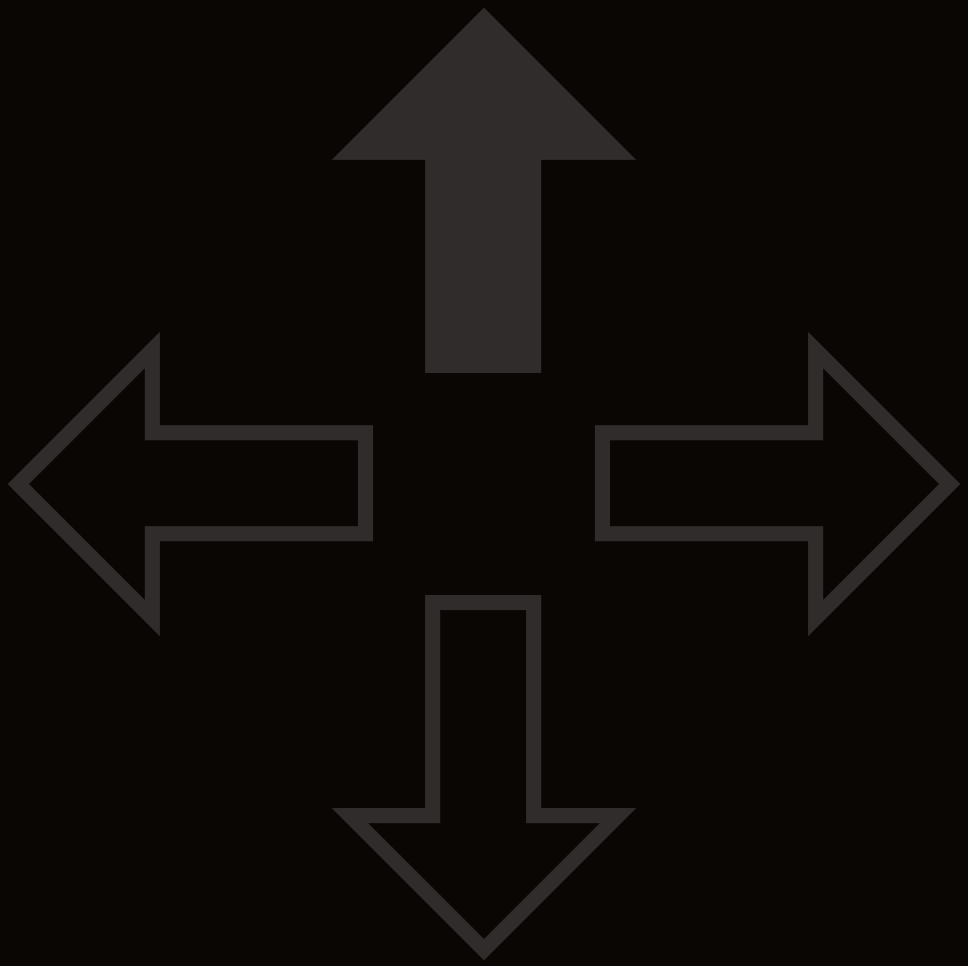
HEATHROW, WEST LONDON, VIRTUS DATA CENTRES DC6

DESIGN & ACCESS STATEMENT

January 2022



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1. INTRODUCTION

This supporting Design and Access Statement has been prepared by Stephen George + Partners, on behalf of Virtus Data Centres seeking alternations of Unit DC6 to provide external plant, external louvres, and associated security fencing and landscaping.

This statement will provide detailed information on the proposed layout, scale, appearance, modification to the facades, loading areas, landscaping as well as site context, security, external plant, sub-station, car parking for Unit DC6 specifically.

This statement should be read in conjunction with the supporting drawings, documents and reports.

2. SITE LOCATION

Prologis Park Heathrow is an established logistics and industrial park strategically positioned to access the major consumer markets of West and Central London, Heathrow airport and Thames Valley (see strategic location map and aerial map).

Prologis Park Heathrow is an actively managed highly secure estate where the units are designed to meet the needs of modern businesses. The Park incorporates a dedicated gatehouse, manned 24 hours a day, controlling access to the site as well as monitoring the whole estate from a dedicated CCTV system.

The Park benefits from excellent communication links. The M4 (J4) is within 0.5 miles and the M25 / M4 intersection is 2.5 miles as well as London Heathrow Airport being only 1.6 miles from the park.

2.1 UNIT LOCALITY

The application is located to the north of the logistics and industrial park. The full logistics and industrial park site approximately 12 ha in size, with the application area of DC6 totalling 101,889 sqft (9,466 sqm) warehouse unit.

This area is shown in Site Location Plan illustrated in red.

IMAGE ABOVE: AERIAL IMAGE SHOWING BUILDING LOCATION IN RED

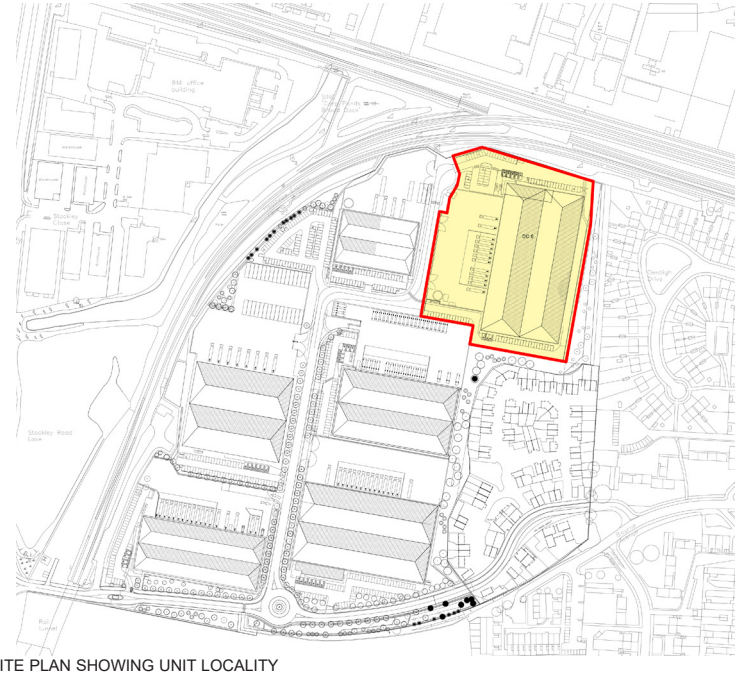


IMAGE ABOVE: EXISTING SITE PLAN SHOWING UNIT LOCALITY

2.2 PUBLIC TRANSPORT & STRATEGIC LOCATION

Prologis Park Heathrow is ideally placed in West London with excellent access to both the M4 and M25 motorways. The nearby Heathrow Express rail service reaches Paddington in 15 minutes. The A10 bus stops outside the park with Uxbridge Station and Heathrow Central Bus Station at either end of the route.

Prologis Park Heathrow is:

- 2.6 miles from Heathrow Airport
- 15 miles from Central London
- 2 Crossrail stations within 1.5 miles (West Drayton and Hayes & Harlington)

The site is served by public transport with an existing bus route providing a regular service from Uxbridge through to Heathrow Airport.

2.3 SITE APPLICATION HISTORY

Heathrow Prologis Park has been subjected to the following planning applications.

These are detailed below:

The original outline Application Ref: 18399/APP/2004/2284:

Redevelopment of the site for a mixed- use comprising (classes B1(a) & (c), B2 and B8) employment uses and (class C3) residential (up to a maximum of 101 units) with associated access, parking and landscaping (outline application). (Granted 19th August 2005)

Application Ref: 18399/APP/2013/1019:

Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development. (Granted 23rd July 2013)

Application Ref: 18399/APP/2013/2298:

Non Material Amendment (to alter the size of unit C, and amendments to loading dock doors and service yard) to permission 18399/APP/2013/1019 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works). (Granted 8th July 2013)

Application Ref: 18399/APP/2014/3823:

Non Material amendments to planning permission Ref. 18399/APP/2013/1019 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works) to the external lighting, removal of the chain link fencing to the car park areas and addition of CCTV columns and cameras. (Granted 28th November 2014)

2.4 SITE ACCESS

Access is predominately via Stockley Road (A408), which leads to the Prologis Park Road roundabout leading north to a central access road provided within Heathrow Prologic Park.

Prologis Park Road predominantly a private two-way single carriageway, is well lit, 20mph speed enforcement, runs in an east-west direction (Stockley Road A408) roundabout to Nine Acres Cl). The road is traffic light barrier-controlled from the west (Nine Acres Cl) and controlled access for public transport, cycles, and pedestrian's use.

A central access road provided within the Heathrow Prologis Park feeds access to the many industrial logistic developments.

There is a private two-way single carriageway running north to the application site with a pedestrian footway to both sides.

There are two secure vehicular access points into the building site, 2no. service yard entry for articulated lorries and maintenance vehicles. The primary car entry point is located closest to the office use of the site.

2.5 SURROUNDING AREA

The area surrounding the site is predominantly a range of large industrial buildings, 2 to 3 storeys in height and set within extensive landscaping and parking at Heathrow Prologic Park.

There is a mainland rail station track that runs across the north and western aspect of the site. Beyond the railway to the west, there is a small cluster of small to medium industrial buildings.

To the east, there are predominantly small 2 storey semi-detached and terraced residential properties.

To the south there is extensive mature landscaping including recreational open space and a sport club.

Furthermore, to the South of the site there are a multitude of Semi-detached and terraced properties, as well as 'St Andrew's Park', the site of the former RAF Uxbridge.

3. DEVELOPMENT PROPOSAL

3.1 CURRENT USE

The current site is allocated for employment use with a single industrial logistic building (B8 storage and distribution buildings) with ancillary B2 Offices.

DC6 totals 101,889 sqft (9,466 sqm) with a 12.5m eaves height and 50m service yard depth. 10no. dock doors, 3no. level access doors with 98no. car parking spaces and covered cycle shelter.

3.2 PROPOSED USE – CLIENT BRIEF

The proposal for the unit seeks to

- install a plant gantry within the service yards the full length of building 117.6m in width, 24.3m in depth from external face of building and up to a height of 15m.
- install emergency backup power plant in the remaining area to the service yard.
- install 2no. utility providers sub-stations for the unit.
- reduction of car parking spaces from 98 bays down to 78 bays.
- install a new secure by design weldmesh security fence.
- adjust the landscaping to species to match existing.

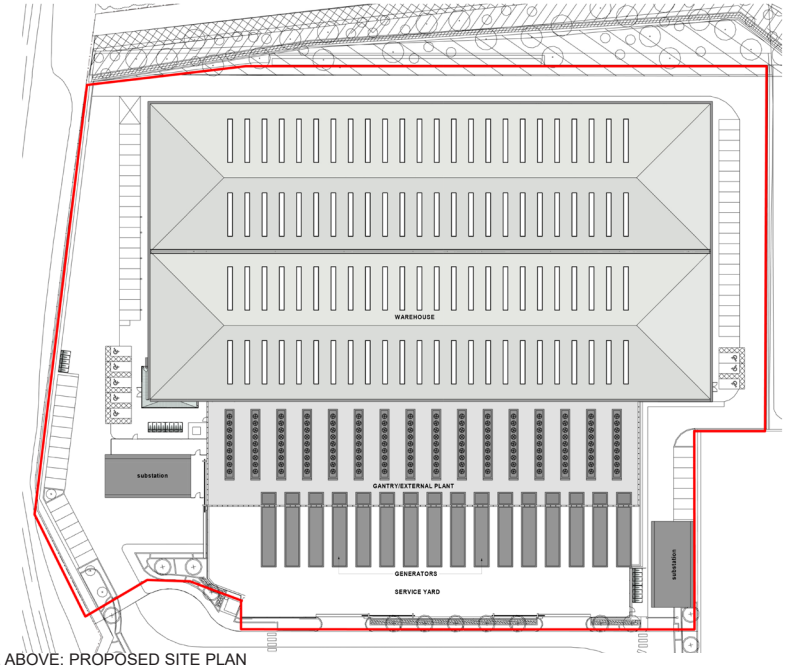


IMAGE ABOVE: PROPOSED SITE PLAN

3.3 DESIGN PRINCPIALS - FORM / LAYOUT AND ORIENTATION

Layout of the site and data centre is reflective by the form of the development and determined by its primary use and volume required for the data centre's function. This is characterised by the need for large structural spans and achievement of critical heights and the capacity of the data centre's Client Brief requirements.

The proportionate setting-out and the layout of both operational and ancillary spaces is dictated by the orientation of the building type. These spaces include: the relationship between main functional areas / technical spaces and ancillary office accommodation, loading and storage areas and internal and external circulation routes.

Considerations of orientation take account of the following:

- Provision for the accommodation of loading, unloading and the parking of large and heavy goods vehicles (HGVs) and maintenance vehicles on the site.
- Clear segregation between different traffic forms, between loading, maintenance vehicles, staff / visiting car parking and pedestrian routed zones.
- The aspect and orientation of office areas and associates staff amenity facilities and other areas to optimise the quality environment and wellbeing of the building occupiers.
- The layout ensures sufficient vehicular circulation within its boundaries and the interface with the external context and access points to ensure there are no adverse impacts on the external highway network.

3.4 BUILDING INTERNAL LAYOUT

The intended use of the building as a data centre is such that it is to be supported by external cooling and emergency plant also situated externally.

3.5 EXTERNAL APPEARANCE

The elevations are faced in metallic profiled 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 elevational treatment into the panels to provide an architectural aesthetic pleasing design. The profiles of the metal sheeting are variated by implementing vertically and horizontally laid, half-round, trapezoidal, flat smooth profiled cladding to create visual interest by producing varying textures and tones to the external facade.

The colour palette is made up of a range of light, medium, contrasting dark grey with profiled green horizontal feature banding.

In contrast, and keeping in with the architectural aesthetics, the two storey offices are clad in a tinted glass curtain wall system which accommodates glazed areas to the office where natural lighting and views out are important. Solid, insulated, glass-faced "spandrel" panels are used where the external walls abut structural elements or where the need for thermal performance is required. Framing the curtain wall and providing a break in the design is vertical cladding in buff brickwork and dark terracotta cladding.

It is proposed that the new tiered external plant is to be cladded with an air-transfer louvered gantry on all three sides, full-height to underside of building eaves soffit at 12.5 metres (and accommodating emergency plant opening and vehicular access on the ground floor storey). The colour of the gantry air-transfer louvres will be grey to match the colour of the existing façade.

It is proposed to screen the 2no. sub-stations walls on the West and South sides with cladding panels to match the main building. The emergency power plant will be PPC in grey colour to manufacturer's specification.

The new perimeter fencing is proposed to be provided to meet the security requirements of the landlord and occupier. Typically, good security standards require this to be a 3m high weld mesh fence. Proposed colour of the fence is PPC green. At the eastern aspect of the east sub-station, the 8m high acoustic fence is continued with a new 15m high acoustic fence to the south to provide sufficient acoustic attenuation.

The service yard is proposed to change the current entry swing gates to new

sliding gates. A new controlled sliding gate is proposed along the eastern aspect of the service yard partying the western car park area. This new controlled sliding gate is to accommodate vehicle reverse turning in a safe and control manner with banksman.

Further details are provided on drawing number 21-079-SGP-SIT-ZZ-DR-A-131001_Proposed External Fencing Plan.

3.6 SECURITY AND CRIME PREVENTION

Data Centres by their very nature house high value assets, owners, and operators of data centres are risk adverse and therefore consider security protection measures an integral part of the facilities design and often have inhouse security experts as part of their team as well as engaging security consultants during a developments design.

Landlord and occupier's requirements often exceed secure by design standards. To meet the requirements of a data centre development the below bullet points are to be considered.

This application is primarily concerned with the boundary treatments in the form of secure fencing provided in the most prominently visible location available.

Key features often include:

- Secure Fencing Boundary Treatment.
- CCTV.
- Robust Design.
- SBD compatible windows and doors, and
- Access Control.

IMAGE ABOVE: SHOWING EXISTING BUILDING

IMAGE ABOVE: SHOWING CLADDING AND COLOUR PALLETTE

IMAGE ABOVE: SHOWINGEXAMPLE OF ACOUSTIC FENCE

IMAGE ABOVE: SHOWING EXAMPLE OF EXTERNAL GENERATORS

IMAGE ABOVE: SHOWING EXAMPLE OF EXTERNAL SECURITY FENCE

IMAGE ABOVE: SHOWING EXAMPLE OF EXTERNAL GANTRY **LOUVRE**

3.7 CAR PARKING AND LOADING BAYS

It is proposed to construct the 2no. sub-stations within the existing car park areas of each thus reducing the number of car parking spaces from 98no car park spaces to 75no car park spaces.

This application proposes to remove 23no. car parking spaces from the existing car parking scheme.

Unlike a logistics and industrial distribution warehouse, a data centre is a very much low occupancy building with limited daily traffic, and periodic deliveries by large articulated and maintenance vehicles.

It is proposed that the gantry and plant are installed within the loading bay area with adequate provision left for deliveries to the building when required.

3.8 ACCESS

Access to the site is as described in the previous Section 2.4.

The existing buildings has been designed and constructed with Inclusive (DDA) design in mind with dropped kerbs to form level access to the building.

Where it is proposed to alter the hard scape to accommodate this proposal the hard scape will follow the same criteria to afford an inclusive design.

3.9 LANDSCAPING

Hard and Soft landscaping where required will match landlord's specification in terms of material form, specification, colour, and allocation.

3.10 ENERGY STATEMENT

The Data Centre development has been designed with energy efficiency as a key driver to minimise the impact on the environment, while providing high quality resilient IT processing space, which will in turn provide significant energy savings using 'digital' services when compared to current 'manual' processes.

Data Centres require large amounts of electrical energy to meet the process load, used to run the facility. The scale of the energy consumed by the process load, means that the building services system selection and efficiencies are key to reducing carbon dioxide emission rates, whilst renewable technologies offer limited scope for savings.

Norman Disney & Young's Energy Statement Document submitted as part of this application explores the energy strategy in greater detail.

3.11 EXTERNAL PLANT ASSESSMENT (NOISE)

It is proposed to install new mechanical plant at the site at Heathrow Prologis Park.

Norman Disney & Young has carried out an External Plant Assessment (Noise) report and to use the obtained data to assess the potential noise impact of the plant installation on surrounding noise sensitive receptors.

The report details recommendations for necessary noise mitigation where necessary. The guidance in this report is on the basis that the mechanical plant will be consistently operating over a 24-hour period.

The recommendations highlighted in the report will be incorporated as part of the alterations to the development.

Norman Disney & Young's External Plant Assessment (Noise) report submitted as part of this application explores in greater detail.

3.12 AIR QUALITY ASSESSMENT REPORT

AECOM's Air Quality Assessment Report submitted as part of this application explores in greater detail.

4. EXISTING APPEARANCE AND CONTEXTUAL IMAGES

Existing Front View

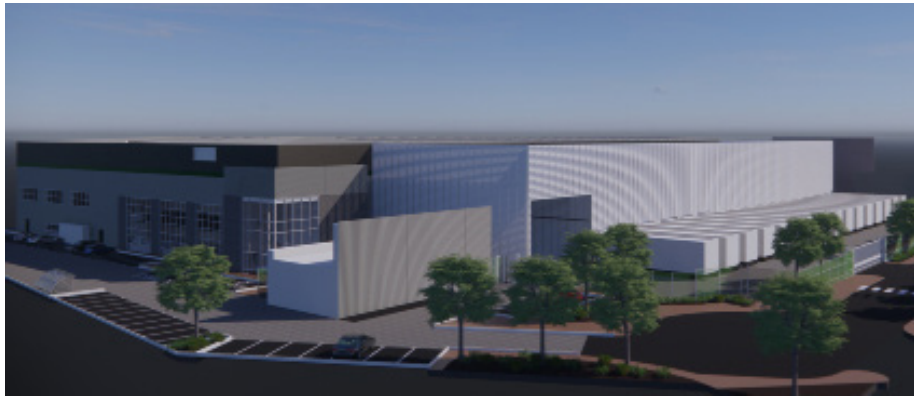
Existing Side View

Proposed Front View

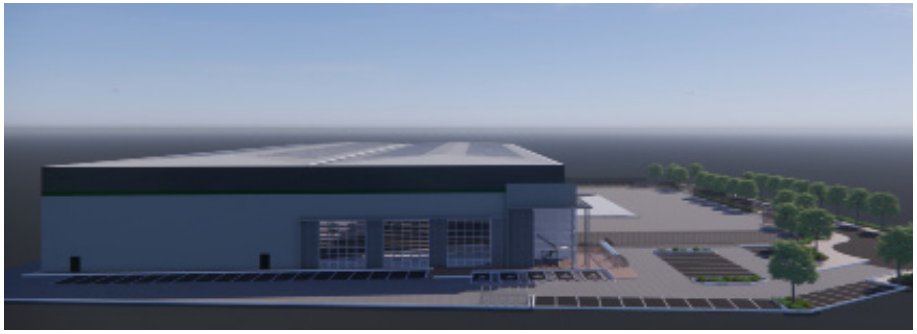
Proposed Side View

5. PROPOSED DESIGN AND APPEARANCE

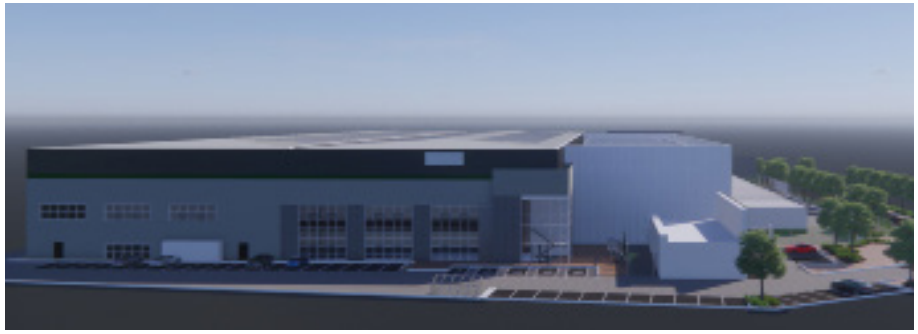
Existing View of Office/Yard



Proposed View Showing Gantry/Office



Existing Side View



Proposed Side View

6. SUPPORTING DOCUMENTS

6.1 STEPHEN GEORGE + PARTNERS ARCHITECTURAL DRAWINGS

- 21-079-SGP-XX-XX-RP-A-131700 - Design & Access Statement
- 21-079-SGP-SIT-ZZ-DR-A-130000 - Location Plan
- 21-079-SGP-SIT-ZZ-DR-A-130001 - Existing Site Plan
- 21-079-SGP-SIT-ZZ-DR-A-130002 - Existing External Fencing Plan
- 21-079-SGP-SIT-ZZ-DR-A-130100 - Existing Ground Floor Plan
- 21-079-SGP-SIT-ZZ-DR-A-130101 - Existing First Floor Plan
- 21-079-SGP-SIT-ZZ-DR-A-130103 - Existing Roof Plan
- 21-079-SGP-SIT-ZZ-DR-A-130200 - Existing Sections
- 21-079-SGP-SIT-ZZ-DR-A-130300 - Existing Elevations
- 21-079-SGP-SIT-ZZ-DR-A-131000 - Proposed Site Plan
- 21-079-SGP-SIT-ZZ-DR-A-131001 - Proposed External Fencing Plan
- 21-079-SGP-SIT-ZZ-DR-A-131100 - Proposed Ground Floor Plan
- 21-079-SGP-SIT-ZZ-DR-A-131101 - Proposed First Floor Plan
- 21-079-SGP-SIT-ZZ-DR-A-131103 - Proposed Roof Plan
- 21-079-SGP-SIT-ZZ-DR-A-131200 - Proposed Sections - Planning
- 21-079-SGP-SIT-ZZ-DR-A-131300 - Proposed Elevations
- 21-079-SGP-SIT-ZZ-DR-A-131301 - Proposed Gantry Elevations
- 21-079-SGP-SIT-ZZ-DR-A-132100 - Demolition Ground Floor
- 21-079-SGP-SIT-ZZ-DR-A-132101 - Demolition First Floor
- 21-079 SGP SIT ZZ-DR-A-132102 - Demolition Roof Plan
- 21-079 SGP SIT ZZ-DR-A-132300 - Demolition Elevations

6.2 NORMAN DISNEY & YOUNG

- Energy Statement
- External Plant Assessment (Noise)

6.3 AECOM

- Air Quality Assessment Report – Virtus DC6

6.4 SAVILLS

- Planning Application covering letter.

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