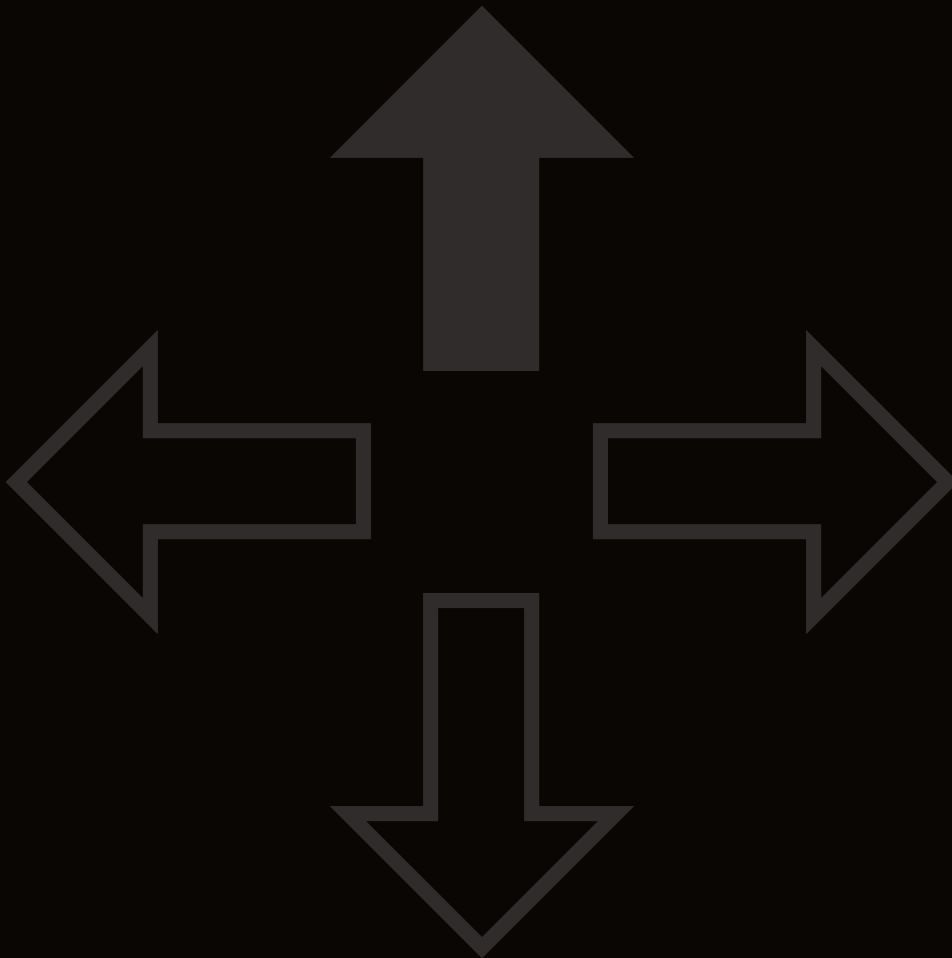




**HEATHROW, WEST LONDON,
VIRTUS DATA CENTRES DC6**

DESIGN & ACCESS STATEMENT ADDENDUM

March 2025



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1. INTRODUCTION

This supporting Design & Access Statement Addendum has been prepared by Stephen George + Partners, on behalf of Virtus Data Centres as part of a Section 73 application. Previous consent has been granted for the installation of plant and equipment in connection with the use of the site as a Data Centre under Application Ref: 18399/APP/2022/411 in May 2023.

This statement will provide detailed information of the related amendments to the existing consent, along with background information to the scheme. This addendum should be read in conjunction with the original application Design & Access statement and is not intended to replace it.

This statement should also be read in conjunction with the supporting drawings, documents and reports provided as part of the Section 73 application.

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.



IMAGE ABOVE: AERIAL IMAGE SHOWING BUILDING LOCATION IN RED

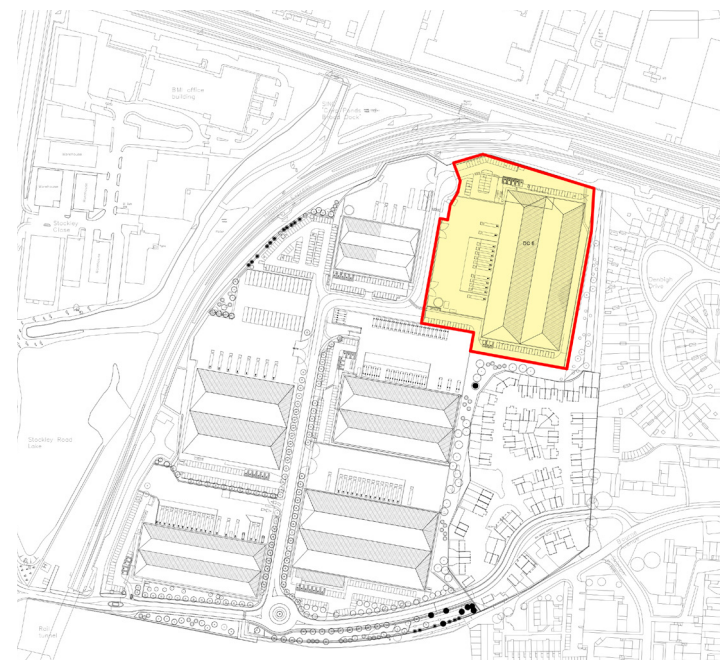


IMAGE ABOVE: EXISTING SITE PLAN SHOWING UNIT LOCALITY



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

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)

Application Ref: 18399/APP/2022/411:

Installation of plant and equipment to unit DC6 including external plant equipment, external louvres and associated security fencing and landscaping, to facilitate use of the building as a data centre. (Granted 3rd May 2023)

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 Prologis 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 CI). The road is traffic light barrier-controlled from the west (Nine Acres CI) 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 Prologis Park.

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

To the east, there is a landscape buffer between the site boundary and residential area, which comprises predominantly of small 2 storey semi-detached and terraced residential properties.

To the south there is extensive mature landscaping. Beyond landscaping there are a multitude of Semi-detached and terraced properties, as well as recreational open space, a sport club and 'St Andrew's Park', the site of the former RAF Uxbridge.

3. SECTION 73 CHANGES

Amendments to the approved scheme which form part of this application are explained on the following pages, with reference to the approved consented and proposed drawings.

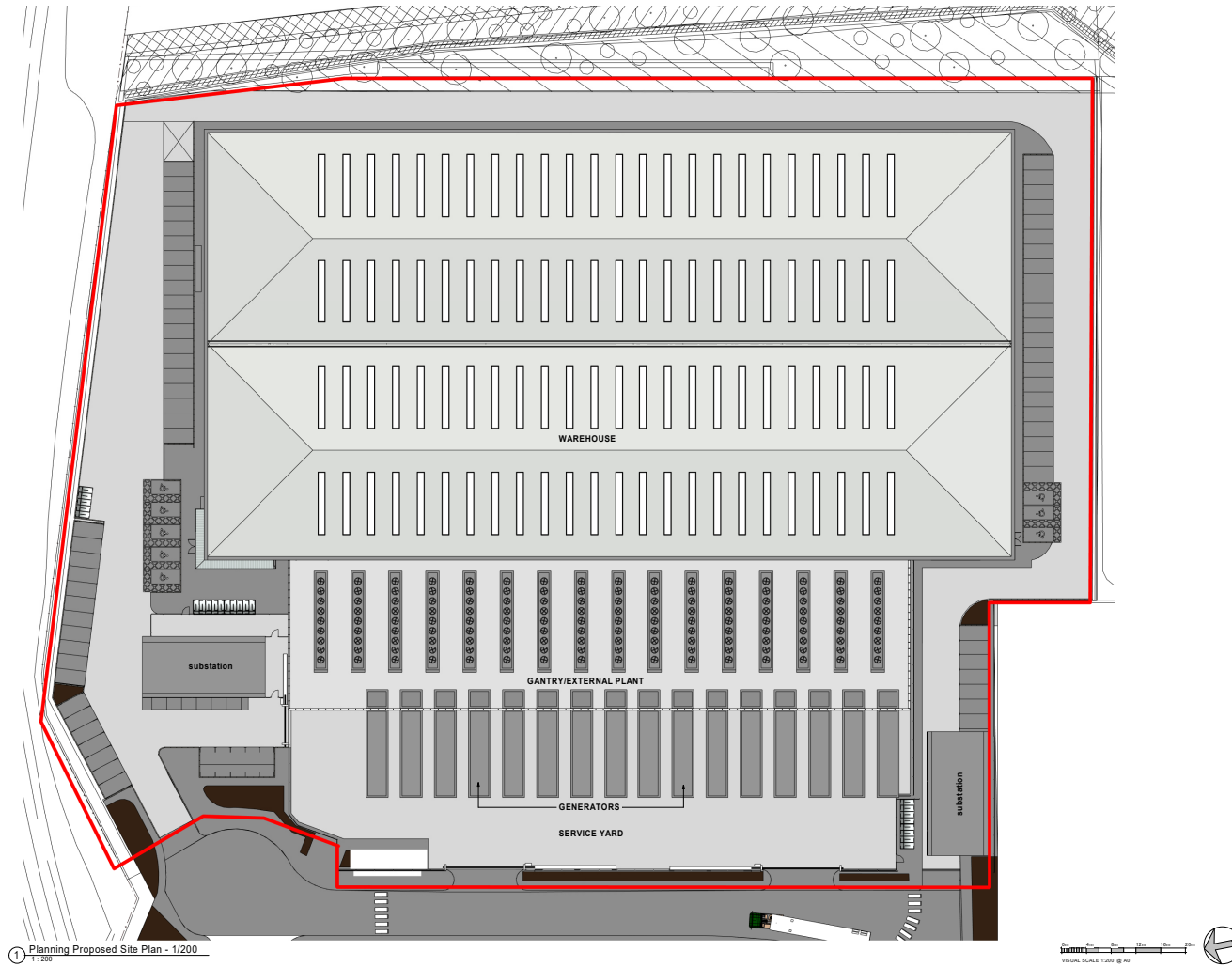
The proposed amendments to the consented scheme includes the following:

1. Noise mitigation features including Introduction of gantry acoustic lid and screens.
2. Amendments to fences, and parking layouts and plant locations.
3. Minor amendments to window and door locations.

The 3D views shown in section 4 give evidence of negligible impact of the proposed changes to the mass and appearance of the building.



CONSENTED SITE PLAN





PROPOSED SITE PLAN

3-1 - GANTRY ACOUSTIC LID AND SCREENS.

In response to updated acoustic data and reports, an acoustic lid and screens have been introduced to the gantry area to further mitigate plant noise. The acoustic lid is positioned on top of the chillers at the Level 2 gantry, specifically designed to reduce noise emissions. To provide additional noise mitigation, acoustic screens have been installed along the north, east, and south elevations of the gantry. These screens fully enclose the proposed acoustic lid from these directions, ensuring comprehensive noise control and enhancing the overall sound attenuation for the development.

The height of the screens are 2.557m from the Level 3 gantry.

Attenuation and Selective Catalytic Reduction (SCR) has also been added to the generators. SCR systems are expected to reduce oxides of nitrogen (NOx) emissions by at least 86%.

The access and escape provisions to the new acoustic lid have been revised to enhance functionality and to comply with health and safety regulations. This includes the addition of two cat ladders, which provide safe and convenient access for maintenance personnel.

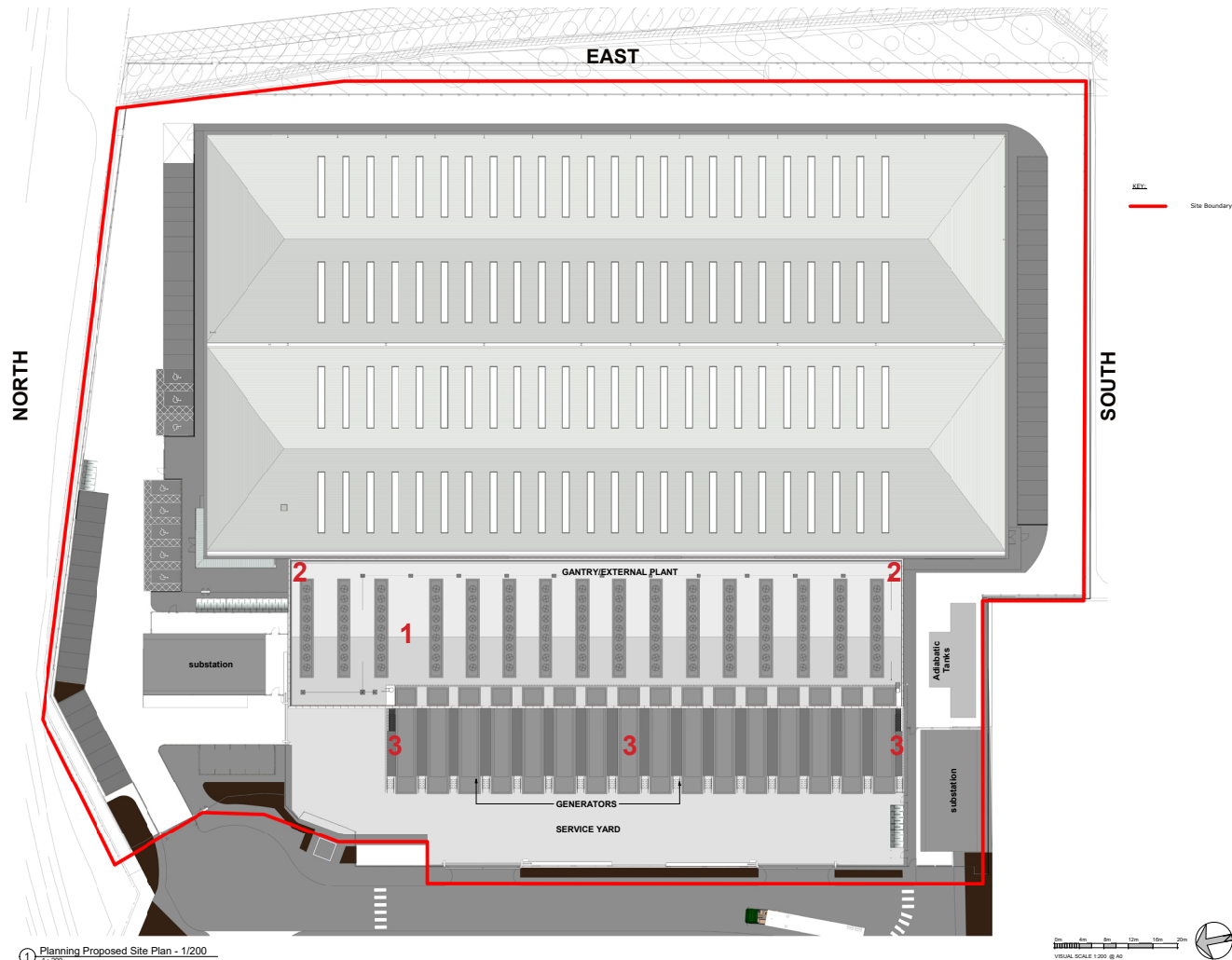
Additionally, adjustments have been made to the utility access stairs and doors leading to the generators to facilitate easier maintenance. These changes aim to improve both accessibility and safety for ongoing

operational needs.

1 - Acoustic lid above chillers at Level 2 gantry.

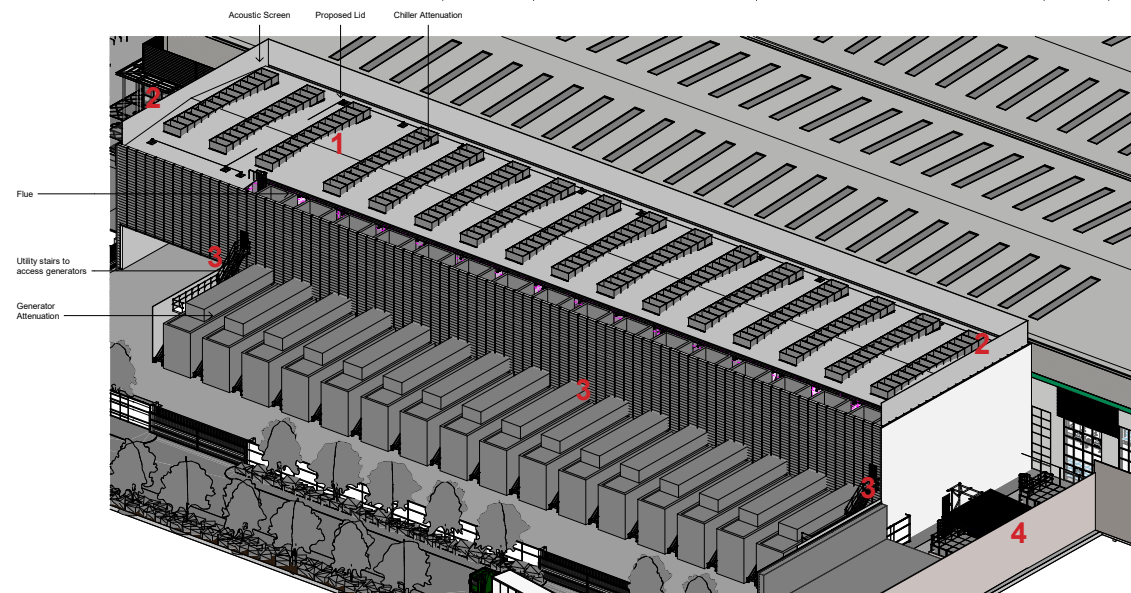
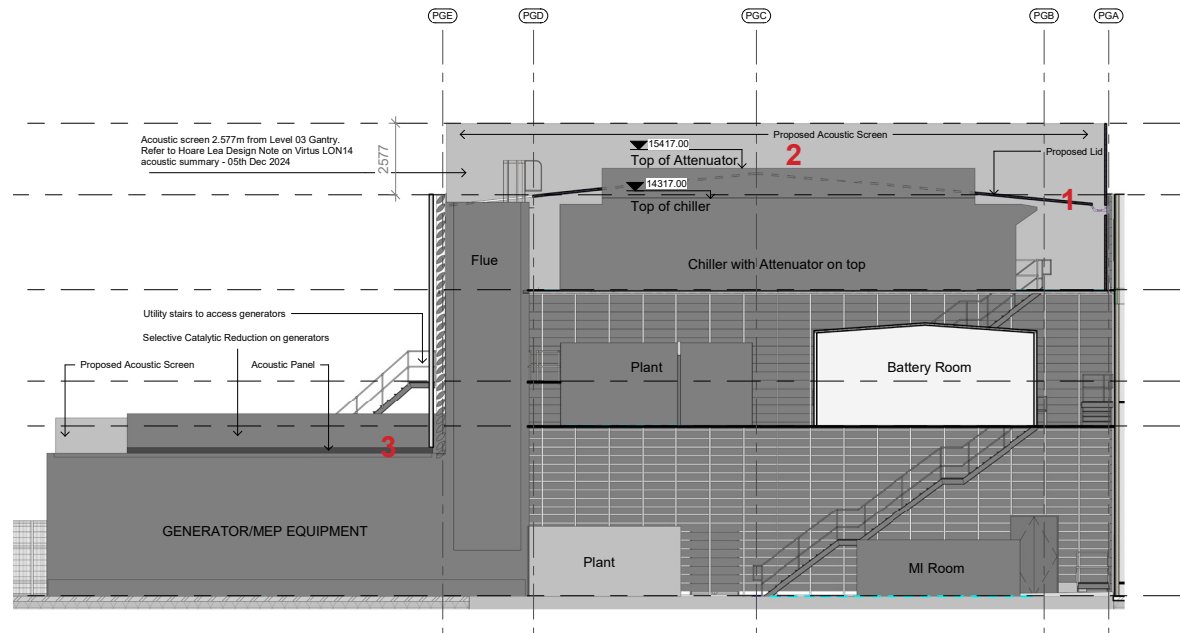
2 - Acoustic screen 2.557m from Level 3 gantry.

3 - Selective Catalytic Reduction, attenuation, and utility stairs to generators.





PROPOSED GANTRY SECTION AND 3D VIEW



Aerial view from Northwest

3.1.1 - GANTRY ACOUSTIC LID AND SCREENS.

1 - Acoustic lid above chillers at Level 2 gantry.

2 - Acoustic screen 2.557m from Level 3 gantry.

3 - Selective Catalytic Reduction (SCR), attenuation, and utility stairs to generators.

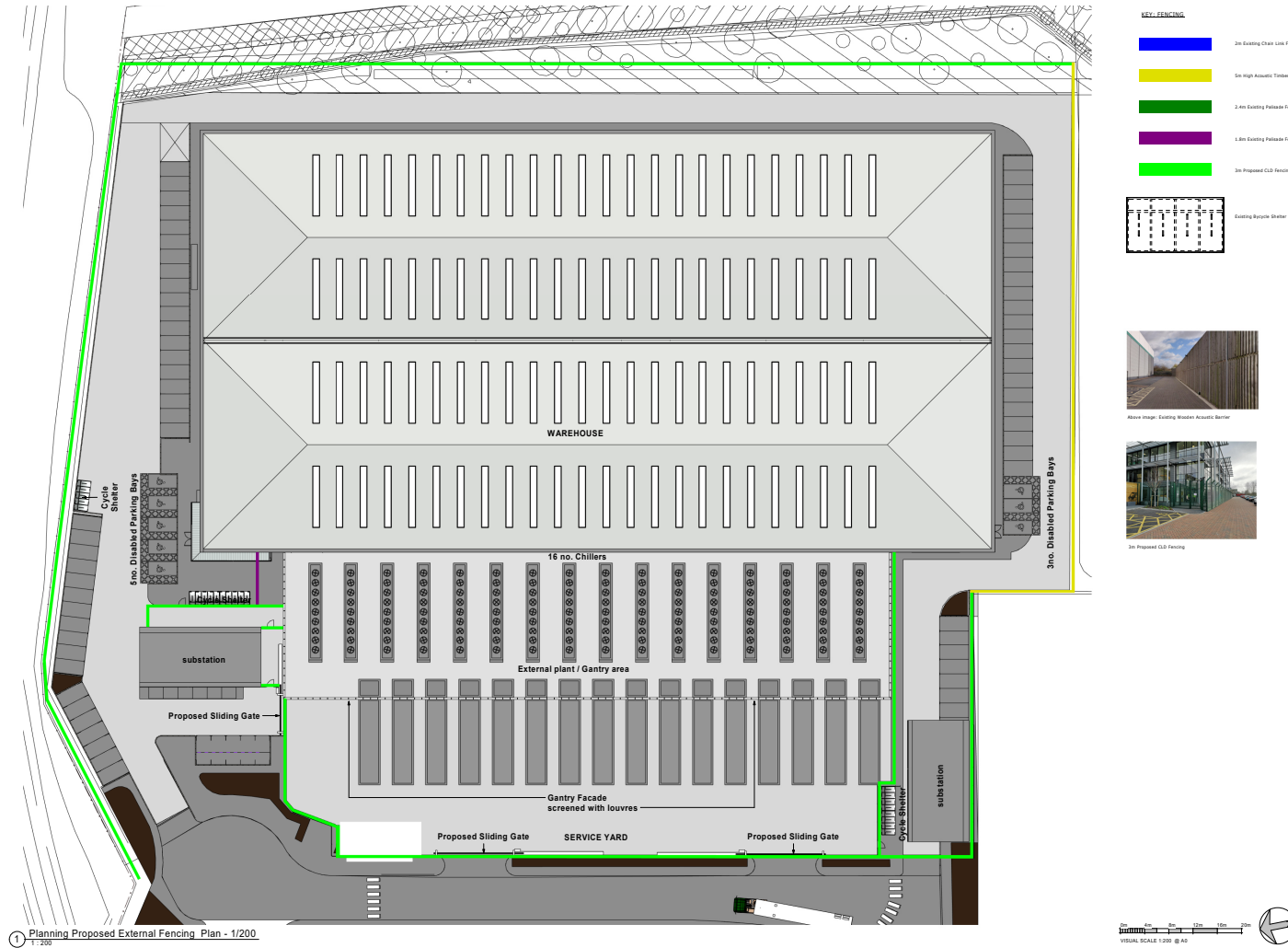
The proposed new overall height of the generators, when measured from the Ground Floor (GF) level, appears to be less discernible when compared to the previously consented height of the generators. This means that the difference in height between the new and consented generators is not easily noticeable when viewed in the context of the existing warehouse scale. As a result, the proposed height is considered to be proportionate and consistent in scale and form with the broader data centre development.

4 - Reduction in 15m acoustic fence to 6.6m from Level 00 Gantry.

Proposed amended acoustic fence height is in line with the Hoare Lea acoustic summary (Ref: Hoare Lea - Design Note on Virtus LON14 acoustic summary - 05TH Dec 2024).

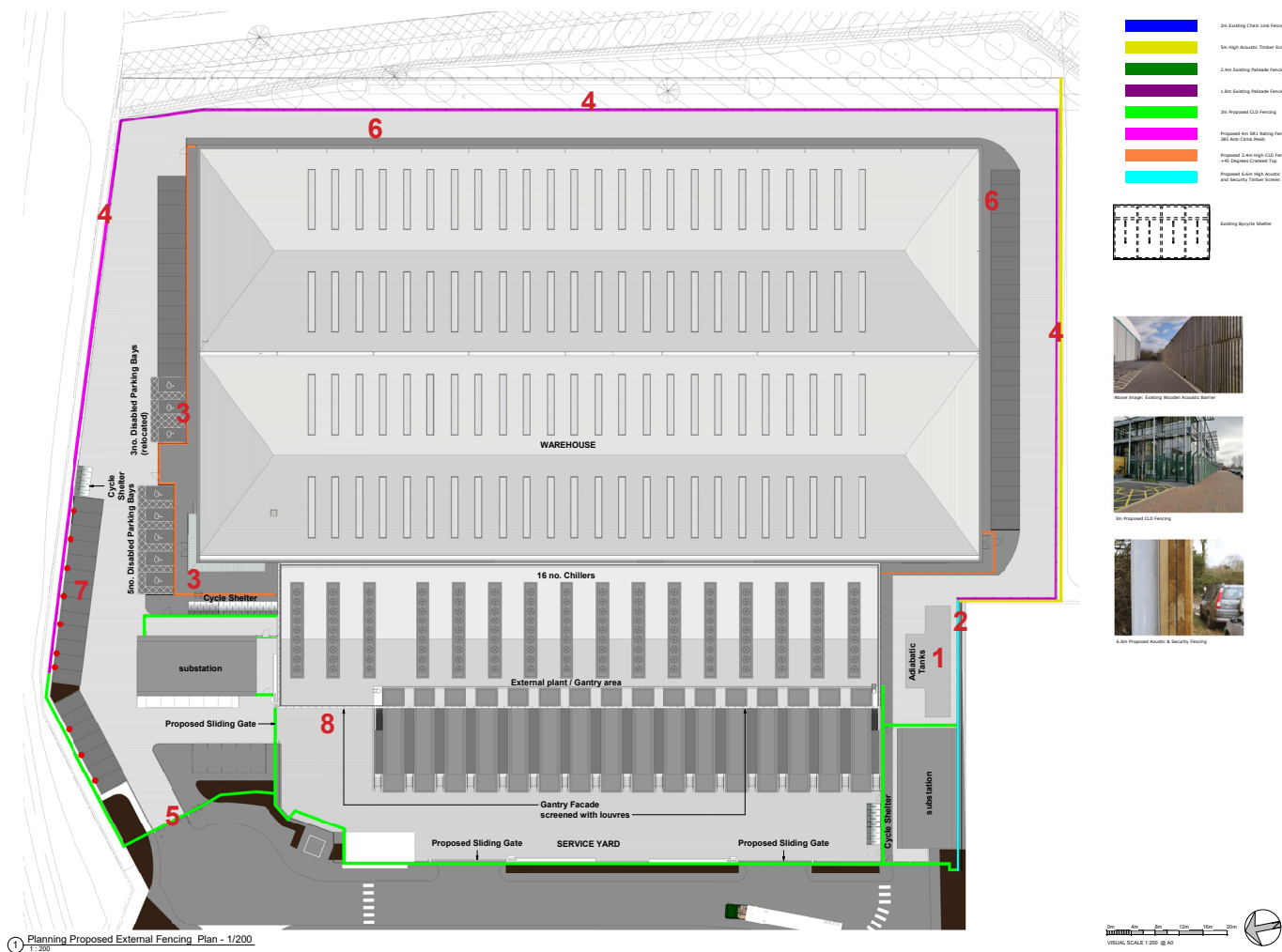


CONSENTED EXTERNAL FENCE PLAN





PROPOSED EXTERNAL FENCE PLAN



3.2 - EXTERNAL WORKS: FENCES, MINOR PARKING AND PLANT LAYOUT AMENDMENTS.

As discussed during pre-application discussions with planning officers there have been amendments to fencing around the perimeter of the site. Some of the acoustic fences have been reduced from 15 m to 6.6 m, as the lower height is enough to meet the acoustic requirements and will have less intrusive visual impact upon the surrounding area with its newly-reduced height, a significant design benefit of the proposal.

Security fences have also been added within the site boundary, standing at a height of 2.4 meters, as part of a general client initiative to enhance site security. These fences will not be visible from the residential properties to the east or south due to existing screening.

The detailed design process and coordination have led to some refinements in the parking layout, access routes, and plant location within the external works. Although there has been a reduction in the overall parking capacity, data centres typically have lower employment density compared to other B8 uses, meaning this is unlikely to result in reduced parking spaces.

1 - Adiabatic cooling plant room and water tanks.

2 - 15 metres acoustic fence reduced to 6.6 metres.

3 - Internal security fence and turnstiles added at 2.4 metres.

4 - Approved boundary security fence increased from 3.0 metres to 4.0 metres to east, north, and south.

5 - Entrance Gate and turnstile added.

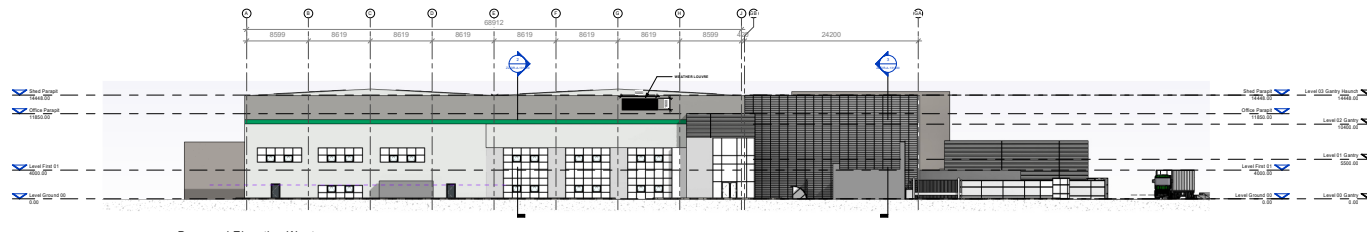
6 - Addition of pedestrian gates.

7 - Relocation of 5no double EV charging points plus and additional 5 no EV charging points. 10 in total.

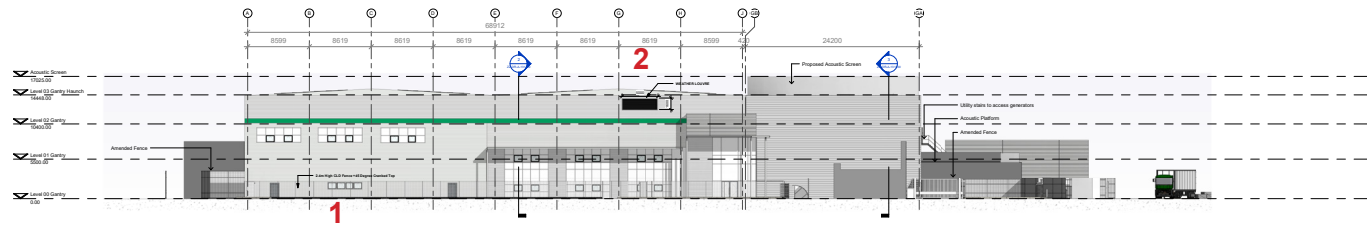
8 - Second Loading Bay added to service yard.



CONSENTED NORTH ELEVATION



PROPOSED NORTH ELEVATION



3.3 - MINOR AMENDMENTS TO WINDOW AND DOOR LOCATIONS.

The detailed design process and co-ordination has brought forward some refinement to window and door locations, principally to the north elevation.

1 - The repositioning of the consented windows on the office side of the elevation, in line with the internal office layout. It is not considered a significant change within the broader context of the warehouse's scale, form, and design narrative. This is because the alterations are not visible from any surrounding employment or residential areas, resulting in a minimal impact on the overall design

2 - The addition of a roof access hatch for maintenance purposes is also a minor change that does not affect the visual appearance.



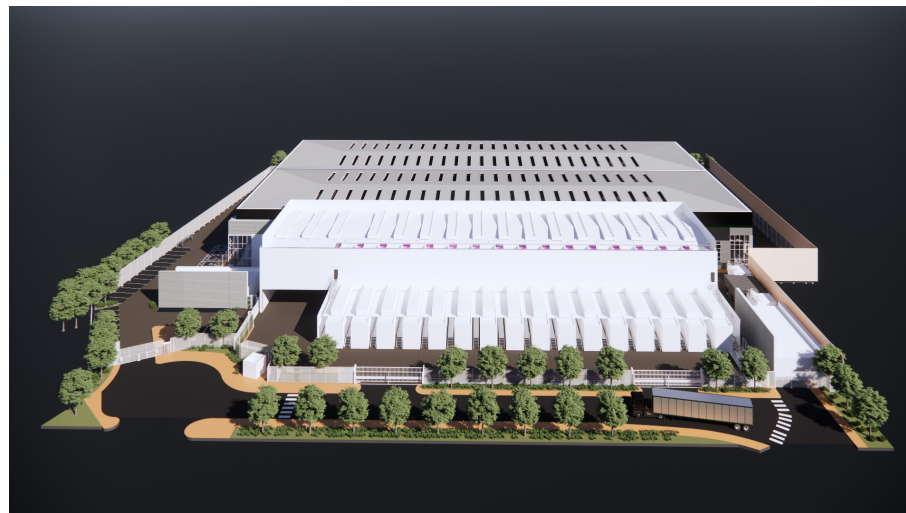
4. CONSENTED APPEARANCE AND PROPOSED IMAGE

CONSENTED



Consented Front View

PROPOSED



Proposed Front View



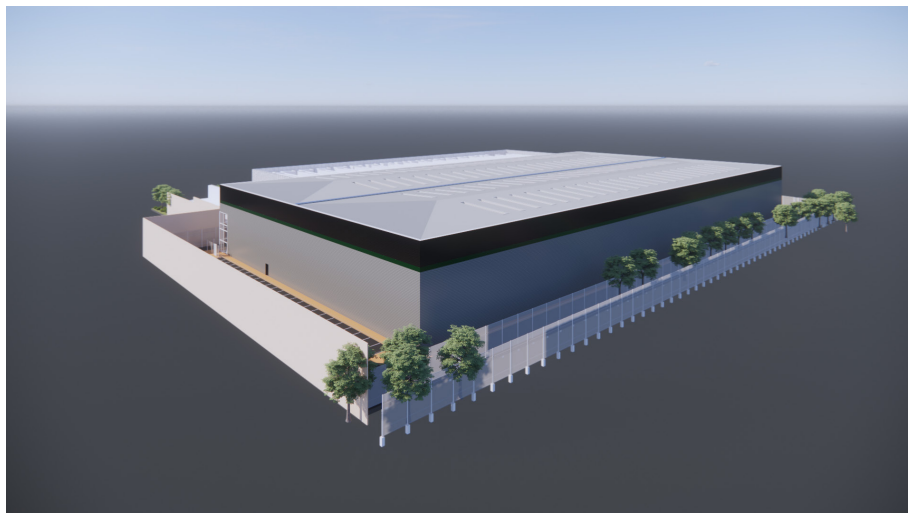
Consented Side View



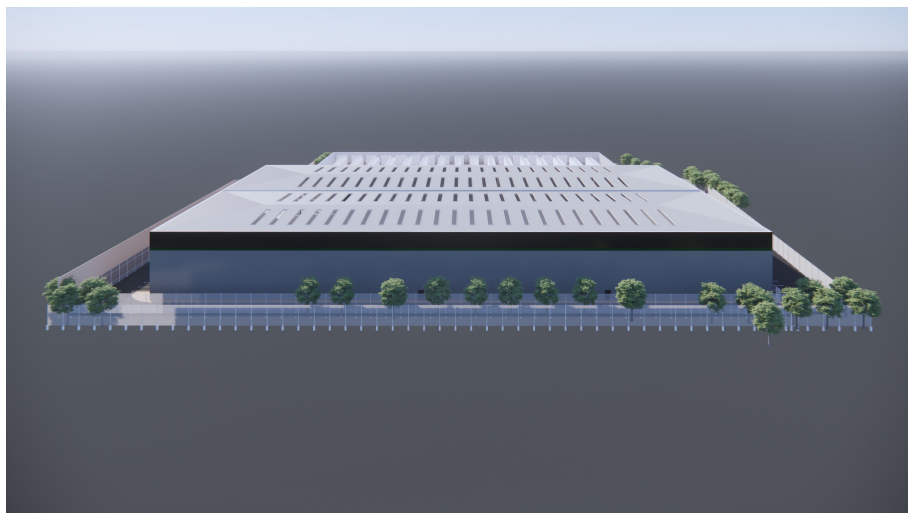
Proposed Side View



CONSENTED

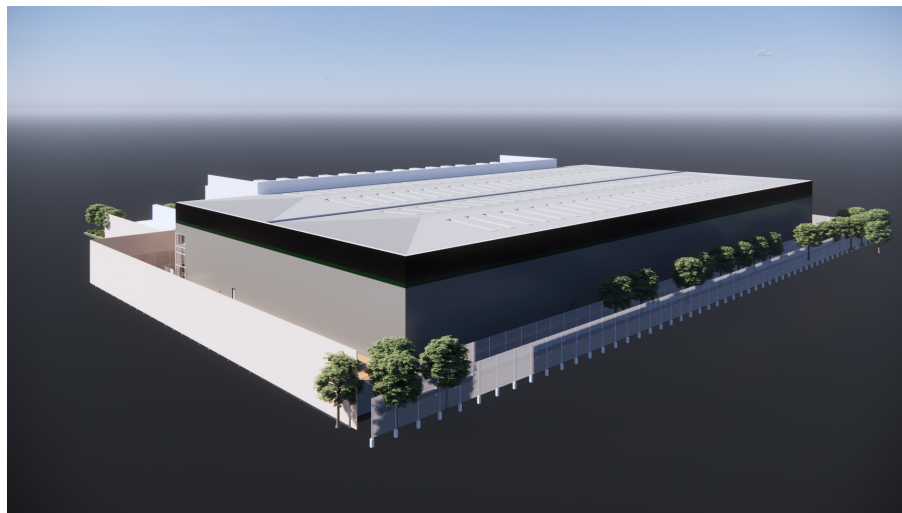


Consented Side View from Residential side

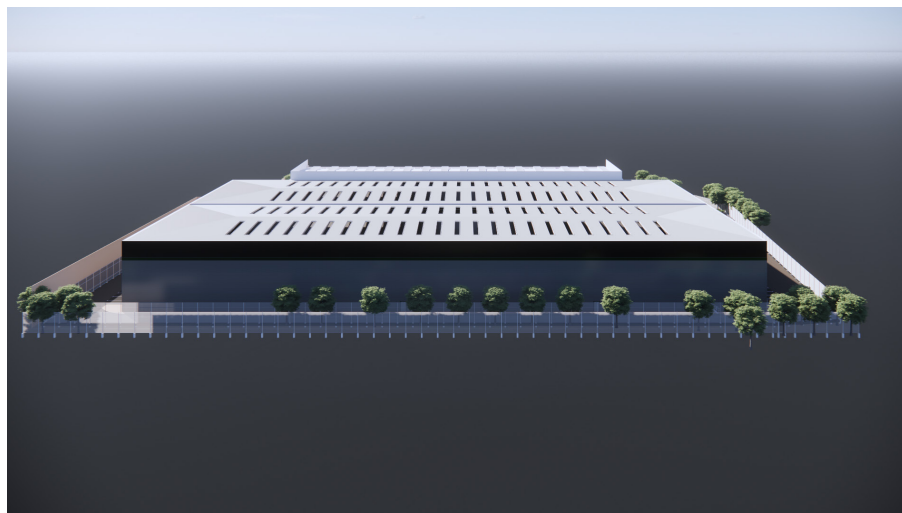


Consented Rear View

PROPOSED



Proposed Front View from Residential side



Proposed Rear View



CONSENTED

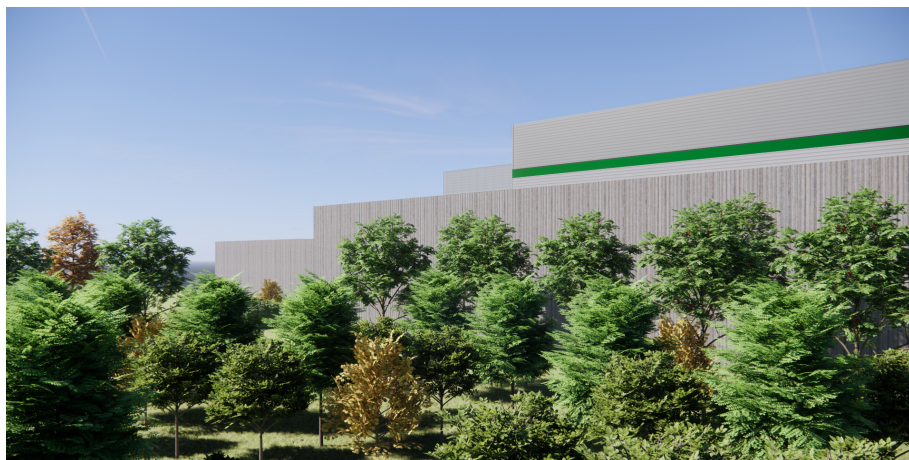


Consented Side View from Residential side Ground Floor

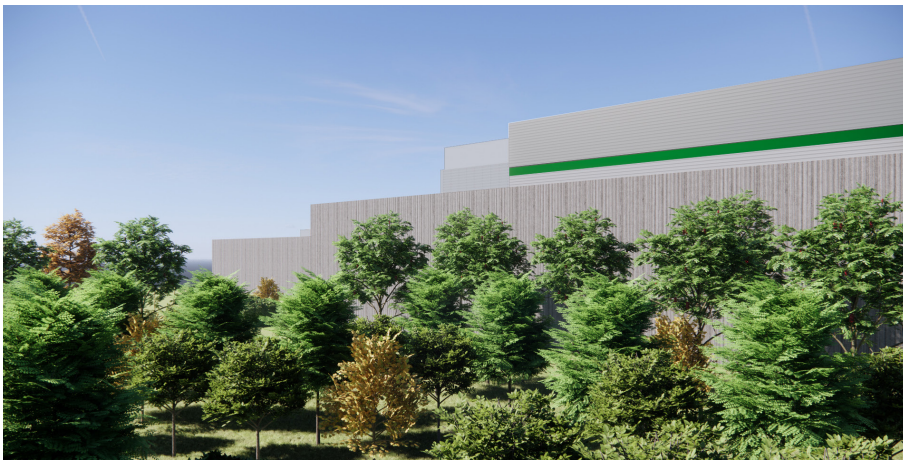
PROPOSED



Proposed Side View from Residential side Ground Floor



Consented Side View from Residential side First Floor



Proposed Side View from Residential side First Floor

5. SUPPORTING DOCUMENTS

SGP ARCHITECTURAL DRAWINGS

- 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-131002 - Proposed External Landscape 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-131201 - Proposed Sections - Site
- 21-079-SGP-SIT-ZZ-DR-A-131202 - Proposed Sections Callout - Planning
- 21-079-SGP-SIT-ZZ-DR-A-131300 - Proposed Elevations
- 21-079-SGP-SIT-ZZ-DR-A-131204 - Proposed Elevation Callout - Planning
- 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

CONSENTED REVISION

Rev P1
Rev P1
Rev P1
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Rev P1
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Rev P1

REPLACEMENT DRAWING

Rev P5
Rev P6
Rev P3
Rev P2
Rev P2
Rev P3
Rev P2
Rev P3
Rev P6
Rev P3
Rev P1
Rev P5
Rev P3
Rev P2
Rev P2
Rev P2



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