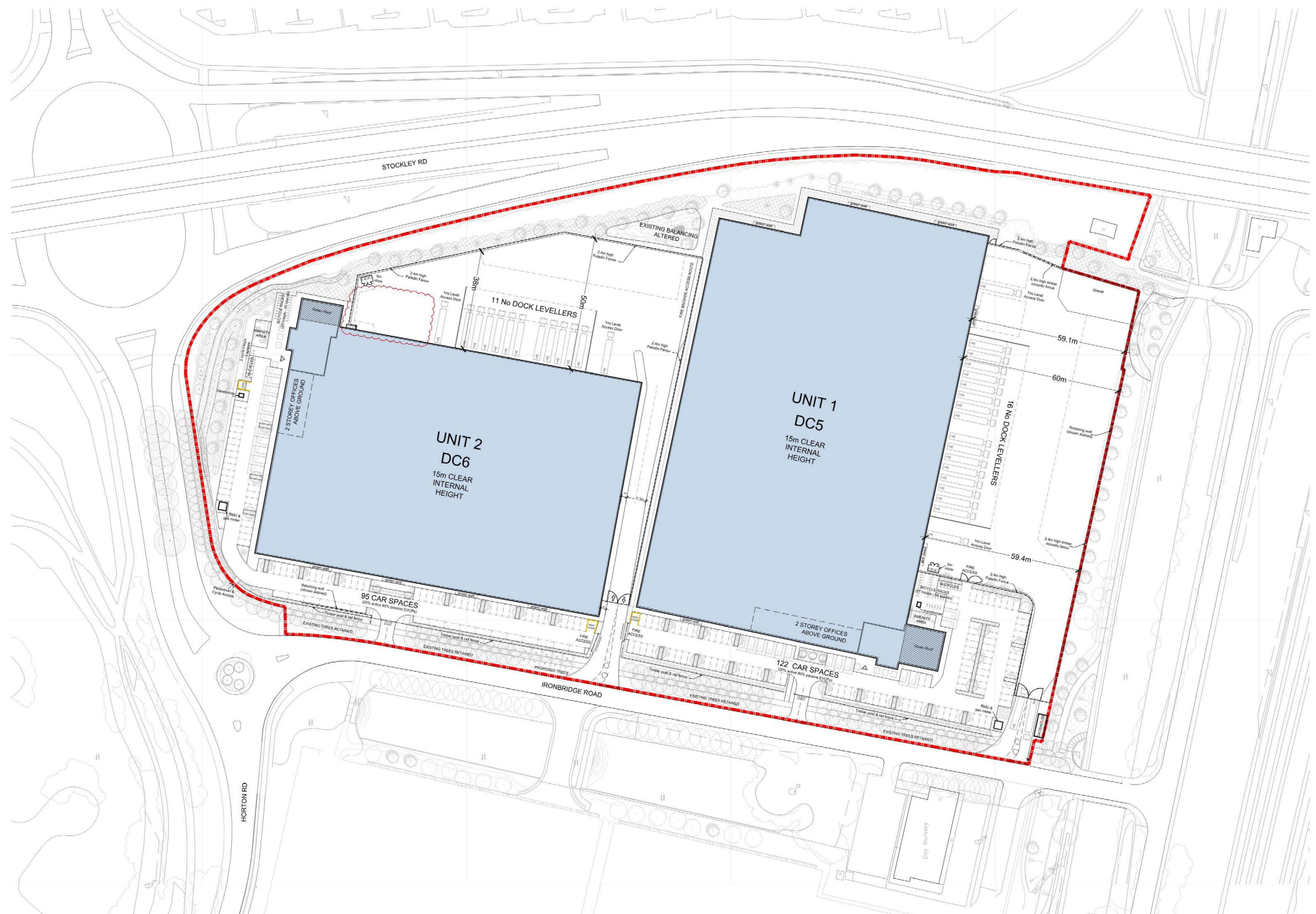
The Site currently comprises units known as:

- Unit 1 (DC5 - Distribution Centre 5); and,
- Unit 2 (DC6 - Distribution Centre 6).

Unit 1 and Unit 2 are single-storey warehouse units measuring: 18,063 sq m (194,428 sq ft) and 13,290 sq m (143,052 sq ft) respectively. Each building has a clear haunch height of 15m and an overall building height of 18m.

Unit 1 (DC5) is currently leased up to April 2028, while Unit 2 (DC6) is vacant. Both units benefit from flexible permitted uses included within the following use classes: Class B1c/B2/B8.

Direct access to the Site is via Iron Bridge Road, which forms the western boundary and runs in a north-south direction from the Stockley Road roundabout to West Drayton (approximately 1.3 km west). This is a two-way single carriageway road, well-lit, with a 30 mph speed limit and pedestrian footpaths on both sides.



--- Site Boundary

02 Site Overview

Prologis Stockley Park West

Doc. Ref: PLON01-CWO-XX-XX-RP-Q-00090

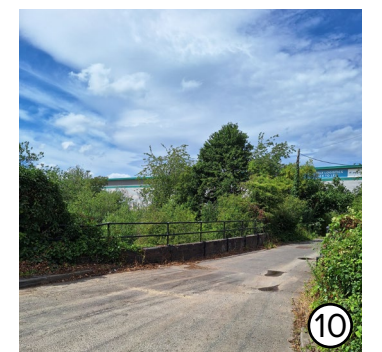
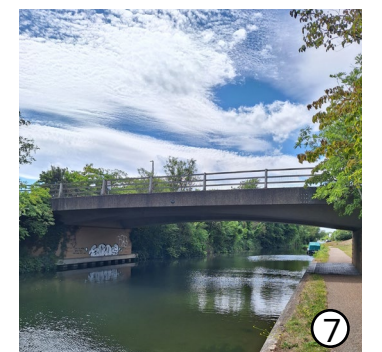
Revision: P02

Site Overview

Site Analysis

The Site is framed by pedestrian-visible frontages along Stockley Road, Horton Road, and the Grand Union Canal. Approaching vehicles from Iron Bridge Road to the west, Horton Road to the north, and Stockley Road to the east also gain clear views of the development.

The plan on the right includes photographs of the Site captured during the June 2025 site visit.



Site Overview

Site Constraints

A site constraints plan has been prepared to identify and evaluate the principal limitations affecting the Site. The accompanying diagram provides a clear summary of the existing physical characteristics of the Site and its wider context, illustrating the key factors that inform the design response.

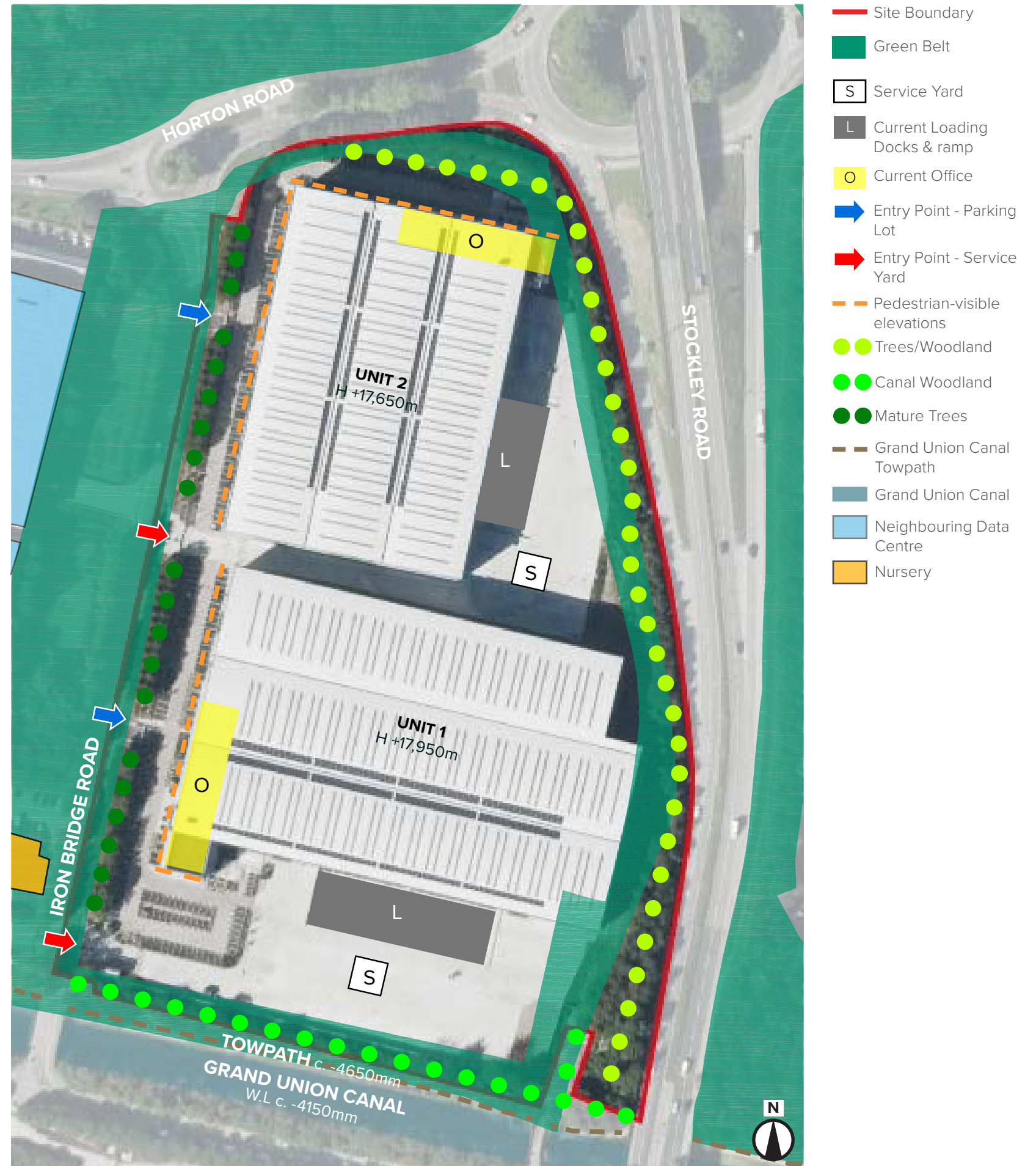
A mature and protected landscape buffer runs along the northern, eastern and southern boundary of the Site. To the south, is the Grand Union Canal and its pedestrian walkway which add to the accessibility and setting of the Site.

The two existing buildings feature dedicated car parking and service yards, accessed directly from Iron Bridge Road near the car park entrances.

Unit 1 has 16 loading docks, one level access door, and 122 parking spaces.

Unit 2 has 11 loading docks, one level access door, and 95 parking.

Three storey office elements are integrated into both buildings - Unit 1 faces onto Iron Bridge Road and Unit 2 faces onto Horton Road.



Site Overview

Onsite Context

At the outset of the project and throughout the design development, the Design Team conducted site visits to gain an understanding of the existing buildings. These visits provided first-hand insight into the materiality, scale, and spatial character of the existing buildings, as well as the surrounding context from multiple perspectives.

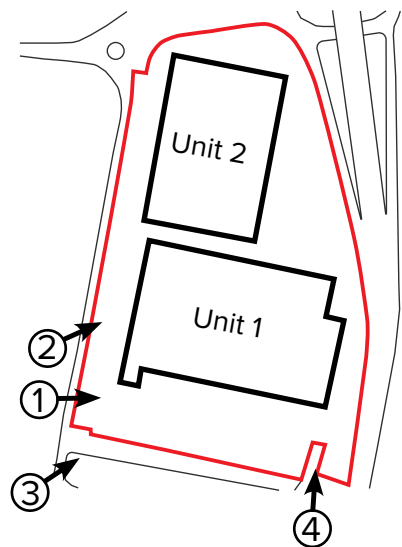
Observing the site in person allowed the team to inform design decisions that respond thoughtfully to both the physical environment and the operational requirements of the new development.

Fig. 1. View of the office block and service yard entrance to Unit 1 from Iron Bridge Road.

Fig. 2. View along the Unit 1 office block from Iron Bridge Road pedestrian pathway.

Fig. 3. View of the south elevation of Unit 1 from Iron Bridge Road's canal bridge.

Fig. 4. View of the south elevation of Unit 1 from the canal bridge by Heidelberg Materials Asphalt.



Site Overview

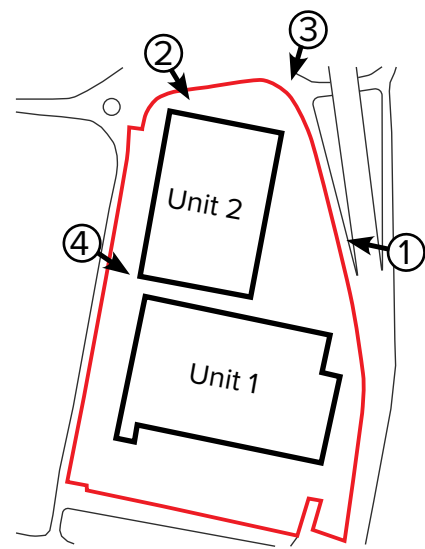
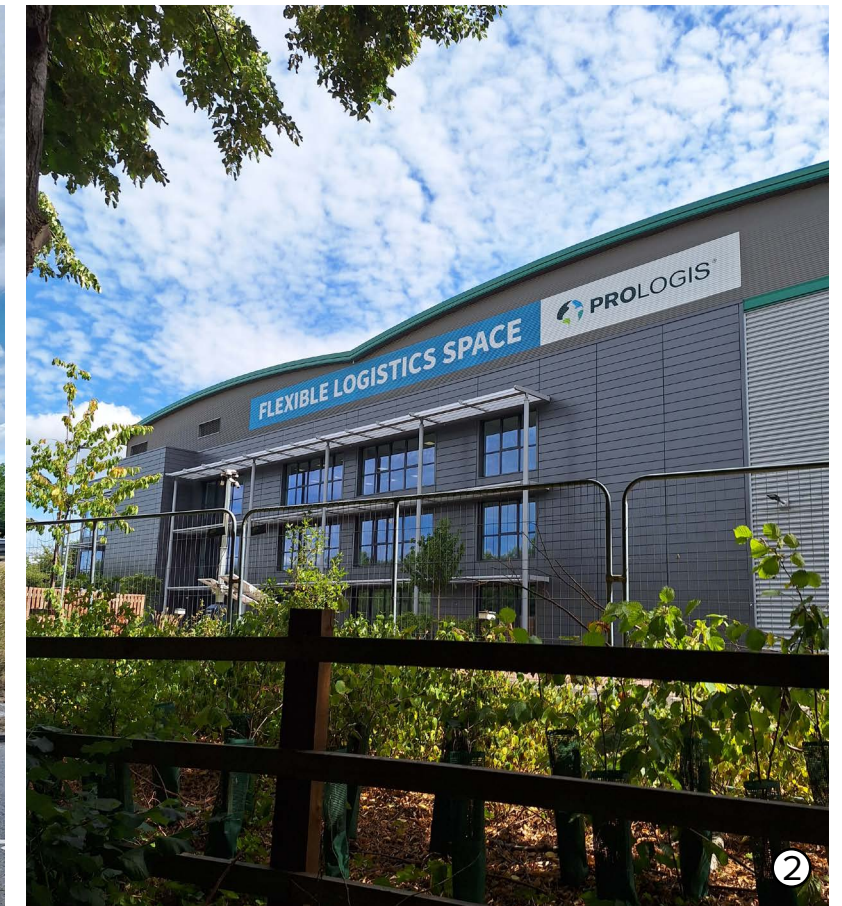
Onsite Context

Fig. 1. View of Unit 2 east elevation from the A408 Stockley Road.

Fig. 2. Unit 2 north elevation viewed from the pedestrian pathway along Horton Road.

Fig. 3. Unit 2 office block north elevation viewed from the Stockley Park roundabout.

Fig. 4. View of the Unit 2 Service Yard entrance from Iron Bridge Road, with the corner of the Unit 1 building on the right-hand side.



Site Overview

Wider Site Context

As part of the site visit, the Design Team reviewed the neighbouring data centres, which share a similar architectural scale, form and material palette and have likewise been delivered through the conversion of former logistics warehouses, with a nursery located along Iron Bridge Road within the surrounding context.

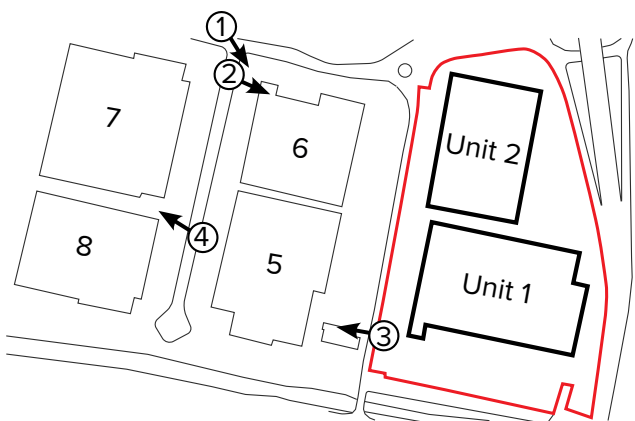
A detailed appraisal of the buildings, together with a review of their associated planning applications, has provided valuable precedent insight. This has helped to inform a design approach that responds appropriately to the wider site context and integrates coherently with the surrounding built environment.

Fig. 1. View of the Building 6 substation compound and louvred gantry plant deck extension.

Fig. 2. View of the Building 6 substation and entrance point.

Fig. 3. View of the Busy Bees nursery.

Fig. 4. Building 7 and 8, Generators and louvred gantries.



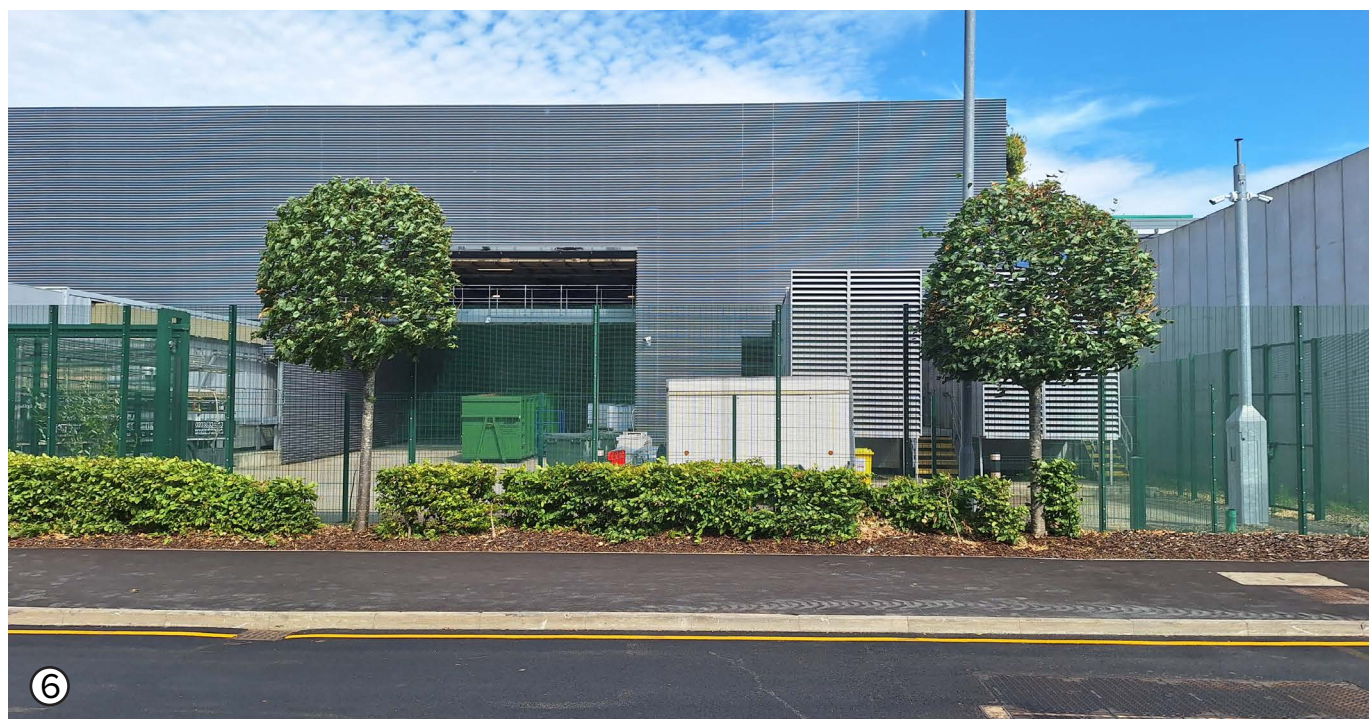
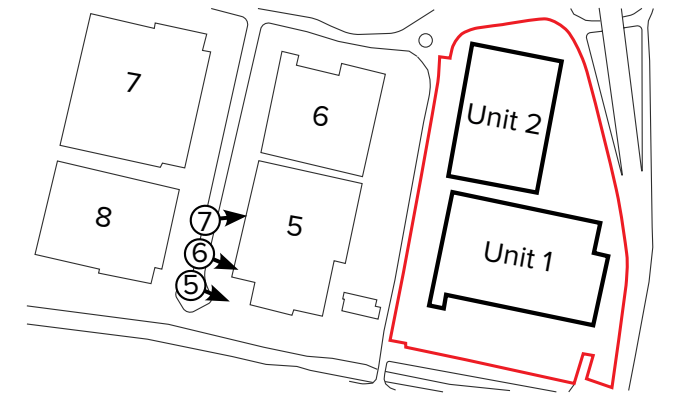
Site Overview

Wider Site Context

Fig. 5. View of the Building 5 substation's green wall, office, car park and pedestrian entrance.

Fig. 6. Building 5 Loading bay, fencing, gate and louvred chiller deck extension.

Fig. 7. Building 5 Generators and louvred gantry deck extension.



Site Overview

Planning Policy Context

This Design and Access Statement has been prepared in accordance with the requirements of the National Planning Policy Framework (NPPF) and is informed by the guidance set out in the National Planning Practice Guidance (NPPG). It also reflects the principles of the National Model Design Code, with a particular focus on achieving a design-led approach that responds positively to context, character, and functional requirements.

The statement forms part of a full planning application submitted to the London Borough of Hillingdon (LBH) and will be assessed against the relevant policies within the adopted development plan, comprising:

- The London Plan (March 2021);
- The Local Plan: Part 1 Strategic Policies (November 2012) ('LPP1');
- The Local Plan: Part 2 Development Management Policies and Site Allocations and Designations (January 2020) ('LPP2');
- The West London Waste Plan (July 2015).

In planning policy terms, the Site is located within a designated Locally Significant Employment Location. LPP1 identifies these areas as primarily accommodating light industrial, office and research uses and supports the intensification and continued employment use of such locations. The proposals are considered to align with these objectives through the efficient re-use and intensification of existing employment land.

A limited portion of the Site extends into the Green Belt, primarily at the periphery. This area is modest in extent and does not form part of the main developable areas. The proposals have been carefully designed to ensure that any impact on the Green Belt is minimised and does not undermine its overall function or purpose.

The development plan recognises that change is an inherent characteristic of London's growth and that appropriate intensification within employment locations is to be supported where it contributes to economic resilience and efficient land use. This is particularly relevant in the context of existing industrial sites, where the optimisation of land is strongly encouraged.

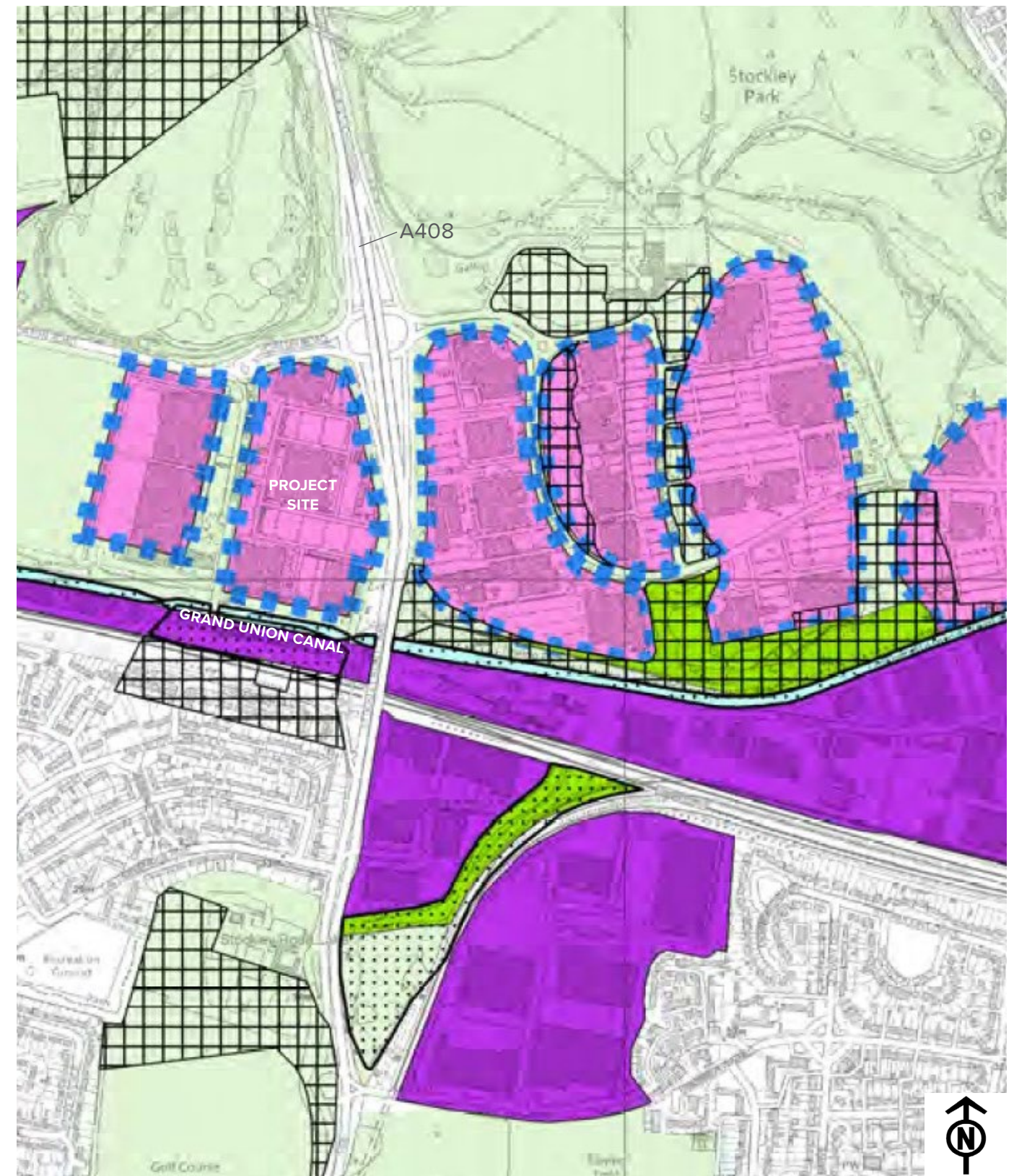
The most relevant design related policies include Policy D3 (Optimising Site Capacity Through a Design-Led Approach) of the London Plan and Policy DMHB 11 of LPP2 (Design of New Development). These policies establish a clear framework for high-quality design, which can be summarised as follows:

- Ensuring development responds positively to local context and character;
- Optimising the efficient use of land through a design-led approach;
- Promoting high-quality materials, finishes and architectural detailing;
- Minimising impacts on amenity, landscape and heritage assets;
- Ensuring development does not prejudice the future development of adjoining sites;
- Supporting sustainable movement and appropriate servicing arrangements;
- Promoting safe, inclusive and accessible environments;
- Encouraging high standards of sustainability and environmental performance.

The proposals have been developed in accordance with these principles, ensuring a coordinated and contextually responsive design approach that balances operational requirements with policy objectives and environmental considerations.

Key Legend:

-  Green Belt
-  Areas forming links in Green Chains
-  Nature Conservation Sites of Metropolitan or Borough Grade I Importance
-  Nature Conservation Sites of Borough Grade II or Local Importance
-  Locally Significant Employment Location
-  Strategic Industrial Location
-  Office Growth Location



London Borough of Hillingdon Local Plan Part 2 - Policies Map - Adoption Version