SGP
Architects + Masterplanners

PROLOGIS®

Prologis Park, Luton
Phase 2 (Development Zone D / Unit DC8)
Design and Access Statement

April 2024

19-193-SGP-XX-XX-RP-A-131006 (P04)

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Phase 2 Design and Access Statement

1. Introduction

1.1 Purpose of this Document

1.1.1 This Design and Access Statement has been prepared by Stephen George + Partners in conjunction with the wider consultant team, on behalf of Prologis UK Ltd, the applicant of the site.

1.1.2 This Statement relates to the Reserved Matters Application for Phase 2 (Development Zone D) of the approved Masterplan for Prologis Park Luton; for which Luton Borough Council granted Hybrid Planning Permission (ref. 22/01334/HYBEIA) on 12 May 2023. The description of development was as follows:

"Hybrid Planning Application for the phased demolition of all existing buildings and structures, site preparation works and the comprehensive employment-led redevelopment of the site comprising:

1) Detailed Planning Application for the construction of flexible employment floorspace (Use Classes E(g)(ii)/(iii), B2 and/or B8, with ancillary office floorspace) and all associated infrastructure works, access arrangements, internal road network, parking, and hard and soft landscaping; and

2) Outline Planning Application (with all matters reserved) for the construction of flexible employment floorspace (Use Classes E(g)(ii)/(iii), B2 and/or B8, with ancillary office floorspace), an on-site training & development facility (Use Classes E(g)(i)/F1(a)), and all associated infrastructure works, access arrangements, internal road network, parking, and hard and soft landscaping."

1.1.3 Several supporting documents are submitted with the application, which should be read in conjunction with this Statement, together with the submitted drawings. Please refer to the Cover Letter for a full list of the supporting documents accompanying this submission.

1.1.4 The purpose of the document is to outline and explain the principles and concepts governing the proposed use, scale, appearance, layout, access and landscaping as set out in Condition 5 of the Decision Notice attached to the Permission; as well as accessibility and sustainability matters of the proposed development. The content and structure has been informed by the Department for Communities and Local Government (DCLG) document, Guidance on Information Requirements and Validation (2010), the National Planning Policy Framework (NPPF, 2023), the Commission for Architecture and the Built Environment (CABE) document, Design and Access Statements: How to Write, Read and Use Them (2007), and Local Authority planning advice and guidance notes.

1.1.5 This Design and Access Statement demonstrates that the proposed detailed design for Phase 2 (Development Zone D) is in full compliance with the parameters established by the Hybrid Planning Permission and will deliver a high quality designed environment which is informed by the local context, in accordance with relevant local and national design policies and follows the design quality established by Phase 1 of the development including the key principles set out in the original Design and Access Statement, thereby further demonstrating compliance with Condition 3.

FIG 1 CGI VIEW ALONG THE RIVER LEA TOWARDS WINDMILL ROAD

1.2 The Vision

1.2.1 Prologis Park Luton represents a unique and exciting opportunity to deliver a new high-class logistics park within Luton. The proposals will provide an opportunity to assist Luton in achieving its economic growth ambitions and meet the need for new-high quality logistics floorspace over the Luton Local Plan period. Prologis has the experience, drive and capability to deliver this project which will deliver significant social, economic and environmental benefits to the borough.

1.2.2 Prologis want to develop this underused and run-down site to provide a modern and sustainable employment park to support local and regional businesses in Luton, set within a high-quality landscape setting that will respect its heritage and provide dedicated training opportunities on site. The creation of a place that provides customer and local community well-being is integral to Prologis' parks.

1.2.3 During Phase 1 the redevelopment of the site will focus on the regeneration of the River Lea, that runs through the centre of the site, by creating a public footpath and landscaped river walkway that connects Osborne Road to the South, through to Manor Road Park along the Northern boundary.

1.2.4 Prologis Park Luton will provide employment and training opportunities, high-quality sustainable buildings and a public amenity space for all to enjoy whilst respecting the sites surroundings across both Phase 1 and the proposed development Zone D.

1.2.5 Much like the proposals in Phase 1, approved under the hybrid application, the development proposed in Zone D will continue to set high standards for future logistics parks within the borough. The inspirational development, having striped aesthetic visual forms facing the public realm, walking and cycling bridleways interspersed with new public art, rejuvenates the locality. The strategy for achieving a bio-diversity net gain (BNG) is consistent with this applicant's environmental sustainability credentials, whilst the creation of employment floor space provides new job opportunities, contributing to building a strong, competitive and sustainable local economy. The result is a park that everyone can be proud of.

1.3 The Applicant

1.3.1 Prologis is a global leader in logistics real estate. Prologis invests for the long term in industrial and logistics parks to serve its global customer base and also the local communities where it operates.

1.3.2 As the long-term owners of the buildings they create, Prologis take the time to build long-lasting and trusted relationships with the communities close to their Prologis Parks.

1.3.3 Since inception in 1999 Prologis has developed 50.3 million sq ft in the UK, with 11 million of this in London & South East.

1.3.4 Prologis currently have an operating portfolio of 28 million sq ft consisting of 134 buildings over 23 parks with a total Assets Under Management value of £5.7 billion, these include parks in Hemel Hempstead, West London, Croydon and Marston Gate.

1.3.5 The SGP team have enjoyed a successful working relationship with Prologis for over 20 years and strive to deliver the best possible service for Prologis to pass onto their customers.

1.3.6 Sustainable building isn't just what Prologis do, it's who they are. Sustainability has been their focus for decades, which is why our new developments meet or exceed local certification requirements. Prologis is the only logistics investor globally to be awarded HRH Terra Carta Seal for Sustainability, Certified 20M sq ft in the UK, 16 Green bonds, and were the first property investor to deliver a beyond net zero carbon building in operation and construction for Cummins at Apex Park.

1.3.7 Prologis invest in skills, training and education. They have won awards at their training Hub building at DIRFT in Northamptonshire and welcomed over 600 students to their Prologis Warehouse and Logistics Training Programme.

2. Assessment & Evaluation

2.1 The Development Plan

2.1.1 The adopted Development Plan for the site comprises:

- Luton Local Plan 2011 – 2031 (2017); and
- Luton Local Plan Policies Map (2017)

2.1.2 Relevant materials consideration include:

- National Planning Policy Framework (2023) & National Design Guide (2019); and
- Luton Planning Obligations SPD (2007)

2.1.3 The site is designated in the Local Plan as a Category A Employment Area and as such the principle of a redevelopment

FIG 2 EXTRACT FROM ADOPTED LOCAL PLAN POLICIES MAP WITH SITE OUTLINED IN RED

2.2 Planning Policy Summary

2.2.1 The Proposed Development has been informed by relevant guidance set out in the National Planning Policy Framework ("NPPF") and National Design Guide ("NDG"), and has been purposely designed to meet the required design- and sustainability-related policies of Luton Borough Council, in its role as Local Planning Authority ("LPA").

2.2.2 Placemaking and good design are high on the Government's agenda for planning – it is recognised that well-designed places "influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passersby and visitors. They can lift our spirits by making us feel at home, giving us a buzz of excitement or creating a sense of delight. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion" (Paragraph 1, NDG). In addition, design quality and the need for well-designed, beautiful and safe places is a key requirement of the NPPF (see Paragraphs 8b, 131 and 133) which strongly influenced the Proposed Development.

FIG 3 THE TEN CHARACTERISTICS OF WELL-DESIGNED PLACES FROM NATIONAL DESIGN GUIDE

2.2.3 All reserved matters applications submitted for Phase 2 of the development hereby approved shall include details demonstrated within the Design and Access Statement (September 2022, ref. 19-193-SGP-XX-XX-RP-A-131004A) and Landscape Design Statement (October 2022, ref. 2241-21-RP01C) of measures to maximise the quality and legibility of the spaces, to help reinforce local character and accessibility, and the details should ensure that these areas would be of a high quality with durable landscaping. The construction of the proposed development shall then be carried out in accordance with the details set out within the Design and Access Statement/Landscape Design Statement and details approved under any applications for approval of reserved matters.

2.2.4 For a further assessment of the submission against the key planning control documents please refer to the Planning Conformity Statement prepared by Turley.

2.3 Pre-application Engagement

2.3.1 Following significant pre-application engagement at Hybrid Planning Application stage, a further pre-application meeting was held on 26th February 2024, which forms the basis of this reserved matters submission.

2.3.2 During the Pre-Application meeting for Zone D, the proposals for DC8 were presented and were well received from the council. Following feedback received from the planning officers, a number of alternative options for the elevational treatments along the eastern elevation were developed. These considered the rising elevation of Windmill Road towards Osborne Road, as well as the significant existing mature tree cover along much of this boundary.

2.3.3 The resulting revised elevational design, incorporates an enhanced feature box frame on the Northeast corner of DC8 with feature cladding and glazing set within. The alternating profile of the feature cladding within this box frame creates a dynamic facade through the differing shadows across each profile. This changes when viewed from different angles, creating a sense of movement, adding further interest and depth to this key elevation.

2.3.4 In addition to this, the location of the striped cladding used on the primary elevations of DC8, has been refined to better reflect the approach used across Phase 1. The striped cladding has been position above the green feature box frames only in line with the Phase 1 design. This has reduced the height of the stripes across DC8 resulting in improved visual proportions and further strengthening the architectural language across the development.

2.3.5 A Secured by Design (SBD) workshop took place on 8th March 2024 with Bedfordshire Police. The following points were raised:

- Provision of CCTV to be provided around the Hub located within Development Zone E, which will be submitted within a separate Reserved Matters application.
- Incorporating a manual vehicle barrier to the entrance of the DC8 Car Park, which has been included within the revised Site Layout.

2.4 Site & Surroundings

2.4.1 The total site (Phase 1 and 2) extends to approximately 7.26 hectares in size and comprises a large, square-shaped parcel of designated employment land southeast of Luton town centre (c. 1km) and north-west of London Luton Airport (c. 2km). The site is bounded by Osborne Road to the south, Windmill Road to the east, Manor Road Park to the north, and Park Street to the west. Refer to aerial view of the site on the following page.

2.4.2 Osborne Road is a mix of low-rise residential houses to the south-western corner with Premier Inn Luton (Airport) and The Brache Beefeater located on the south-eastern corner connecting with Gipsy Lane (B653) the main route into the site from New Airport Way (A1081).

2.4.3 Windmill Road (B653) that bounds the eastern side of the site consists of a mix of uses, primarily industrial with Windmill Trading Estate to the northern point of this boundary with some low-rise residential houses, a disused public house known as The Windmill Inn, a car wash and an allotment to the south.

2.4.4 There is an existing care home, Catalyst Housing Group, located within the grounds of Manor Road Park.

2.4.5 Park Street is a primarily residential area with mainly low-rise (2 storey) semi-detached and terraced housing. Park House is a 4-storey apartment building for student accommodation. Further to the west there are three high-rise residential apartment buildings (15 storeys) that overlook the proposed development site: Heswall Court and Dorset Court.

2.4.6 Formerly accommodating Vauxhall's Head Quarter, the site currently comprises significant amounts of hard standing (largely in the north of the site which is used as vehicle parking) and a number of buildings (falling within lawful Use Classes E, B2, B8 and/or Sui Generis) with a total area of approximately 300,000 ft² / 28,250 m². The River Lea runs through the centre of the site and is partially culverted.

2.4.7 All existing buildings will be demolished as part of the redevelopment of the site as approved under the Hybrid Planning Permission.

2.4.8 As approved under the Hybrid Planning Permission, Phase 1 and the associated infrastructure will see the construction of 7 warehouse units across three buildings as well as assoicated offices. The high quality landscape design implemented as part of Phase 1 will transform the site and create a destination for the community within the river setting. This will be further enhanced as part of the Phase 2 development.

2.5 Phase 2 Development Zone D

2.5.1 The Phase 2 site (Zones D & E) extends to approximately 2.97 hectares in size. The site for this reserved matters application incorporates Phase 2 Development Zone D, in accordance with the area highlighted within the Hybrid Planning Permission. There is one proposed unit within Development Zone D referred to as DC8. The site plan on the following page highlights the site boundary for this reserved matters application.

2.5.2 Phase 2 Development Zone E seeks to deliver The Hub, an on-site training and educational facility available to future occupiers of the site. This will be dealt with under a separate reserved matters application.

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Zone D Reserved Matters Application Site

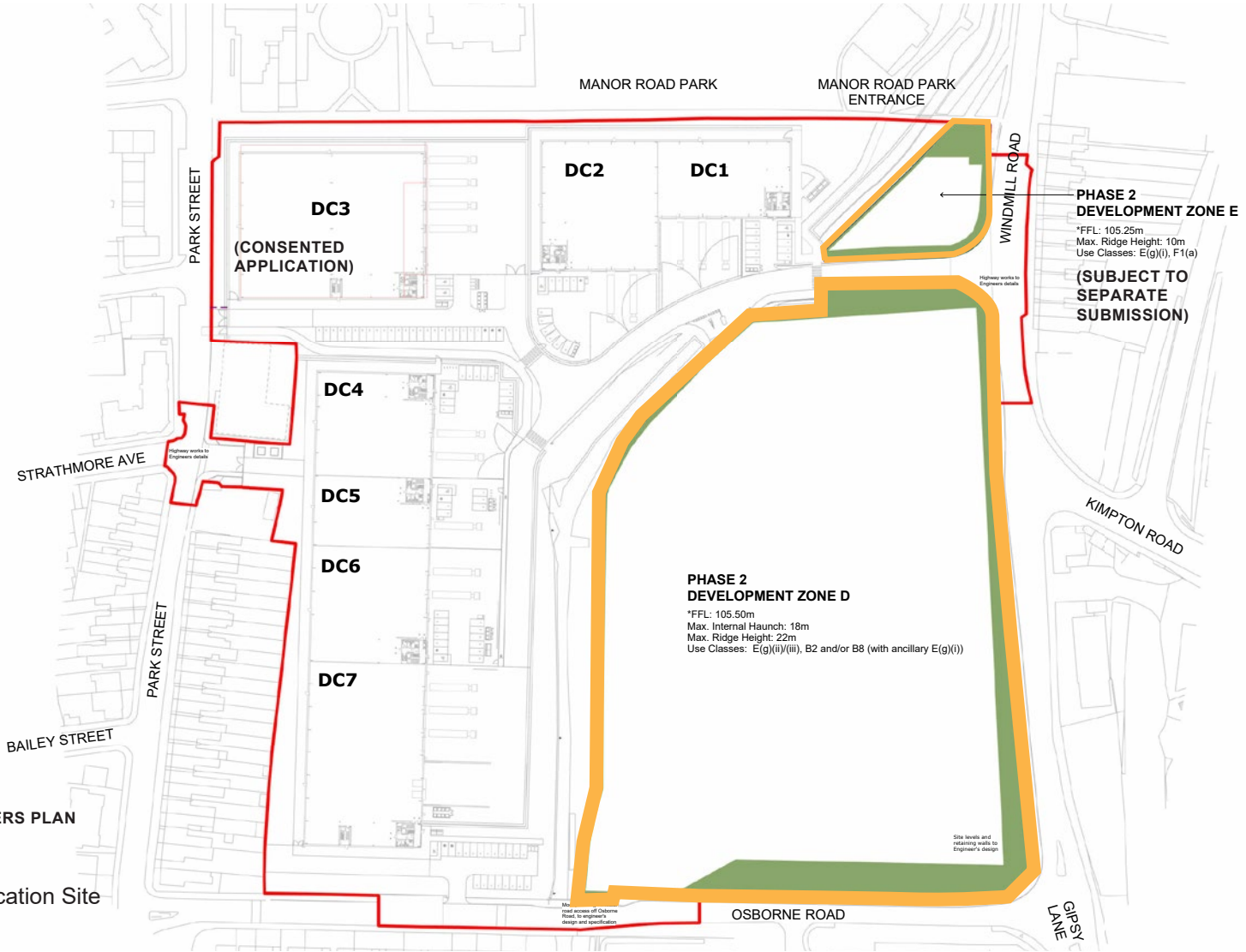


FIG 4 - APPROVED PHASE 2 PARAMETERS PLAN

Key

Extent of Phase 2 Application Site

2.5.3 The proposed Zone D is located along the Eastern side of the site, adjacent to Windmill Road and borders the Eastern corner of Osborne Road.

2.5.4 Zone D was previously occupied by existing tenant BWI Group, who have recently vacated the site.

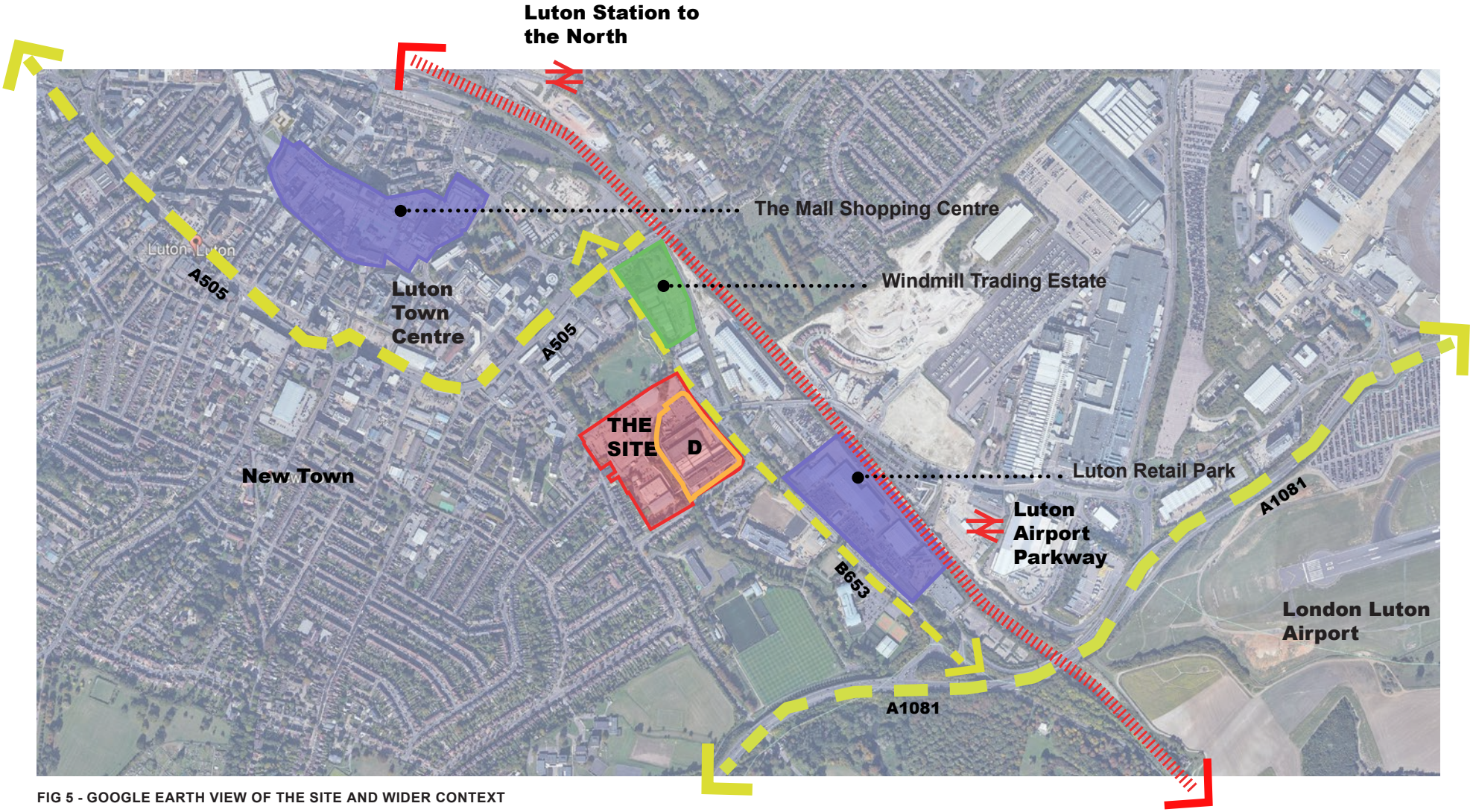


FIG 5 - GOOGLE EARTH VIEW OF THE SITE AND WIDER CONTEXT

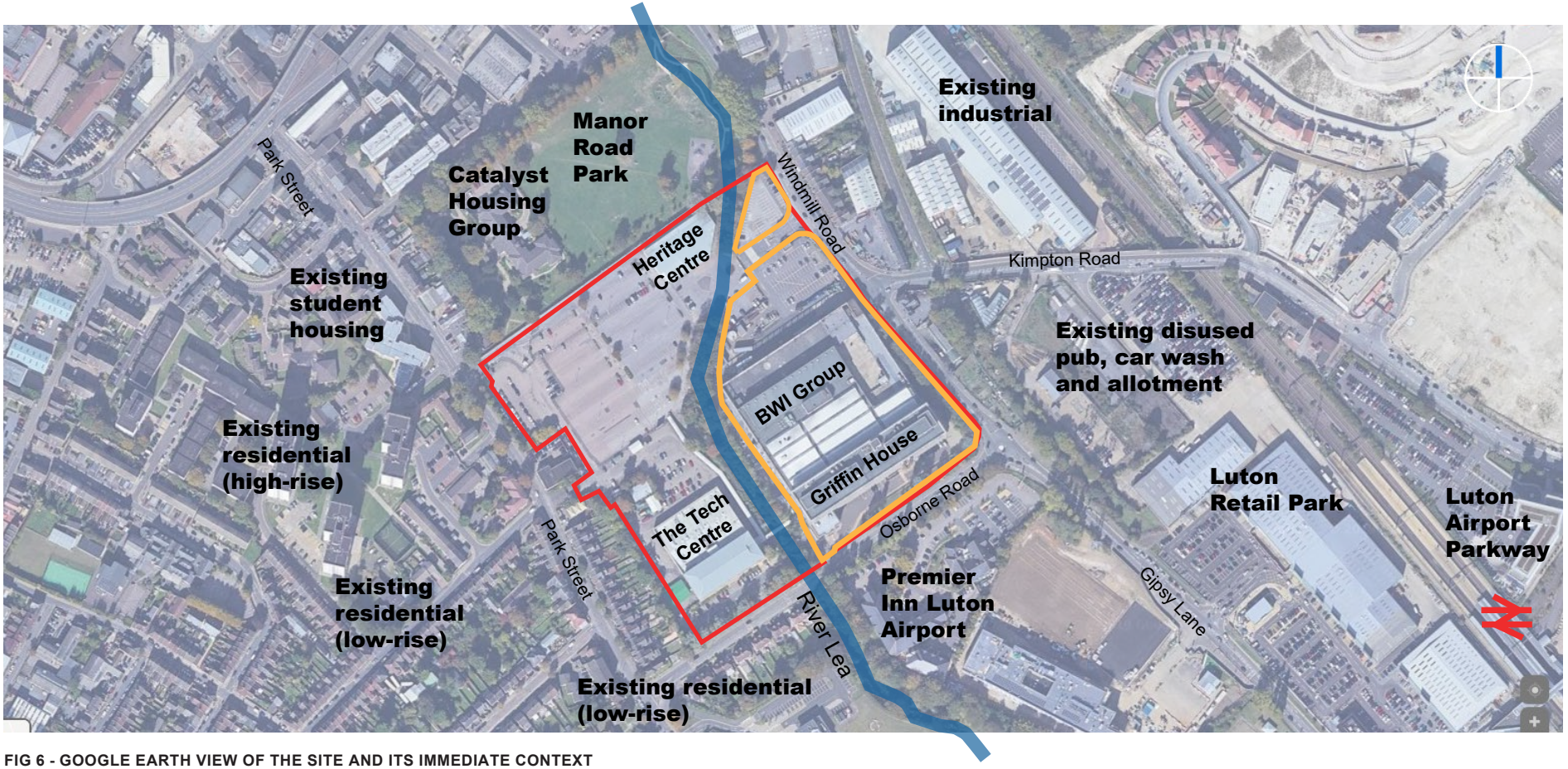


FIG 6 - GOOGLE EARTH VIEW OF THE SITE AND ITS IMMEDIATE CONTEXT

2.6 Site Photographs

2.6.1 This plan shows the position of a number of key views in and around the Phase 2 site and highlights the existing state of the underused and overgrown River Lea.

2.6.2 The photos overleaf demonstrate the sites need for redevelopment and emphasising the prominence of the River Lea through the centre of the site.

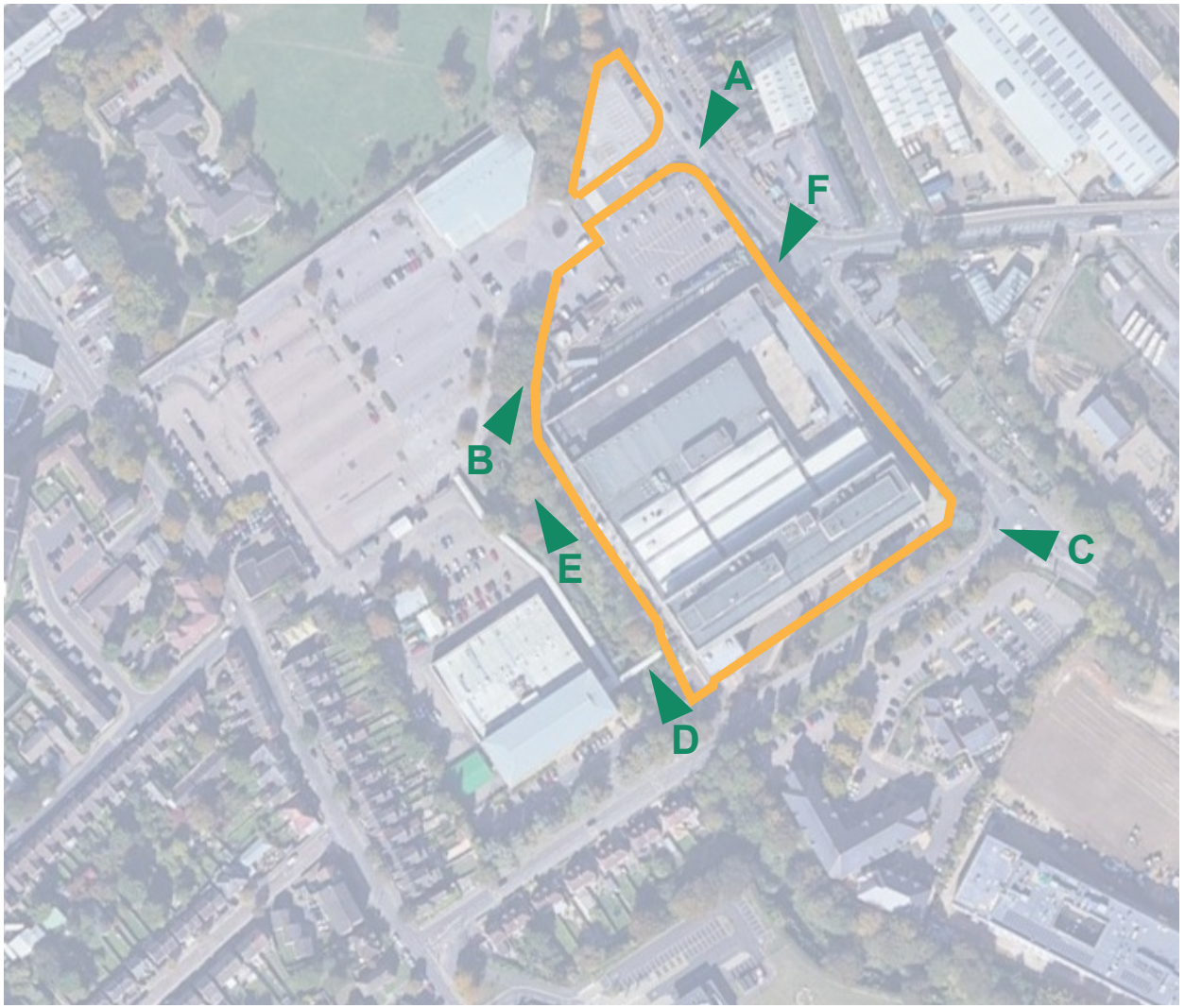


FIG 7 - GOOGLE EARTH VIEW OF THE SITE SHOWING SITE PHOTOGRAPH POSITIONS

2.7 Site Analysis

2.7.1 The following analysis identifies constraints and opportunities that have informed the scheme for Phase 2.

A

FIG 8 - EXISTING ACCESS POINT FROM WINDMILL ROAD

B

FIG 9 - RIVER LEA RETAINING WALLS

C

FIG 10 - VIEW FROM GIPSY LANE TOWARDS GRIFFIN HOUSE

D

FIG 11 - VIEW ALONG RIVER LEA

E

FIG 12 - VIEW OF THE RIVER LEA AND EXISTING SERVICES

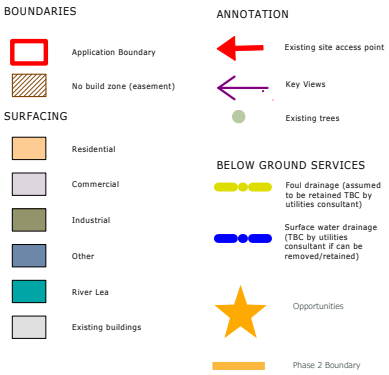
F

FIG 13 - VIEW FROM WINDMILL ROAD LOOKING TOWARDS EXISTING SITE

Phase 2 Design and Access Statement

2.7.2 Constraints

- Approximately 2m level change from the North to the South side of the site with the highest point at the Gipsy Lane corner where the site is very prominent
- Existing retaining walls and trees to the South along Osborne Road
- Industrial context to the South East, Windmill Trading Estate
- Residential terrace houses to the North East along Windmill Road which directly face onto the site
- A number of existing vehicular and pedestrian access points on the East and South of the site



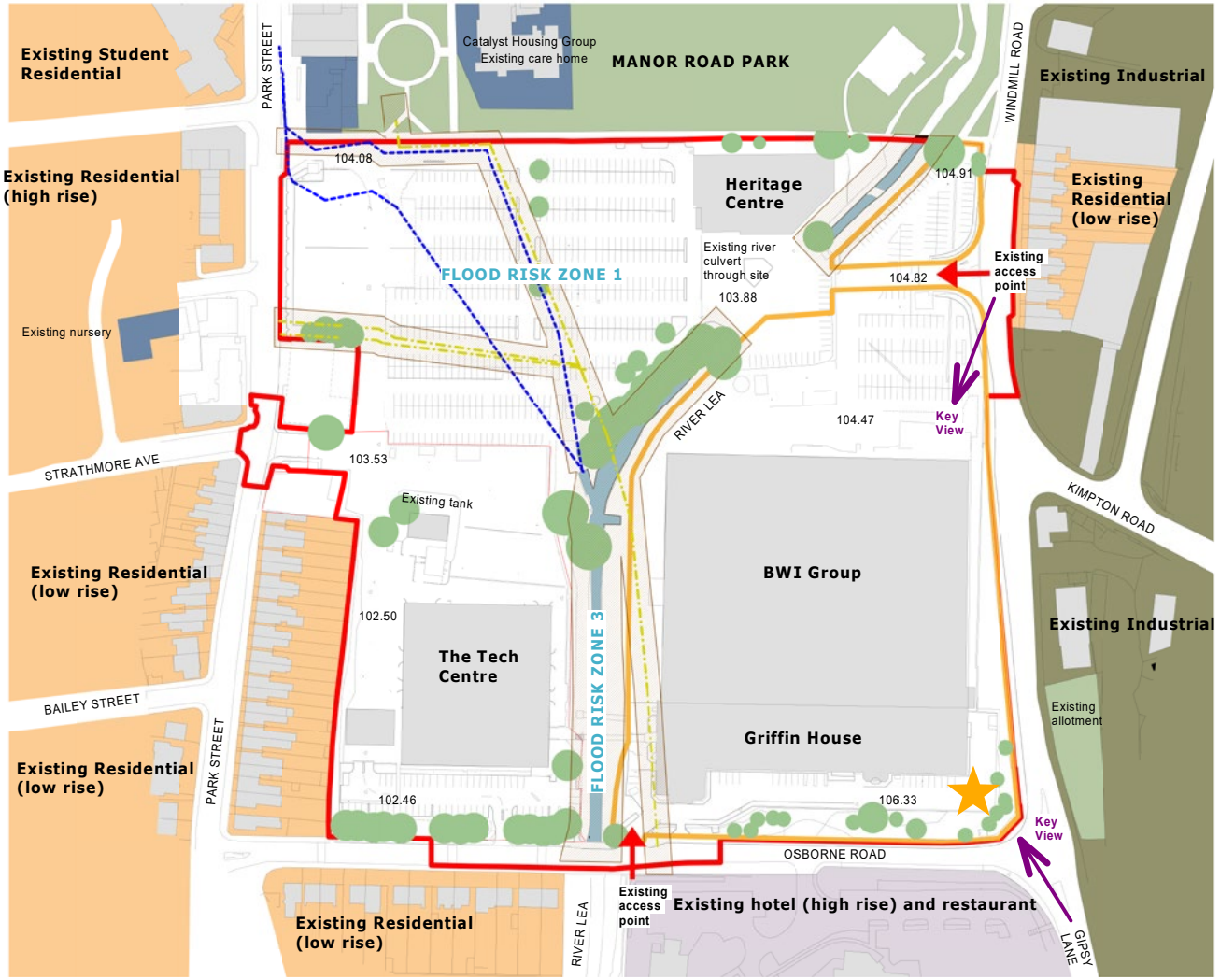


FIG 14 - CONSTRAINTS PLAN

2.7.3 Opportunities

- Create a new modern industrial development in Zone D, replacing vacant and aging employment uses currently on site.
- Deliver sustainable logistics development and new employment opportunities for the local community, supporting the creation of over 500 new jobs for local residents.

2.7.4 Site Strategy

- Coherent development following on from the proposals approved under the Phase 1 Hybrid Planning Permission.
- Form an inward facing and sustainable development that protects the existing residential neighbours from the yard traffic.
- Create a high-quality industrial park, with the proposed Logistic Unit (DC8) blending into the existing context in appearance and height as well as conforming to the design language implemented in Phase 1 of the development.
- The development will support the creation of 500+ new jobs for local people.
- Retain as many of the existing mature trees as possible along the Phase 2 site boundaries in line with the approved Tree Retention and Protection Plan, to retain the existing visual screen to the neighbouring properties.
- Strengthen the approved Phase 1 landscape strategy that enhances the River Lea and the public amenity that is being provided.
- The River Lea will become a focal point in the new development and assist in its rejuvenation.
- The Park will connect with the town centre incorporating a new public walking and cycle route alongside the River Lea.
- Prologs Park Luton will incorporate public realm art including park furniture and heritage boards.

2.8 Site History

2.8.1 The Site is not located within a conservation area nor does it contain any designated or non-designated built heritage assets.

2.8.2 The Site was formerly the Vauxhall Motors/BWI offices and works and its Heritage Centre previously housed a large collection of earlier edition Vauxhall cars. None of the extant buildings on site are of special architectural interest and the heritage vehicle collection has been moved temporarily to Ellesmere Port factory in Cheshire, whilst a more permanent and publicly accessible solution can be found.

2.8.3 However, the site does have some historical interest due to Vauxhall Motors being synonymous with Luton, although this is not the original site established in 1905 in Kimpton Road.

2.8.4 As part of the landscape strategy for Phase 1, it is proposed that storyboards are placed along the River Lea detailing the history of Vauxhall Motors in general and the role that the site played in the manufacturing process to ensure the site's history is not lost with the new development proposals. Please refer to the Hybrid Planning Permission for further details.

2.8.5 The circular stained glass window that currently sits within the existing BWI building will be relocated within Zone E, if feasible.

2.8.6 Please refer to the Heritage Statement prepared and submitted with the Hybrid Planning Permission by RPS for further details.

FIG 15 - HISTORIC PHOTOS OF THE SITE FROM VAUXHALL PUBLIC RELATIONS DEPARTMENT

3. Development Proposals - Zone D DC8

3.1 Overview

3.1.1 The development proposals have been designed with the River Lea at the heart of the development.

3.1.2 As part of Zone D (DC8), DC8 has been designed to provide a larger unit size to add further variety to suit the needs of occupiers of the development. DC8 incorporates high quality logistics space as well as an internal inboard two storey office element.

3.1.3 The service yard for DC8 is inward facing into the development mirroring the arrangement approved under Phase 1. The service yard is secured and gated by 2.4m paladin fencing and two sections of 3m high timber acoustic fence. The warehouse element incorporates level access doors (LADs) and dock levellers for goods to be transported in and out of the warehouse.

3.1.4 As approved in the Hybrid Planning Permission, the principal vehicular access for cars and HGVs into the development site will be achieved by means of the existing ghost island priority 'T' junction off Windmill Road. This will facilitate all commercial vehicle movements associated with DC8 as well as the Phase 1 units. The existing vehicular access off Osborne Road will also be used to access employee parking for DC8. The existing vehicular access off Park Street will be retained to access the sub-station for maintenance purposes.

3.1.5 The Windmill Road and Osborne Road vehicular access points will also provide pedestrian and cycle access, with a separate pedestrian and cycle access off Park Street and a new link from the north that connects with Manor Road Park. The Manor Road Park access will connect to a new shared pedestrian/cycle route through the site alongside the River Lea, providing a connection with Osborne Road to the south. There is a further east-west pedestrian and cycle connection through the site between the Windmill Road and Park Street accesses.

3.1.6 The green corridor created under the Hybrid Planning Permission will provide a central pedestrian and cycle route that runs alongside the River Lea to connect Osborne Road with Manor Road Park as well as connecting to Park Street on the West. As part of Phase 2, this green corridor will be enhanced further along the eastern side of the River Lea, adding to the biodiversity value of the development.

3.1.7 A high quality landscaping scheme will introduce new trees, benches and story boards along this route to create a place for the occupiers and wider community to enjoy throughout the year.

3.1.8 The proposed masterplan aims to provide visual interest to the primary elevations that face Osborne Road, Park Street and Manor Road Park. Please refer to Section 5 for further details on the proposed Appearance, Design and Materials.

3.1.9 A separate Reserved Matters Application will be submitted for The Hub (Development Zone E). This will see the development of a satellite training site to host the Prologis Warehousing and Logistics Training Programme (PWLTP).

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FIG 16 - PHASE 2 PROPOSED MASTERPLAN (ZONE E SUBJECT TO SEPARATE SUBMISSION)

3.2 Masterplan Development & Layout

3.2.1 The following plans summarise the development of the illustrative masterplan from the Hybrid Planning Stage to the proposed detailed design of Development Zones D & E.

3.2.2 Although the key principles of the originally envisaged masterplan have been maintained, the scheme has been developed and refined throughout the detailed development process for Phase 2.

3.2.3 The bullet points below each plan summarise the changes made in each version of the masterplan.

FIG 17 - APPROVED MASTERPLAN (HYBRID PLANNING APPLICATION STAGE)

- Illustrative Masterplan submitted in support of the Hybrid Planning Permission (22/01334/HYBEIA).

FIG 18 - ILLUSTRATIVE MASTERPLAN - CURRENT

- The current Masterplan has refined the proposal for Zone D in line with the architectural approach employed through Phase 1.
- The proposed HGV access to the DC8 yard has been modified slightly from the approved layout following a vehicle tracking exercise.
- Any changes required to the approved hard/soft landscaping design of Phase 1 will be captured under a separate application under Section 96a of The Town and Country Planning Act 1990 (as amended), submitted in parallel to the forthcoming reserved matters application.
- Parking for Zone D has been increased to suit the requirements of parking standards.

Phase 2 Design and Access Statement

3.3 Parameters & Condition Compliance (Phase 2 Zone D)

FFL:

- Approved - 105.50m
- Proposed - 105.50m

Internal Haunch Height:

- Approved - 18m
- Proposed - 15m

Max. Ridge Height:

- Approved - 22m
- Proposed - 19m

Use Classes:

- Approved - E(g)(ii)/(iii), B2 and/or B8 with ancillary E(g)(i))
- Proposed - E(g)(ii)/(iii), B2 and/or B8 with ancillary E(g)(i))

Max. Floorspace (Condition 6):

- Approved - Up to 19,792 m² (GEA)
- Proposed - 15,915 m² (GEA)

Car Parking:

- Approved - Up to 300
- Phase 1 Approved - 105
- Phase 2 (Zone D) Proposed - 124

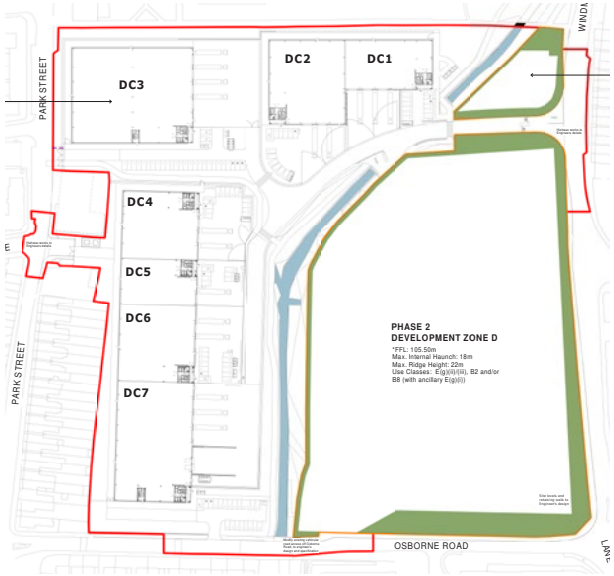

FIG 19 - APPROVED PARAMETERS PLAN

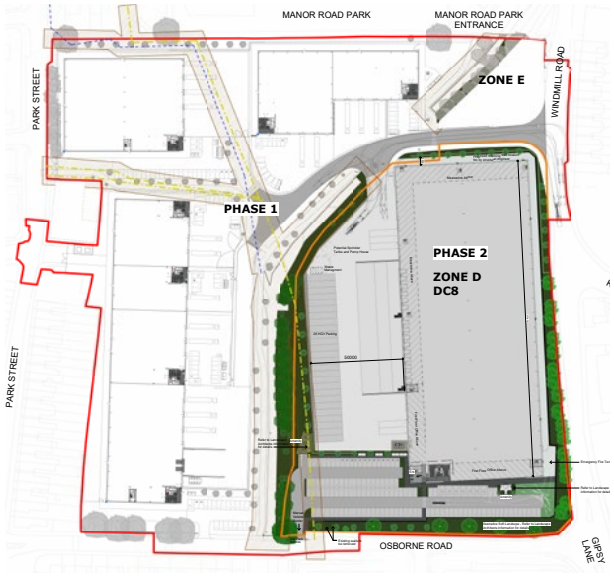

FIG 20 - PROPOSED PHASE 2 MASTERPLAN

3.4 Parking

3.4.1 DC8 has been provided with car parking for disabled/ambulant users, electric vehicles and motorcycles, with secure bicycle storage provided around the site. All car parking have been designed in line with the local authority provision for car spaces and ambulant/disabled car parking spaces.

3.4.2 The following parking provision has been provided for Phase 2 DC8:

- Standard bays - 104 no.
- Accessible bays - 7 no.
- EV charging bays - 13 no.
- Motorbike bays - 6 no.
- Bicycle bays - 40 no.

3.4.3 Refer to the Transport Scoping Note submitted with the pre-app pack for further details.

FIG 21 - DC8 PARKING PROVISION

3.5 Scale

3.5.1 Detailed assessments have been undertaken at the hybrid planning application stage to confirm the acceptability of the approved maximum building heights. The detailed design proposed under this reserved matters application sits within this maximum allowance, not exceeding approved maximum building heights of 22m. The proposed 19m maximum building height sits within the max. development parameters approved under the Hybrid Planning Permission (and are therefore deemed acceptable in accordance with the previously submitted environmental, townscape and daylight & sunlight assessments).

3.5.2 A curved roof design with well-defined and simply detailed overhanging eaves will be used.

Phase 2 Approved Parameters

- Max. Internal Haunch: 18m
- Max. Building Height: 22m

DC8 (Phase 2)

- Max. Internal Haunch: 15m
- Max. Building Height: 19m

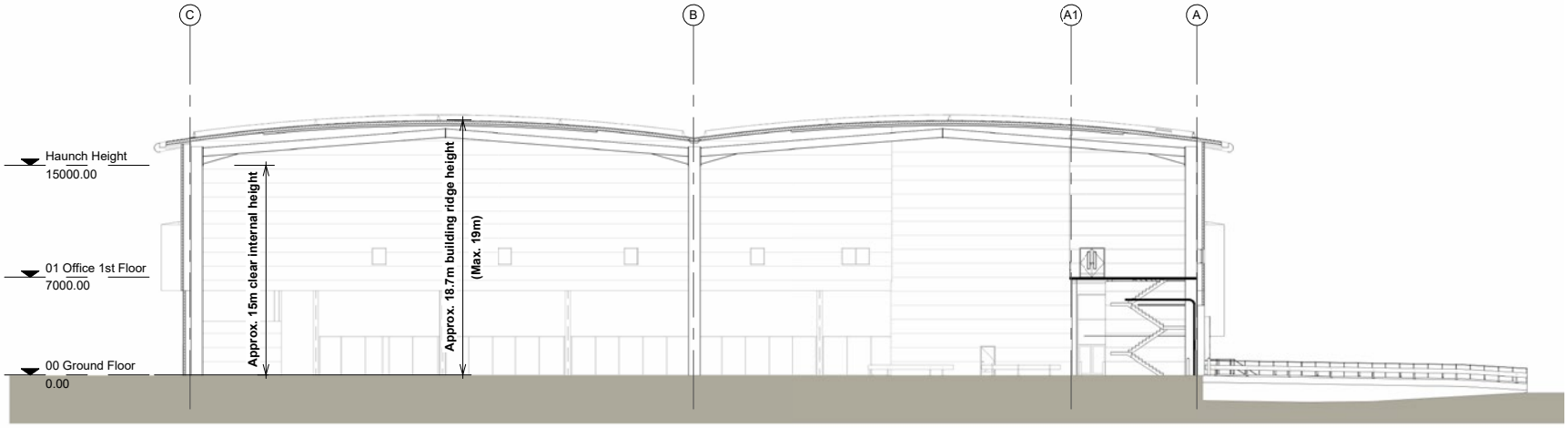

FIG 22 - DC8 SECTION

4. Lighting & Security

4.1 Lighting

4.1.1 An indicative lighting scheme has been prepared for proposed DC8 building and the footpaths within Phase 2.

4.1.2 The external lighting design has been produced to target Prologis' specification whilst at the same time mitigating the spill light into sensitive areas within and outside the site boundary.

4.1.3 The public access pathway through the site is within the Phase 1 site boundary and the lighting strategy for this is indicated within the Hybrid Planning Application.

4.1.4 Please see examples of some of the light fittings proposed across the site and a proposed lighting layout overleaf.

4.1.5 Indicative Exterior Lighting Statement by Holophane is appended to this Statement. Final lighting strategies for Phase 2 are proposed to be conditioned.

R1 - RIVER LEA BOLLARD LIGHT

DW - WALL MOUNTED BUILDING LIGHT

E1BL - STREET LIGHT

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Schedule

Symbol	Label	Image	Quantity	Catalog Number	Description	Lumens Per Lamp	Wattage
	AW		13	DSX1.2.LA304.FW	Wall Mounted @ 8m	30330	286
	B1BL		1	DSX1.2.LA304.AY.BLS	Column Mounted @ 8m	23874	286
	CW		7	DSX0.1.LA084.AY	Wall Mounted @ 8m	7802	64
	C1		4	DSX0.1.LA084.AY	Column Mounted @ 6m	7802	64
	DW		53	DWL.1.LA014.NR.WD07	Wall Mounted @ 4m	913	6.5
	E1		14	DSX0.1.LA114.AY	Column Mounted @ 8m	11322	88
	E1BL		4	DSX0.1.LA114.AY.BLS	Column Mounted @ 8m	9177	88
	FW		8	DSX1.2.LA224.FW	Wall Mounted @ 8m	24252	200
	G1		3	DSX1.2.LA224.AY	Column Mounted @ 8m	23558	200
	P1		3	DSX0.1.LA024.NR	Column Mounted @ 4m	1974	15
	R1		30	DBD.1.LA014.DO.NR.I.S.WD11	Denver ID Bollard	884	11

Statistics

Description	Symbol	Avg	Max	Min	Min/Avg
DC1 DC2 Perimeter	+	12 lux	29 lux	6 lux	0.50
DC1 DC2 Service Yard	+	34 lux	67 lux	16 lux	0.41
DC1 Loading Doors	+	64 lux	73 lux	53 lux	0.83
DC2 Car Park	+	21 lux	48 lux	9 lux	0.43
DC2 Loading Doors	+	58 lux	77 lux	47 lux	0.81
DC3 Car Park	+	19 lux	36 lux	6 lux	0.32
DC3 Loading Doors	+	56 lux	71 lux	37 lux	0.66
DC3 Perimeter	+	5.5 lux	21 lux	0 lux	0.00
DC3 Service Yard	+	33 lux	65 lux	16 lux	0.42
DC4 Car Park	+	25 lux	60 lux	9 lux	0.36
DC4 DC7 Perimeter	+	10 lux	20 lux	4 lux	0.40
DC4 Loading Doors	+	59 lux	80 lux	49 lux	0.82
DC4 Service Yard	+	32 lux	58 lux	15 lux	0.47
DC5 Car Park	+	27 lux	58 lux	10 lux	0.37
DC5 Loading Door	+	51 lux	62 lux	42 lux	0.82
DC6 Car Park	+	31 lux	67 lux	21 lux	0.51
DC6 Loading Doors	+	52 lux	60 lux	47 lux	0.90
DC6 Service Yard	+	35 lux	52 lux	18 lux	0.51
DC7 Car Park	+	19 lux	35 lux	6 lux	0.32
DC7 Dock Apron	+	55 lux	66 lux	43 lux	0.78
DC7 Loading Doors	+	55 lux	67 lux	45 lux	0.82
DC7 Service Yard	+	36 lux	64 lux	15 lux	0.42
DC8 Car Park	+	17 lux	36 lux	9 lux	0.53
DC8 Entrance	+	63 lux	70 lux	55 lux	0.87
DC8 Loading	X	61 lux	82 lux	48 lux	0.79
DC8 Perimeter	+	13 lux	43 lux	5 lux	0.38
DC8 Service Yard	+	35 lux	62 lux	15 lux	0.39
Existing Care Home	+	1.1 lux	5.4 lux	0.0 lux	0.02
Existing Rest	+	0.1 lux	0.9 lux	0.2 lux	0.80
Existing Rest	+	0.8 lux	1.7 lux	0.2 lux	0.25
Existing Rest	+	0.3 lux	0.9 lux	0.2 lux	0.67
Existing Rest Gardens	+	0.5 lux	0.6 lux	0.5 lux	0.90
Horizontal Spill		0 lux	0.0 lux	0 lux	0.00
Hub Car Park	+	1 lux	10 lux	0 lux	0.00
Hub Perimeter	+	1 lux	6 lux	0 lux	0.00
Main Pathway	+	5.0 lux	26 lux	2 lux	0.50
Pedestrian Access Pathways	+	3.0 lux	21 lux	0 lux	0.01
River Spill	+	0 lux	0.7 lux	0 lux	0.00
Roadway	+	18 lux	30 lux	6 lux	0.33
Spill	+	7 lux	29 lux	0 lux	0.29
Yard Access	+	24 lux	58 lux	10 lux	0.42
DC1 Car Park	+	29 lux	65 lux	17 lux	0.59

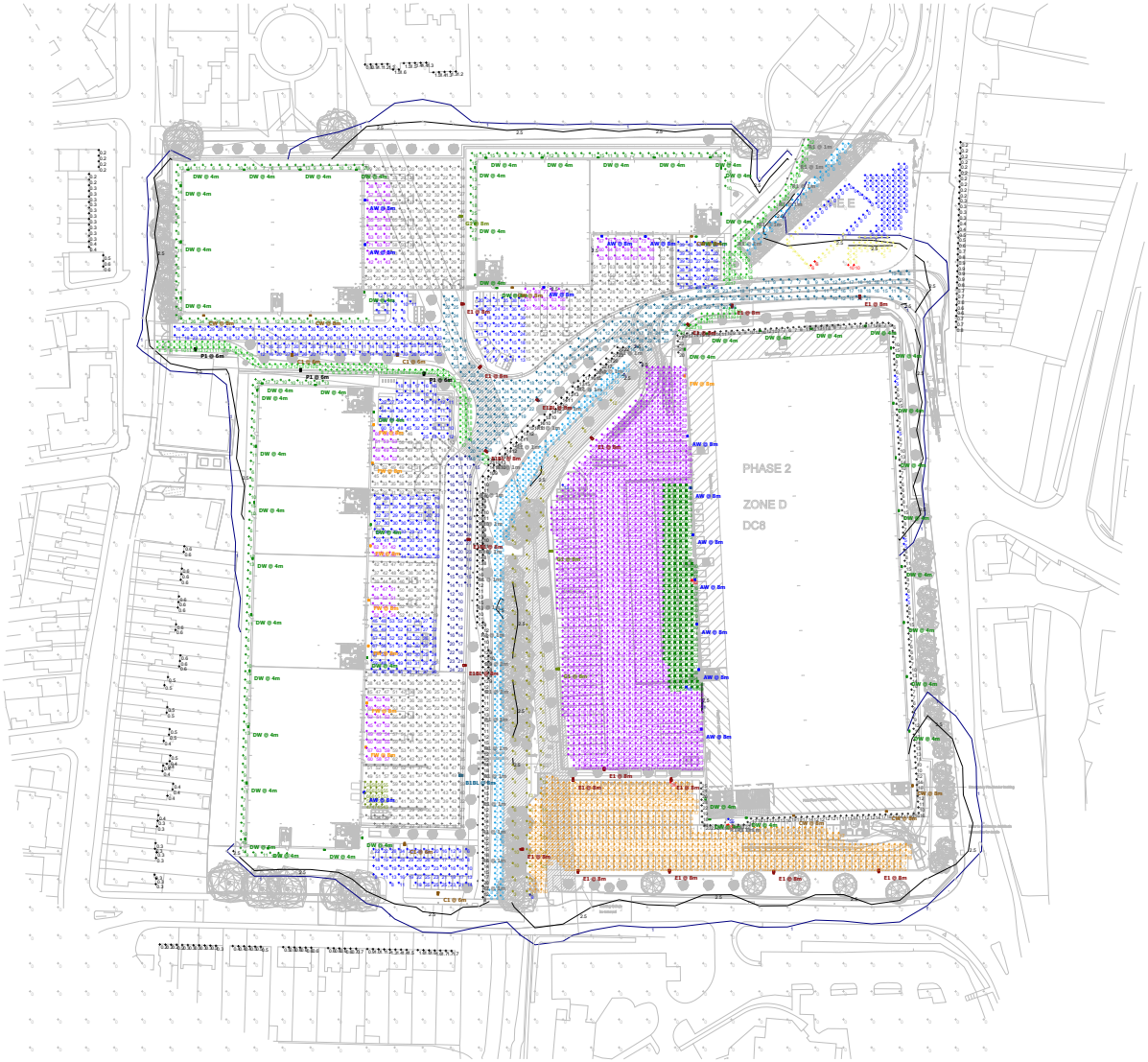


FIG 23 - ILLUSTRATIVE EXTERNAL LIGHTING SCHEME FOR PHASE 2

4.1.6 Following on from the Secured by Design workshop that took place on 8th March 2024 with Bedfordshire Police the proposed development incorporates key Secured by Design principles to ensure a safe environment for future employees and visitors of the site.

4.1.7 In addition to the details shown on the submitted plans and drawings, the following safety and security features have been (or can, where required) incorporated.

4.2 CCTV

4.2.1 A CCTV installation may be installed by the building occupier.

4.2.2 Recommendations for future CCTV installation for building occupier (if required) as follows;

- CCTV should be installed prior to occupation.
- External Lighting should complement the CCTV system.
- CCTV should be installed to cover the car park.
- The camera system should be capable of being enhanced during hours of darkness with infra-red lighting or similar.
- Images should be stored for a minimum of 31 days and be in-line with the Home office CCTV operational requirements manual.

4.3 Alarm System

4.3.1 Recommendations for future CCTV installation for building occupier as follows;

- Any future system to be installed to comply with Association of Chief Police Officers (ACPO) Security Alarm Policy.

5. Appearance & Design

5.1 Overview

5.1.1 The proposed Phase 2 Unit, DC8, conforms to the design principals approved under the Phase 1 of the Hybrid Planning Permission. The appearance, materials and architectural language employed across Phase 1 have been utilised for the design of Phase 2 DC8 creating a seamless blend between the two phases across this development.

5.1.2 The elevational treatment along the prominent eastern elevation has been carefully considered and refined following pre-application feedback. The result is a visually interesting and dynamic design conforming to the architectural language approved under Phase 1.

5.1.3 The Phase 2 site is surrounded by mature trees along both Osborne Road and Windmill Road. There are key views across the site from both of these roads with the prominence of the site from the main access point off Windmill Road informing the design.

5.1.4 Across both phases, Prologis Park Luton has been designed to respect the surrounding context. For Phase 2, key views have been respected by keeping the proposed building height within the parameters approved within the Hybrid Planning Permission, as well as retaining many of the mature trees to the boundaries and enhancing the landscaping where possible.

5.1.5 The proposed DC8 building has been designed to reduce noise to the neighbouring properties with an inward facing yard and the internal two storey glazed offices positioned on the key southern elevation to add active frontages to the street façade.

5.2 Building Materials

5.2.1 It is proposed to create a cohesive design across the whole development so that although the units have different proportions, the colour scheme and elevational treatment will bring the development together as one.

5.2.2 The proposed colour palette takes into consideration the existing landscape and residential context to the South and West boundaries with views from the Manor Road Park and the Catalyst Group care home, which face directly onto DC1-DC3, being considered when designing each elevation.

5.2.3 To adhere to the design language approved for Phase 1, it is proposed to use a neutral palette of colours across the building envelope, with a darker colour at the low level and a selection of lighter earth tones above this band up to the eaves.

5.2.4 The selection, detailing and maintenance of all external materials have been considered from the outset of the design process. Only products with proven long lifespan and high quality are specified. Attention will be given to detailing to ensure continued performance, especially at joints and abutments. The following materials have been selected for the development;

- Profiled colour coated metal cladding laid both horizontally and vertically.
- Aluminium colour coated curtain walling entrance features.
- Colour coated aluminium framed glazing/window systems to office areas.

5.2.5 The warehouse and office elements will be constructed from a steel frame covered in an insulated colour coated steel cladding system.

5.2.6 Painted steel fire escape door sets and frames to the perimeter of the warehouse element will comply with the Loss Prevention Certification Board (LPCB) security standard LPSD1175 SR 2.

5.2.7 All glazing will be provided with security grade – P2A standard.

5.2.8 Ground floor windows to be rated to PAS 24 2016 with glazing certified to a minimum P1A standard.

5.2.9 A selection of different CA Cladding profiles, HPS200 and Prisma colours are being proposed on the scheme, with two different principle for primary and secondary elevations.

5.2.10 The proposed masterplan aims to provide visual interest to the primary elevations, highlighted in green on the diagram in figure 24.

5.2.11 On these elevations vertical panels will be used up to the ridge to breakdown the mass from being one solid colour and create a softer backdrop for the existing context using earth tones, as suggested in the elevation extracts on the following pages.

5.2.12 The eastern elevation has been subject to minor updates following consultation with Luton BC at pre-application stage.

5.2.13 This same design principle was applied to the warehouse units developed in Phase 1.

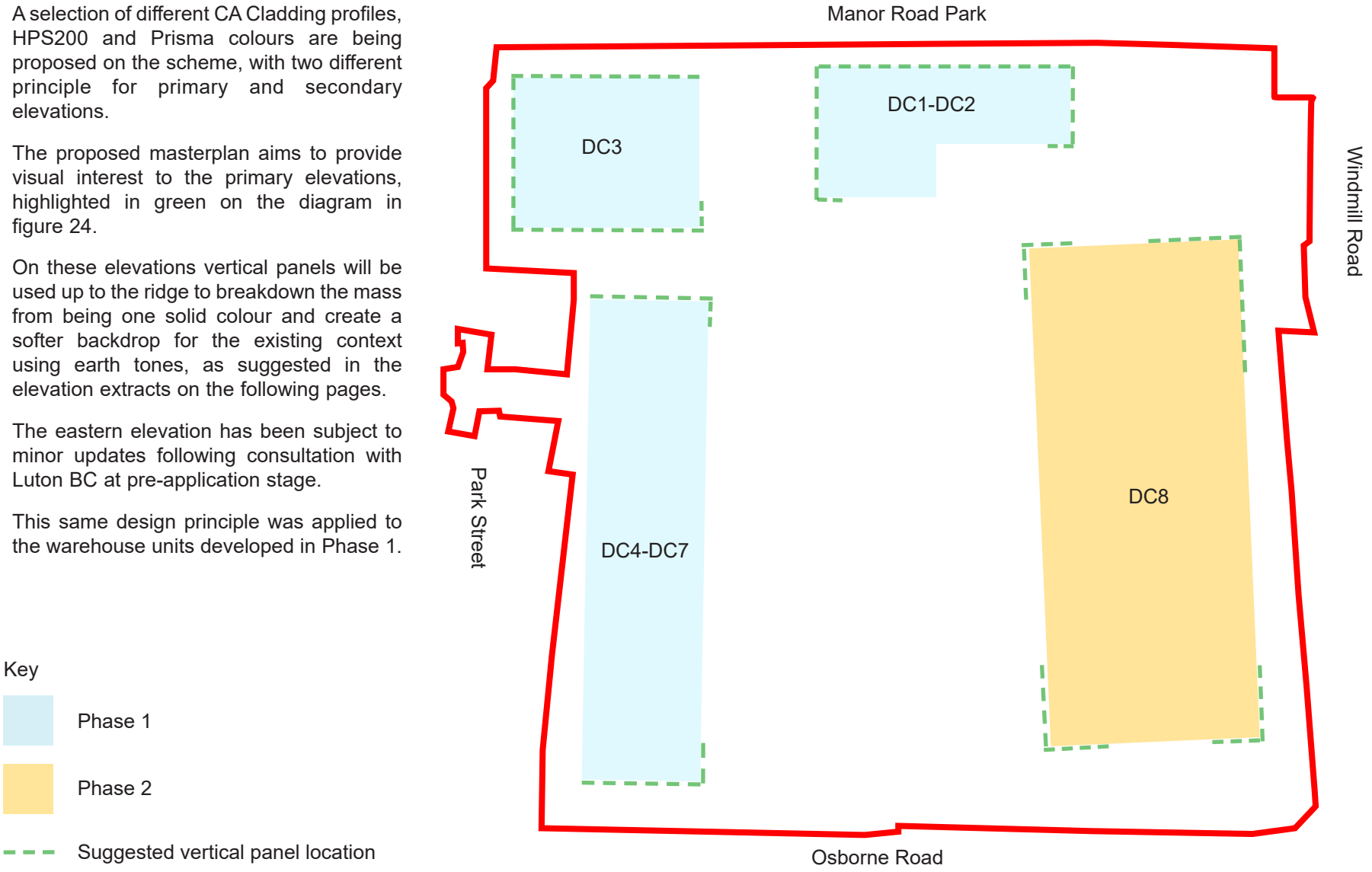


FIG 24 - PRIMARY ELEVATIONS INDICATED ON SITE PLAN

5.2.14 On the primary elevations, the following colours and profiles are used:

- **Roof** - CA 32 1000R HPS200 Albatross
- **Above green band feature striped cladding:**

CA 47 900 SL (V) Prisma Athena
CA 47 900 SL (V) Prisma Ephyra
CA 47 900 SL (V) Prisma Sirius

- **Within green box frames :**

Alternating CA 32 1000W & R (V) Prisma-Kronos (Black)

- **Green band -** Pegasus
- **Below green band -** CA 15 910 WS(V) Prisma Orion

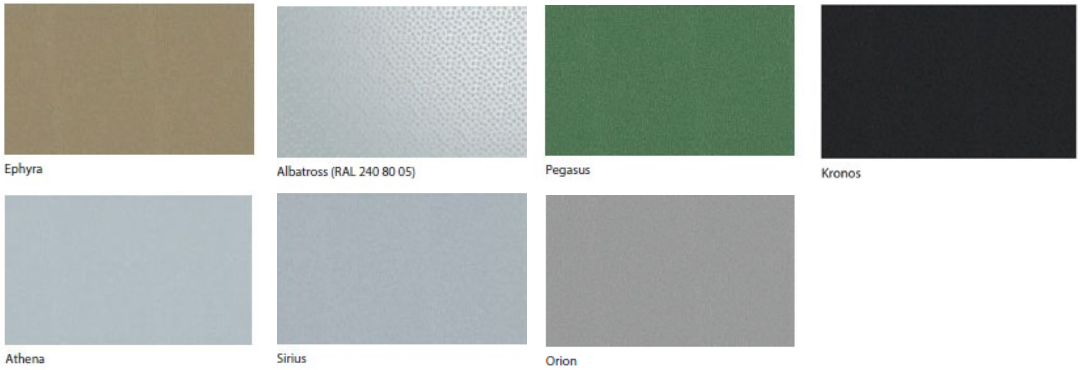
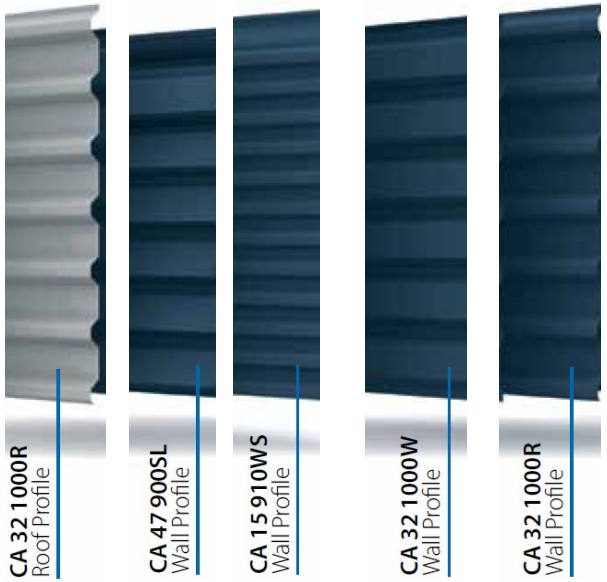


FIG 25 - CA CLADDING COLOUR PALETTE - PRIMARY

FIG 26 - CA CLADDING PROFILES - PRIMARY



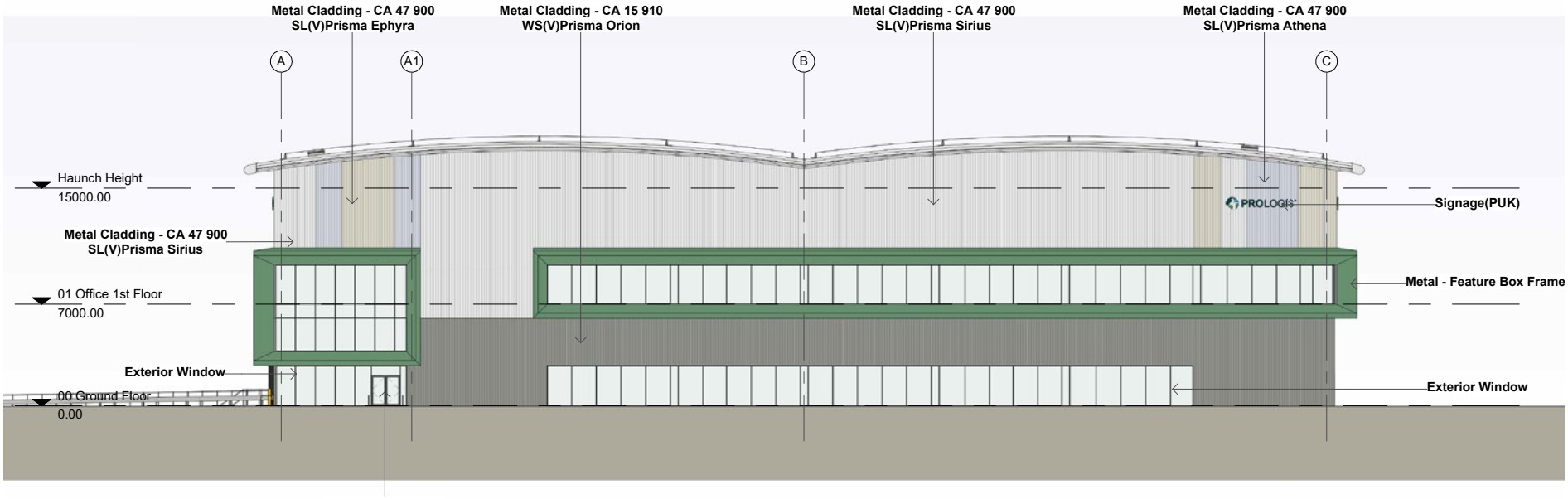


FIG 27 - DC8 (ZONE D) - ELEVATION SHOWING FEATURE CLADDING

5.2.15 All level access doors and fire doors will be finished in Prisma Orion.

5.2.16 On secondary elevations around the level access doors and dock levellers, the following colours and profiles are used:

- **Roof** - CA 32 1000R HPS200 Albatross
- **Above green band:** CA 32 1000W(V) Prisma Sirius
- **Green band -** Pegasus
- **Below green band -** CA 15 910 WS(V) Prisma Orion

5.2.17 Pegasus green is used as the Prologis brand colour on all buildings.

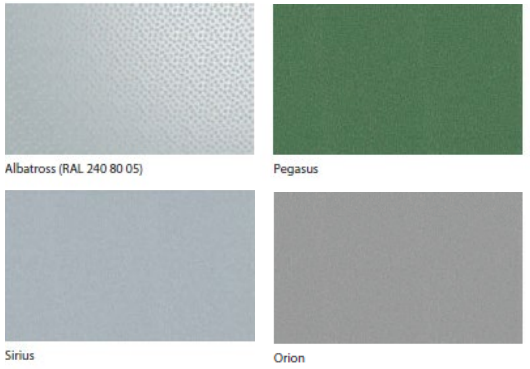


FIG 28 - CA CLADDING COLOUR PALETTE - SECONDARY

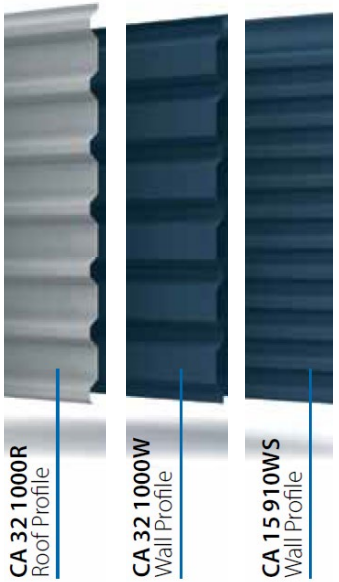


FIG 29 - CA CLADDING PROFILES - SECONDARY

Phase 2 Design and Access Statement

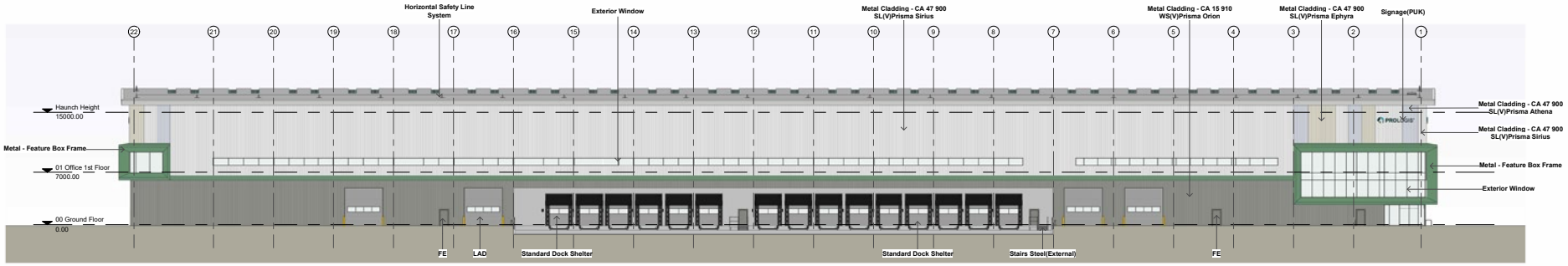


FIG 30 - DC8 (ZONE D) - SECONDARY ELEVATION TREATMENT

FIG 31 - DC8 (ZONE D) VISUAL - MAIN ACCESS WINDMILL ROAD

FIG 32 - DC8 (ZONE D) VISUAL - OFFICE & ENTRANCE OSBORNE ROAD

5.3 Hard Landscaping

5.3.1 The service yard for DC8 will be formed in concrete with parking bays to be defined by white line markings as indicated on the masterplan.

5.3.2 The 3m wide pedestrian and cycle footpath than runs through the site will be tarmacadam with white line markings.

5.3.3 Pathways around the building will be grey concrete paving blocks, laid in a herringbone pattern.

5.3.4 Please refer to Hard Landscape Plan overleaf for further details.

5.4 Cycle Storage

5.4.1 Cycle shelters will be formed with black powder coated steel framework with at least 5mm thick transparent polycarbonate infill panels.

5.4.2 Where space is restricted, Sheffield cycle stands will be used. The frames will be black powder coated to match the cycle shelters.

5.5 Boundary Treatment

5.5.1 All boundary treatments conform to the principals established approved under Phase 1 of the Hybrid Planning Permission

5.5.2 Security fencing will be incorporated into the soft landscape boundary treatment.

5.5.3 A 2.4m high ‘Paladin’ style welded-mesh security fence will provide site security to the perimeter of the service yard and HGV circulation. BS 1722 Part 14 Category 2 (Security).

5.5.4 A 3m high timber acoustic fence will be installed along sections of the DC8 service yard to acoustic engineers details.

5.5.5 Low level knee rail fencing (450mm high) will be used at the back of parking bays where hedgerows are not proposed by the Landscape Architect.

5.5.6 1200mm high barrier protection is to be installed to the western River Lea edge to secure river perimeter to Approved Document Part K.

5.5.7 Vehicle gates will be integrated with the fencing system and be of the same style and standard.

5.5.8 Acoustic barriers are to be installed to mitigate sound transmission to the surrounding buildings. An acoustic timber fence is proposed at 3m high.

5.5.9 Please refer to Boundary Treatment Plan overleaf for further details.

Phase 2 Design and Access Statement

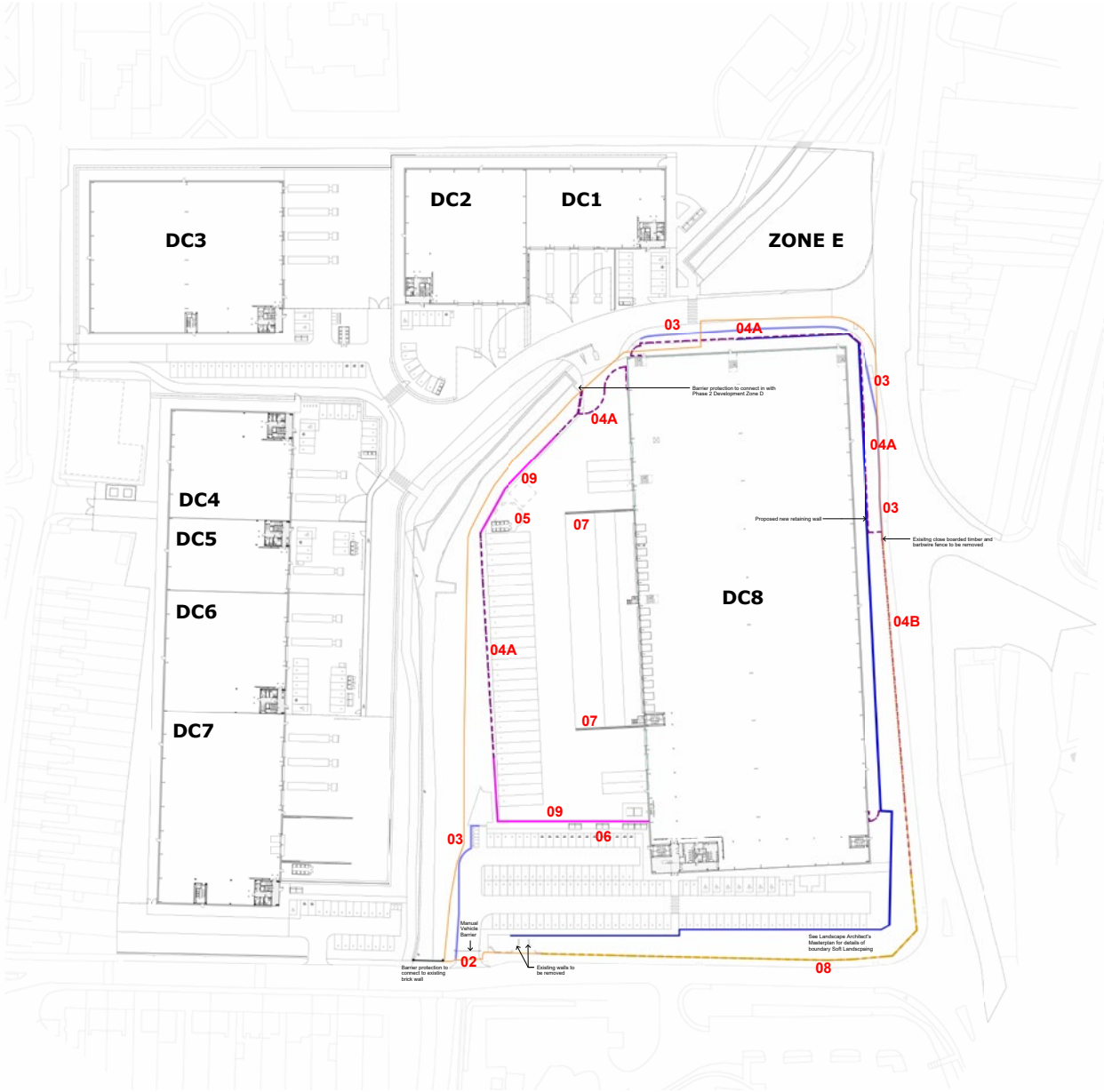


FIG 33 - PHASE 2 BOUNDARY TREATMENT PLAN

03 PROPOSED KNEE RAIL FENCING

Made from softwood guaranteed for 25 years. Galvanised strap for longer life. 5 year treatment guarantee. Height 450mm with planed finish. Timber stained black.

02 MANUAL VEHICLE BARRIER GATE

Manual barrier to car park entrance. Posts to be square section powder coated black steel with capped tops, cast in concrete bases.

04A & 04B

04A & 04B PALADIN FENCING

The perimeter of the service yards will be provided with paladin fencing. Post and panels to be black finish. Fences to be suitably set back from vehicular areas to reduce risk of accidental impact. Fencing / landscaping to be co-ordinated such that a maximum gap beneath fence is 100mm.

4A = 2400mm high fence
4B = 3000mm high fence

05 WASTE MANAGEMENT STORE

Concrete base with 2.4m high timber fencing with galvanized steel structure. Timber stained black.

06 BICYCLE STORE

Urban Engineering 'Series A' or similar and approved Polycarbonate transparent sheets with polyester powder coated steel frame.

Colour: Black Sheffield steel cycle racks or equivalent and approved to accommodate 10 cycles per shelter.

Refer to masterplan for location and positioning.

07 DOCK APRON RETAINING WALL

External retaining walls to the sides of the dock access will be of fair faced concrete. Armco barrier galvanised mild steel and handrailing is to be provided adjacent to the retaining wall to level access ramps. The barrier uprights are to be surface fixed to the concrete.

08

08 EXISTING KNEE RAIL

Existing knee rail to be retained and made good

09 ACOUSTIC BARRIER

3m high timber acoustic fence to achieve a minimum density of 15 kg/m².

6. Access

6.1 General

6.1.1 Vehicular access for both HGVs and cars is maintained using the existing access off Windmill Road as approved under the Phase 1 Hybrid Planning Permission. The internal access arrangement for Phase 2 has been amended from the approved layout following the HGV tracking exercise into the DC8 yard. A direct comparrison of the approved and proposed layout is shown on the next page.

6.1.2 The existing vehicular access point off Osborne Road is retained for cars only to access parking for DC8.

6.1.3 The proposed design demonstrates that connections for pedestrians is provided onto the existing footway on Osborne Road, Windmill Road and Park Street.

6.1.4 The pedestrian and cycle footpath approved under Phase 1 will be enhanced further by landscaping along the eastern side of the River Lea as part of Phase 2. This will improve the integration of the footpath and green corridor within the site and will strengthen interactions with this environment, benefitting both the building users and the wider community.

6.2 Inclusive Design

6.2.1 All spaces and places on site have been designed to meet all UK Building Regulations appropriate to this type of development.

6.2.2 The proposed warehouse and office and their immediate surroundings, including external works to and from the car parking areas and building approaches, are designed to be accessible by all staff and visitors.

6.2.3 DC8 has been designed to have the capability of installing a platform lift if required by the future tenants.

6.2.4 Level thresholds, gentle slopes and ambulant disabled stairs are provided.

6.2.5 Accessible car parking spaces are positioned adjacent to the main office entrance.

6.2.6 The office includes an accessible shower room and changing facilities on the ground and first floor.

Phase 2 Design and Access Statement

6.3 Phase 2 Access Amendments

6.3.1 Approved Layout

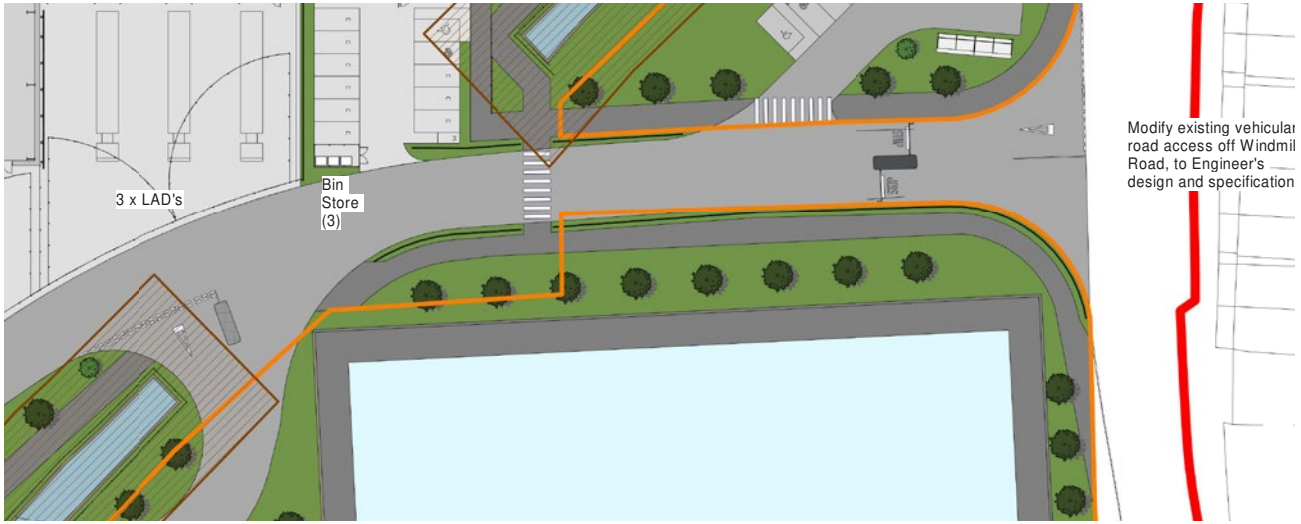


FIG 34 - APPROVED HGV ACCESS PLAN

6.3.2 Proposed Layout

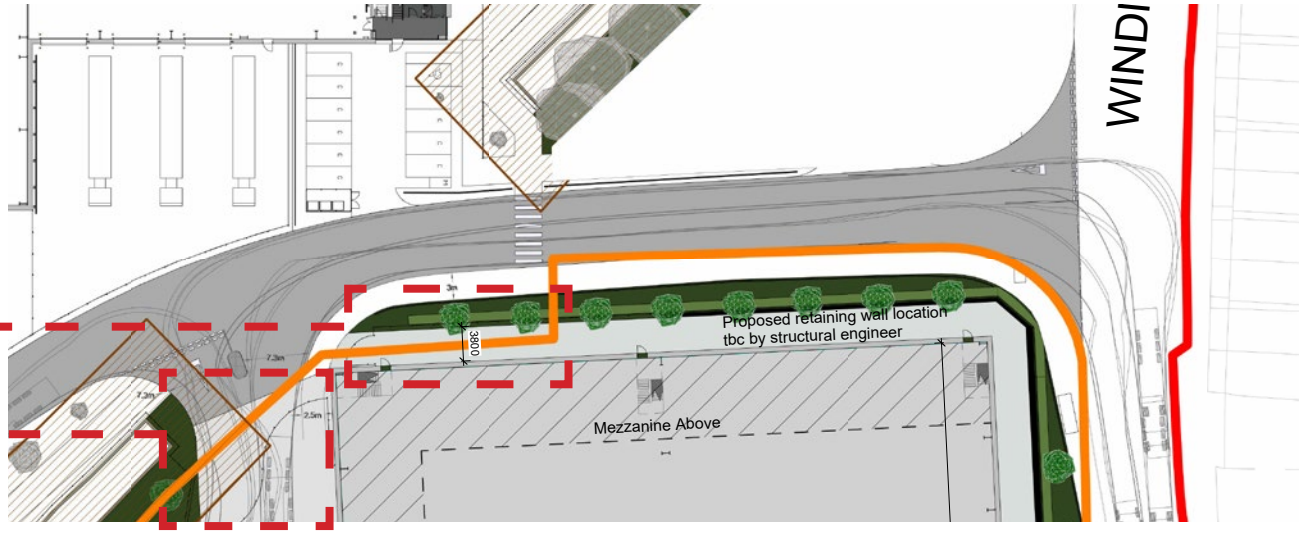


FIG 35 - REVISED PROPOSED HGV ACCESS PLAN

7. Sustainable Building Design

7.1 The Approach

7.1.1 Prologis are committed to reducing their impact on the environment whilst building long-standing relationships with their customers and the communities close to Prologis Parks.

7.1.2 Prologis' proactive approach to sustainability was recognised in 2019 with the company being listed in the top 100 Global Most Sustainable Corporations in the World and more recently when they were awarded the prestigious Terra Carta Seal by HRH The Prince of Wales for their commitment to building a sustainable future. Prologis are of 1 of only 45 companies in the world that the Terra Carta Seal has been awarded to.

7.1.3 In the UK, Prologis is pioneering an approach to the design, construction and operation of more sustainable new commercial buildings that is innovative and allows Prologis to mitigate and adapt to climate change.

7.1.4 Prologis have committed to be 100% carbon neutral in construction globally, by 2025. This target has already been achieved in the UK market and will be the case for this project.

7.1.5 Prologis assesses the environmental impact associated with all phases of a new building life cycle, from the manufacture of the building materials through to the operation of the building and how it will be demolished and replaced, focusing on a range of sustainability metrics including; BREEAM, mitigating embodied carbon emissions, reducing operational carbon emissions and managing environmental impacts.

7.2 Delivery of the Sustainable Vision

7.2.1 DC8 sustainability targets mirror that of Phase 1 which demonstrate compliance with Condition 15.

7.2.2 Prologis has a proactive approach to sustainability with a range of corporate goals to deliver high quality sustainable development. This whole life cycle approach to development includes assessment of carbon emissions at all stages of the development, reducing emissions, and mitigating emissions through the protection of rainforest through the Cool Earth scheme.

7.2.3 In this context the key sustainability measures incorporated into the design of the redevelopment include:

- A commitment to deliver sustainable distribution buildings that achieve the BREEAM 2022 ‘Excellent’ rating, beyond local policy requirements
- Contribution to the Cool Earth scheme to protect endangered rainforest, averting emissions equivalent to the embodied carbon of the development;
- Following the energy hierarchy to achieve a reduction in carbon dioxide emissions by at least 11.9% over Part L 2013 requirements for the detailed element of the scheme, complying with Policy LLP25 and LLP37 of the Luton Local Plan, which supports development that can mitigate and adapt to climate change through increased energy efficiency;
- Provision of an all-electric building services strategy to benefit from ongoing national grid decarbonisation;
- Incorporation of ASHPs, to provide a low carbon, energy efficient heating and cooling solution;
- Reduced water consumption in operation through water efficient fittings and suitable metering to achieve a water efficiency standard of 40%;
- Maximise resource efficiency and minimise waste during construction; and
- The provision of ecological mitigation and enhancement measures to support biodiversity, as well as support climate change adaptation.

8. Summary

8.2.1 The proposed development at Prologis Park Luton will be a high-quality sustainable logistics development providing 13,753 m² of warehouse and office accommodation during Phase 1 (GIA) and 15,150 m² during Phase 2 (GIA). The larger sized unit for Phase 2 will compliment the variety of units approved under Phase 1 and will help attract a wide range of potential occupiers.

8.2.2 The scheme is designed with the River Lea at the heart of the development and Phase 2 will further enhance the green corridor created through the centre of the site under Phase 1. The pedestrian and cycle path approved under Phase 1, connects the residential side of Osborne Road with Manor Road Park and Park Street. Strengthening the landscaping along this green corridor as part of Phase 2 will add to the biodiversity value of the site as well as enhance the environmental interaction.

8.2.3 The development will provide high quality architecture and landscape design that has been designed to sit within the urban context and complement the surrounding buildings and views from Manor Road Park. The design of Phase 2 adheres to the architectural approach approved under Phase 1 as well as the approved parameters for Phase 2. The continuity of the architectural language and style ensures Phase 2 forms an extension of Phase 1, blending seamlessly with the approved units, creating a coherent development.

8.2.4 Prologis Park, Luton will be a place where businesses can enjoy a pleasant working environment, where the community can come together to enjoy the River Lea and the natural habitats that will thrive in this renewed and regenerated river setting.

8.2.5 The proposals, consisting of an inspirational development having striped artistic visual forms facing the public realm, walking and cycling bridleways interspersed with new public art, rejuvenates the locality. In addition, the creation of employment floor space contributes to building a strong and competitive local economy, providing job opportunities for residents in the locality and surrounding regions.

"At Prologis we make so much more than industrial logistics buildings: we make the spaces and places where our customers' businesses can grow, where their employees enjoy coming to work and where local communities and wildlife can flourish"

Prologis UK Ltd

FIG 36 CGI VIEW ALONG THE PROPOSED RIVER LEA WALKWAY

9. Appendices

Exterior Lighting Statement

Griffin House – Luton

Exterior Lighting Statement

1.0 Introduction

The external lighting design has been produced to support the planning application of the proposed units at Griffin House, Luton. The proposed luminaires will provide forms of functional and security lighting to the yards, car parks and roadways throughout the site.

The luminaires selected in the lighting design have a proven track record of being used on similar projects like this one in the past. Therefore, the luminaires provide the right amount of visual aid for the tasks that will be carried out in this application.

All luminaires will be LED and demonstrate a form of white light in either 4000°K or 3000°K depending on the location of the luminaire.

The lighting design shall follow the principles and guidelines set out in the developer's specification, whilst also being compliant with the principles set out by the ILP (Institute of Lighting Professionals) 'Guidance Notes for the Reduction of Obtrusive Light (GN01/21) and BS EN 12464-2.

2.0 Lighting Design Brief

The external lighting design has been produced in line with the below references:

- BS EN 12464-2:2014 Light and Lighting – Lighting of work places: Part 2 Outdoor Work Places.
- ILP Guidance Notes on the Reduction of Obtrusive Light, Guidance Note 01/21;
- Client briefing documents and specification

The site is based in an urban environment with a high district brightness so would be classed in a E4 environmental zone.

The external lighting has been produced to mitigate any lighting pollution produced by the luminaires used to appease nearby dwellings and neighbouring properties.

3.0 Mitigation

The external lighting design has been produced to target the developer's specification whilst at the same time mitigating the spill light into sensitive areas within and outside the site boundary.

The public access pathway through the site is next to a waterway (River Lea) and as such careful consideration was required in this area of the site. The luminaire choice for this pathway was a bollard. These are low level and low output light sources.

These are arranged to provide a uniformly illuminated pathway whilst at the same time preventing spill light into the river nearby. These bollards are also 3000°K to avoid any conflict with any feeding bat populations that have been noted to be in the area.

Exterior Lighting Report

Other luminaires that are near the waterway in the design are fitted with back light shields to prevent any unwanted back light into the waterway. In doing so still illuminating the yards, car parks and roadways sufficiently.

Light outside the site boundary is also mitigated by limiting the mounting height of any luminaries that could potentially cause some light pollution to nearby properties. These luminaires are also kept to a low height to avoid any unwanted glare.

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