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OUR REF: S19-042

Planning and Development
Hillingdon Council
3N/04 Civic Centre
High Street
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15th January 2020

Dear Sir/Madam

Design and Access Statement - Rev A (15.01.2020)

This statement has been prepared by CMI Studio on behalf of Swissport to accompany the planning application for a single storey front extension at building 558, Shoreham Road West TW6 3RT.

Site

The site is Swissport building 558, and part of a row of warehouses used for the holding and storage of freight and cargo to and from international airlines. The facility is accessed from a one-way Shoreham Road West, and requires security clearance. The site is very close to the M25 to the west via Southern Perimeter Road and the A3113. There is a bus stop nearby on Stirling Road which is served by the 482 and 490, which link to the London Underground and National Rail.

The Proposal

The proposal seeks to erect a single storey front extension to the existing frontage of building 558, and to replace the glazing on two existing glazed staircases. The proposals will provide the company with a clear entrance point whilst also providing separate public access for reception and private access for office staff. Accessibility for wheelchair users will be significantly improved. The existing canopies will also be re-clad and have new corporate signage. The staff entrance to the warehouse will also be relocated and infilled, and the lift housing side access door will be replaced with double doors.

Scale

The proposal is a simple rectangular form that extends out to the face of the staircase and underside of the balcony. The height of the extension is limited to create a balanced elevation in line with the canopy, and the void concealed with expanded mesh panels. The scale of the proposals is in keeping with similar extensions to the area.

Layout

The extension will provide the public with direct access to the reception area. An external access balcony will be approached via an external platform lift and replacement external steps. The balcony will be neatly sheltered by the existing canopy. The single access point allows visitors to be monitored to help with security. The building will be constructed on a raised structural solution to remove the need to dig into the existing forecourt slab. Materials will be selected to be highly durable to withstand heavy use.

The existing escape staircase layout will be retained, and the replacement escape doors will only be accessible from inside for security. The side access point with access controls will be retained for staff but relocated. There will be minor external alterations to car park barriers and markings to allow pedestrian circulation to the platform lift. The existing ramped path leading to the building will be retained.

Appearance

The design will modernise the existing elevation and create a dedicated public entrance point. The extension will be clad with profile metal cladding panels, with dark grey PPC aluminium glazed units and doors. The extension will be clad in light grey PPC metal profile cladding with dark grey PPC aluminium trim, representing the neutral corporate colours. The existing cladding on the two canopies will be replaced with black profile metal cladding and corporate signage to increase the unit's prominence (similar to the adjacent *DHL* building). The two staircases will be re-glazed with laminate glazing and black clamping strips.

The automatic glazed sliding doors and glazing to the front façade will be dark grey PPC aluminium with mirrored film to allow light and yet retain privacy. The new glazing and glazed doors to the existing stair core will match that of the new extension. Expanded aluminium mesh panels to the roof area and the undercroft of the balcony conceal the void above and house external lighting. The proposed form is in keeping with similar extensions to the area.

Sustainability

The entrance faces east and so will get sun in the morning. The extension will be well insulated and a high level of noise reducing double glazing will be specified to ensure a comfortable working environment for building occupants. The staircase is not an inhabited space but the laminate glazing will improve safety and noise reduction levels. The replacement of all of the existing glazing to the first and second floors will also improve thermal and acoustic levels to enhance the working environment for occupants.

Transport

The 23 existing parking spaces within the restricted site area are allocated for office staff and visitors. The proposals reduce this to 18 parking spaces plus an increased area allocated for motorcycles, resulting in a loss of 5 car parking spaces. The disabled bay will be relocated closer to the platform lift. Trucks and other courier services will unload and load via the existing loading bays so are unaffected. The existing cycle stand will be relocated to the side of the new extension under the existing canopy.

Landscape

The existing concrete hardscaping will remain unchanged. There are no TPOs on site.

Flood Risk

The site is near the Duke of Northumberland's' and Longford's rivers to the south, but it does not sit within Flood Risk Zones 2 or 3 flooding from rivers according to the *Environment Agency Flood Risk* map. There is a low risk of surface water flooding to the forecourt area of the site and Shoreham Road West according to *gov.uk Crown Long Term Flood Risk* maps. The buildings in this area are raised and the existing forecourt hardscaping slopes away to mitigate the effect of surface flooding.

Heritage

There are no heritage assets within or adjacent to the site and it is not in a Conservation Area.

Summary

The proposals will create a clear, secure and accessible entrance point for staff and the public and thus will enhance both workplace inclusion and logistical operations at Swissport. We trust that the LPA has sufficient information with which to make a positive determination on this application. However, should further information be required an early and proactive engagement with the applicant is encouraged.

Yours faithfully

Hidetomo Moro ARB
Architect