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Dear Michael,

NON-MATERIAL AMENDMENT TO PLANNING PERMISSION REF: 38421/APP/2021/4045, DATED 26-04-2022 (REDEVELOPMENT OF THE SITE TO DELIVER DATA CENTRE CAMPUS INCLUDING: TWO DATA CENTRE BUILDINGS (USE CLASS B8); ASSOCIATED ENERGY AND ELECTRICITY INFRASTRUCTURE, BUILDINGS, AND PLANT; SECURITY GATEHOUSE, SYSTEMS AND ENCLOSURES; WORKS TO THE HIGHWAY, CAR PARKING AND CYCLE PARKING; HARD AND SOFT LANDSCAPING; AS WELL AS ASSOCIATED INFRASTRUCTURE, ANCILLARY OFFICE USE, AND ASSOCIATED EXTERNAL WORKS.) (AMENDED BY NMA APPLICATION REFS. 38421/APP/2023/3194 DATED 20-12-23, 38421/APP/2024/1178 DATED 06-06-24, AND 38421/APP/2024/2069 DATED 29-08-24) TO AMEND CONDITION 2 (ACCORDANCE WITH APPROVED PLANS), INCLUDING AMENDMENTS TO FUEL STORE.

LAND AT TUDOR WORKS BEACONSFIELD ROAD HAYES

On behalf of Colt Data Centre Services (or 'Colt'), Savills secured planning permission for the redevelopment of the Tudor Works, Veetec Facility, and Optimum Data Centre site at Beaconsfield Road in Hayes to deliver a new data centre campus (ref. 38421/APP/2021/4045). The scheme consists of two data centre buildings, a fuel store room, and a substation.

The description of development is as follows:

"Redevelopment of the site to deliver data centre campus including: two data centre buildings (Use Class B8); associated energy and electricity infrastructure, buildings, and plant; security gatehouse, systems and enclosures; works to the highway, car parking and cycle parking; hard and soft landscaping; as well as associated infrastructure, ancillary office use, and associated external works."

Planning permission was granted on 25th November 2022. Colt has secured a hyperscale occupier for Building 1. Construction well underway with the building having 'topped out' earlier this year and occupation targeted for the latter half of 2025. Colt are in advanced discussions with another hyperscale occupier for Building 2 with the construction of that building due to commence next year.

Various planning conditions have been discharged with applications for non-material amendments approved in December 2023 for a discrete number of design amendments to Building 1 (ref. 38421/APP/2023/3194) and in August 2024 for amendments to the substation massing (ref. 38421/APP/2024/2069).

In terms of physical amendments, this application relates solely to the fuel store building. The fuel store building is located in the northern part of the site and to the north of Building 2 and to the west of the substation – effectively at the very northwestern corner of the site.

Very little detail was provided around the fuel store as part of the original planning permission. This reflects that, ultimately, very little was known about the amount of fuel that was required to be stored onsite and therefore the design and shape of the building that was required.

More is known about the fuel storage requirements and there is therefore a need for fuel store building with an alternative design to the previously approved fuel store building.

The revised fuel store building is to have a different massing to the permitted scheme, effectively being taller (with a maximum height of 12m) but will have a reduced footprint (of circa 60% of the permitted fuel store building). It consists of the fuel store itself which provides storage for the nine vertical fuel tanks as well as a row of plant rooms along the site's eastern boundary with the substation. Whilst the arrangement does not allow for the green roofing as per the permitted scheme, the reduced footprint building is to be located in the southern eastern corner of its plot, allowing for the creation of a grasscrete skirting to the north and west of the actual building itself whilst a green roof is incorporated on top of the plant rooms. From a design perspective, the intention is for the fuel store to be constructed of a mix of grey matt shuttered concrete on its northern, eastern, and western elevations, with the southern elevation open but enclosed with a nut brown metal mash. Included as part of the pack, but not intended to be listed as an approved drawing, is a set of 3D visuals (ref. LON5HSD1-NWA-PL-ZZ-DR-A-11206 P01).

The proposed mechanism for securing approval for this adjustment is an application for a non-material amendment under Section 96a of the Town and Country Planning Act (1990) to amend some of the approved plans listed in Condition 2.

There are no other plans listed under Condition 2 that the design amendments trigger changes to and no other planning conditions that make reference to these plans that would also require amendment to reflect the revision.

The plans that are to be amended are as per the table below and comprise of a mix of plans from the originally granted planning permission and plans amended through application ref 38421/APP/2024/2069:

Approved Plan Reference	Revised Plan Reference
DCS20109-NWA-DC-01-LP-DR-A-10201 Rev. B	DCS20109-NWA-DC-01-LP-DR-A-10201 Rev C
DCS20109-NWA-DC-01-LP-DR-A-10502 Rev. A	LON5HSD1-NWA-PL-ZZ-DR-A-20211 Rev. P01
01 Rev. F AMENDED Landscape Concept Proposal	01 Rev. G AMENDED Landscape Concept Proposal

Savills consider that these alterations are non-material in nature and can therefore be determined through an application for a non-material amendment under Section 96a of the Town and Country Planning Act (1990). This is because the proposals do not alter the uses that are proposed or the location of the fuel store.

Where design, scale and massing differ, the deviations are comparatively modest in the context of the wider site that they sit as part of. A Heritage and Townscape Technical Note has been prepared by Icen Projects which considers the impact of the changes from a heritage and townscape perspective. This concludes that the changes proposed would have no material impact on either heritage or townscape matters with the modest increase in height comfortably able to be accommodated on a site in this context.

As well as being found acceptable on townscape and heritage grounds, the application seeks to elevate the design of the fuel store building. Where previously the design of the fuel store was basic and given little consideration, the revised design approach seeks to elevate it so that it will sit as part of the family of ancillary buildings at the Hayes Digital Park data centre campus.

Should you require any further information on the application, please do not hesitate to contact me, otherwise I look forward to confirmation that the application has been received at the earliest opportunity.

Yours sincerely

A handwritten signature in blue ink, appearing to read "N. Heard".

Nick Heard
Associate Director