

09 Site Layout

Prologis Stockley Park West

Doc. Ref: PLON01-CWO-XX-XX-RP-Q-00090

Revision: P02

Site Layout

Car and Cycle Park

Pedestrian and Cycle Access:

Pedestrian and cycle access to the site will be provided via each unit existing entrances on Iron Bridge Road, through dedicated pedestrian gates.

Secure cycle parking facilities will be incorporated to support sustainable travel, with provision for up to 30 bicycles at DC1 and 50 bicycles at DC2. All new cycle parking will be covered and located adjacent to the main office entrances of each building, ensuring convenience and weather protection for users.

These measures promote active travel and align with the project’s commitment to accessibility and sustainability.

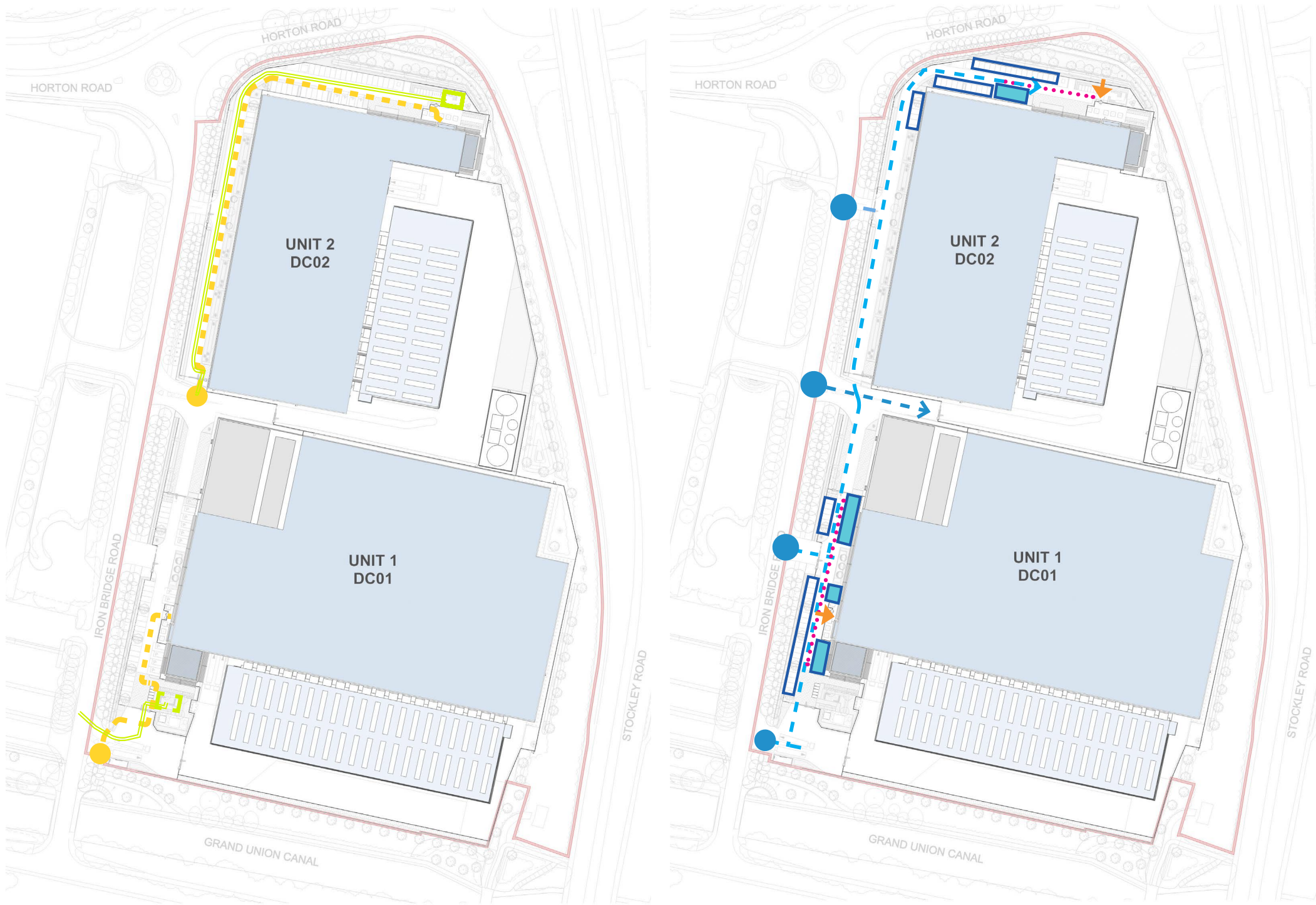
Inclusive Design:

Both the proposed data centres and the site are being developed in line with inclusive design principles. Accessible parking spaces will be strategically located to support ease of access.

Access to and around the buildings will be level and thoughtfully designed, adhering to best practices to promote equality of opportunity wherever possible, regardless of disability.

The proposed development has been designed to fully comply with all current legislation, standards, and design guidelines relating to accessibility for disabled persons, including the following:

- Part M of the Building Regulations
- The Equality Act 2010
- British Standard 8300:2018



Pedestrian and Cycle Access

- Pedestrian vehicle access areas
- Pedestrian access route
- Cycle access route
- Cycle Parking

Vehicular Access & Parking

- Accessible car parking
- Vehicular access areas
- Level access route
- Vehicular circulation
- Building entrance
- Car parking

Site Layout

Access and Circulation

Fire Tender Access:

The Fire Tender will access the development from Iron Bridge Road. Once on site, vehicles can continue through the internal access routes that lead to both main data centre buildings. The figure shows at least two access points from Iron Bridge Road, along with vehicle routes and turning areas throughout the site. Firefighting on the gantries is intended to be carried out from the exterior only. Studies on the access strategy have been undertaken by Fire engineers and Civil engineers, with the overall coordination managed by the Architects.

Refuse & Recycling Management:

A dedicated refuse & recycling store will be provided on site within safe and easy reach of the data centre's buildings. The store will be designed to accommodate the operational needs of the facility, allowing for short-term storage of waste and recyclable materials prior to collection. Based on the anticipated waste generation and similarities in operational requirements across the buildings, the store will provide a minimum area of approximately 30 sqm, ensuring sufficient capacity for two days' storage while supporting efficient and sustainable waste management practices.



Fire Tender Access & Turning Points

- Fire tender truck turning points
- - - Fire tender tracking

HGV, Waste & Recycling

- HGV / Waste / recycling vehicle access areas
- HGV/ Waste / recycling vehicle turning and reversing points
- Waste and recycling store
- - - HGV/ Waste / recycling vehicle tracking

Site Layout

Security and Boundary Treatment

The site's security strategy has been developed to meet data-centre operational requirements and Secure by Design principles, while responding sensitively to existing boundary conditions. Physical security is a fundamental aspect of data centre design, and the proposed layout adopts a layered approach to perimeter protection, combining retained fencing with new high-security measures where necessary.

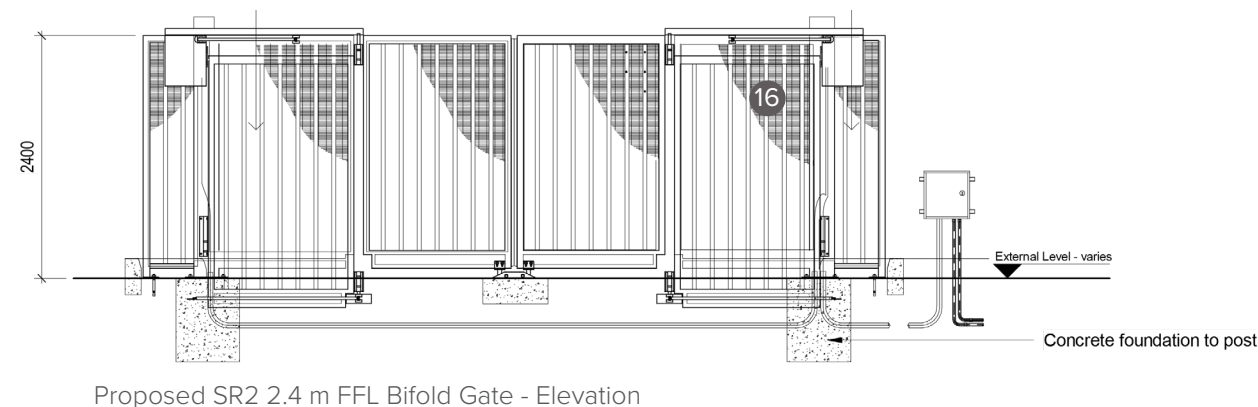
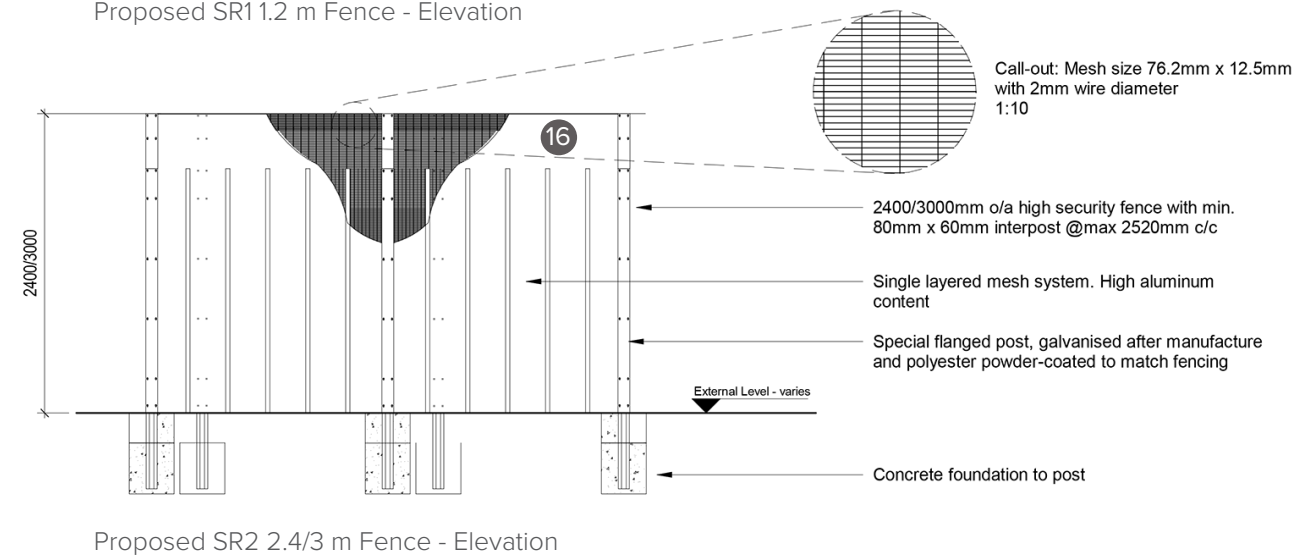
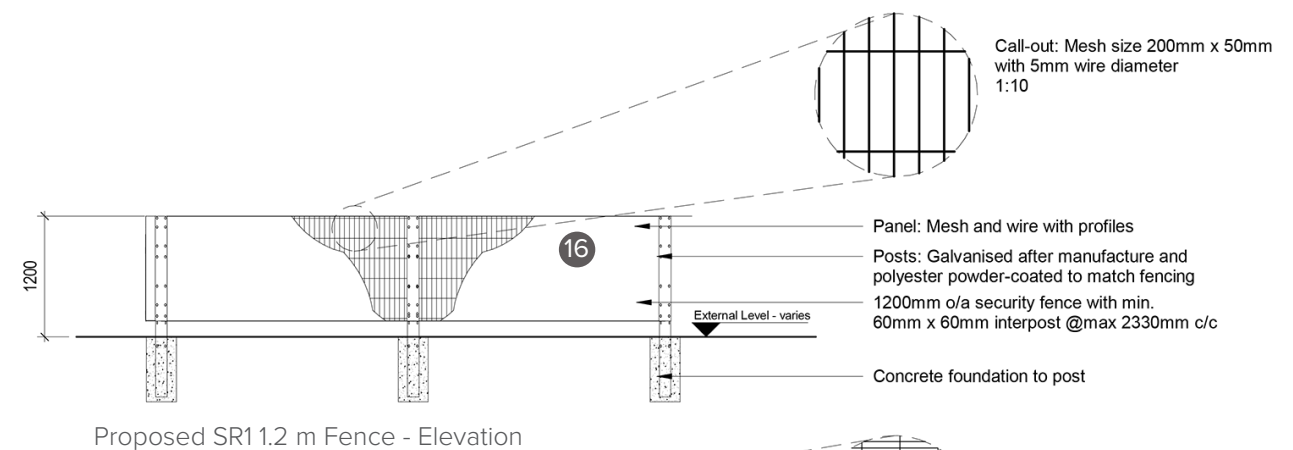
Existing timber post-and-rail fencing is maintained along lower sensitivity boundaries, while a new 1.2 m SR1 rated fence is introduced behind these sections to reinforce the outer perimeter. Gaps in the existing hedgerow will be infilled in line with the landscape strategy to help screen the SR1 fence. Closer to the buildings, the boundary steps up to 2.4 m SR2-rated fencing, providing enhanced protection around the service and operational areas.

On the south (canal-side) and west (Stockley Road) edges the fence increases to SR2 rated 3.0 m, ensuring appropriate security where exposure and access risks are greatest.

Along the southern boundary, the existing acoustic timber fence is retained, with the new 3.0 m security fencing positioned behind it. This approach helps conceal the security measures in the sensitive location adjacent to the canal, which forms part of the setting of the Registered Park & Garden and therefore requires a refined, context-sensitive design treatment.

Site access is controlled through secure gates, including a 1.2 m SR1 bi-fold gate to serve parking areas and a 2.4 m SR2 bi-fold gate for the data centre service and gantry zone, maintaining clear and controlled entry points. A dedicated pedestrian turnstile with adjacent pass gate is also provided, enabling secure, monitored pedestrian access in line with data-centre security protocols

These measures create a coherent and robust boundary treatment that meets contemporary data centre security standards while respecting the surrounding context.



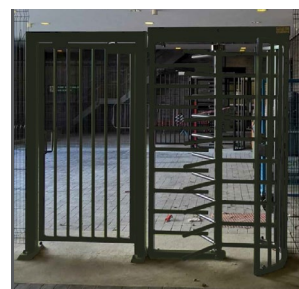
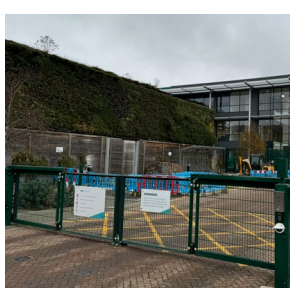
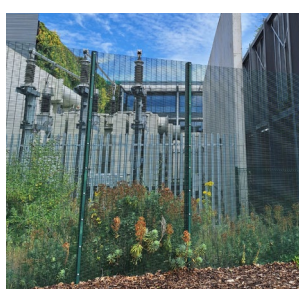
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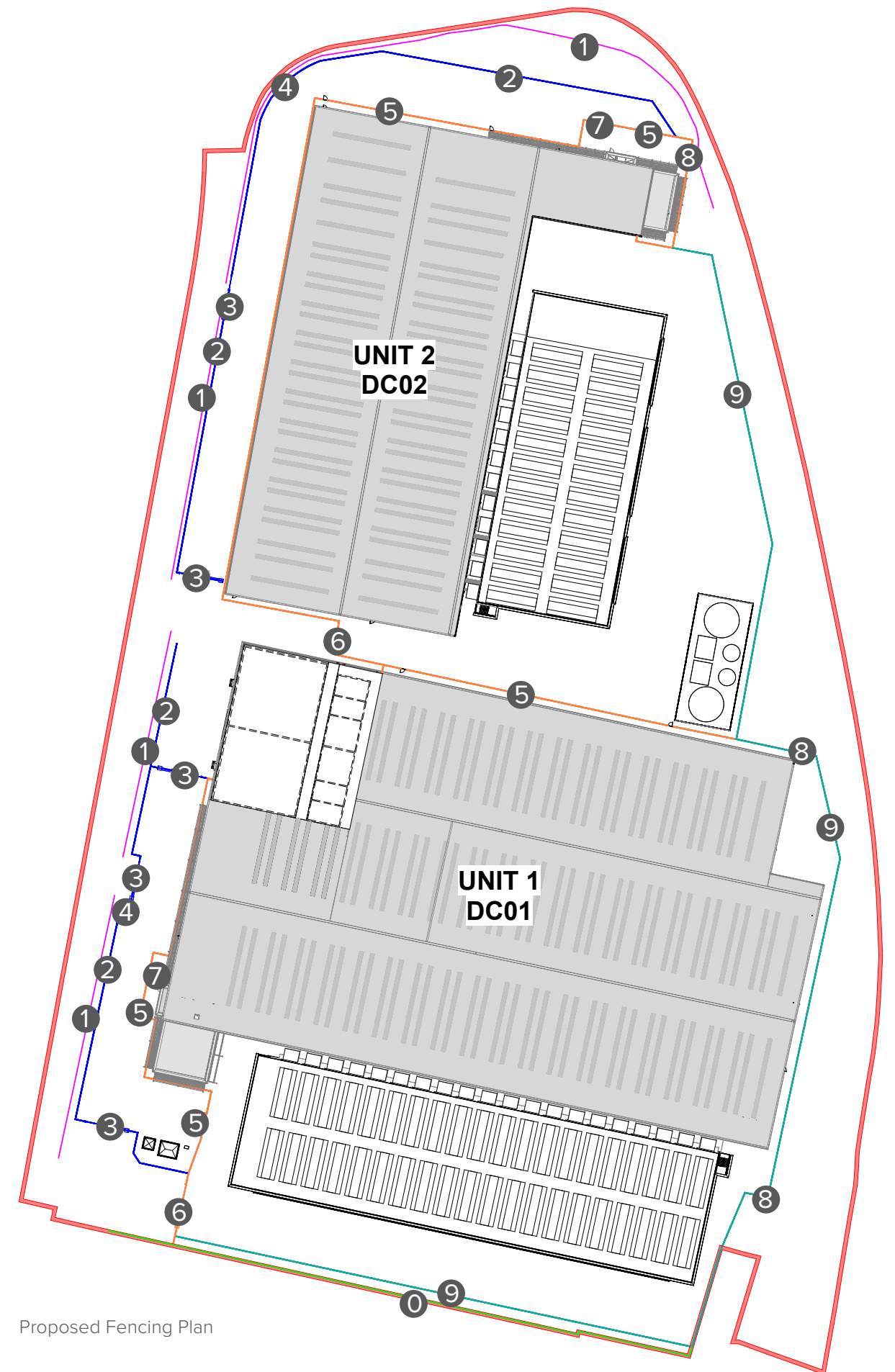
Moss Green (RAL 6005)

- Colour to match existing

Site Layout

Security and Boundary Treatment

- | | | | | | |
|---|---|-----------------------------------|---|--|---|
| 0 |  | Existing Timber Acoustic Fence | 5 |  | SR2 2.4m Fence |
| 1 |  | Existing Timber Post & Rail Fence | 6 |  | SR2 2.4m FFL Bi-fold Gate |
| 2 |  | Proposed SR1 1.2m Fence | 7 |  | Proposed Pedestrian Turnstile and Pass Gate |
| 3 |  | SR1 1.2m FFL Bi-fold Gate | 8 |  | Proposed SR2 2.0/2.4m Pedestrian Gate |
| 4 |  | Proposed SR1 1.2m Pedestrian Gate | 9 |  | SR2 3m Fence |



Site Layout

Ancillary Buildings - Plant Room

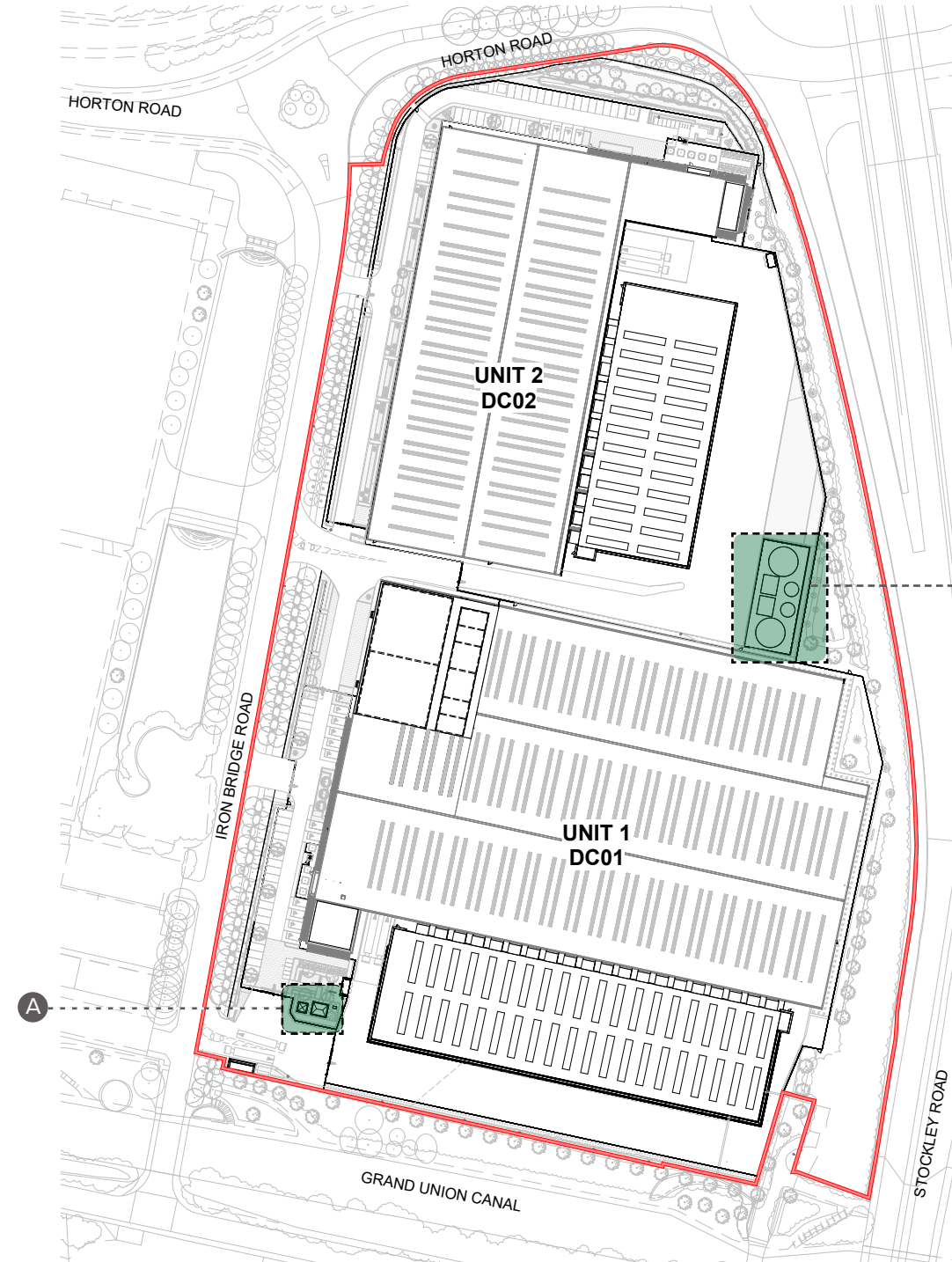
A number of ancillary buildings currently exist on the site, and additional structures are proposed to support the new data centre use.

The proposed ancillary buildings include a new plant room in the southwest of the campus and a centrally located fire water compound, which will be described in more detail on the following page.

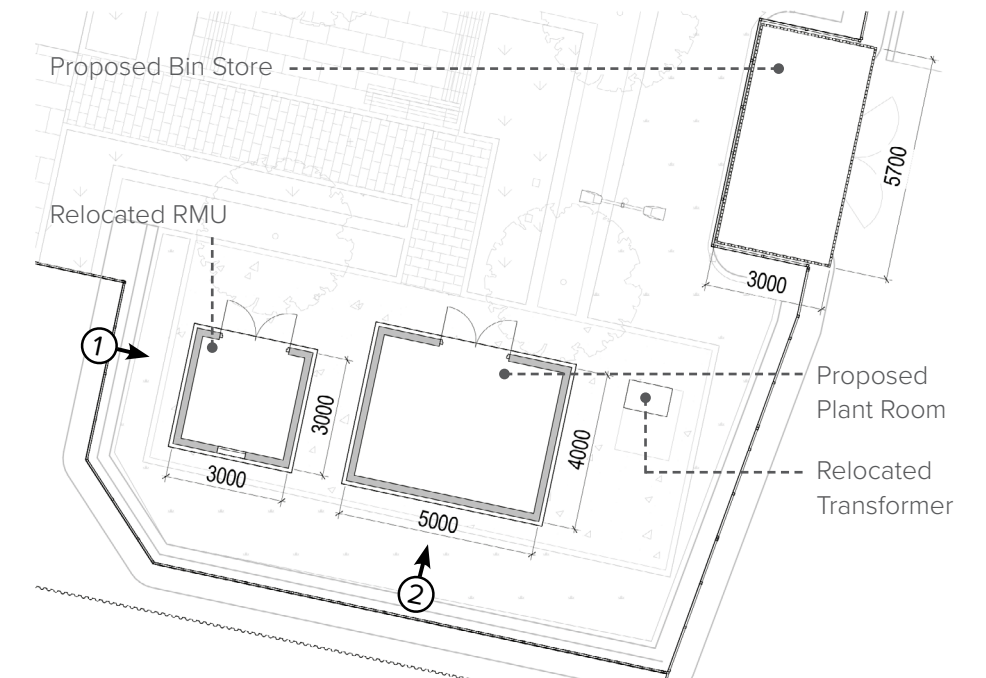
The proposed DC01 gantry and associated works will affect the current bin store location, requiring it to be relocated adjacent to the proposed loading bays. The bin store will continue to support the building's waste and recycling management, complemented by the internal waste management room.

To create the required manoeuvring space for HGVs and fire tenders in the southwestern part of the site, the existing Ring Main Unit (RMU) kiosk shed and transformer are proposed to be relocated adjacent to the new secure line. This relocation reduces their visual impact from the road and, together with the proposed recessed gate, helps to open and tidy the green boundary, creating a clearer buffer between Iron Bridge Road and the service yard. The new plant room is proposed next to the relocated RMU to serve the buildings and support landscape maintenance operations.

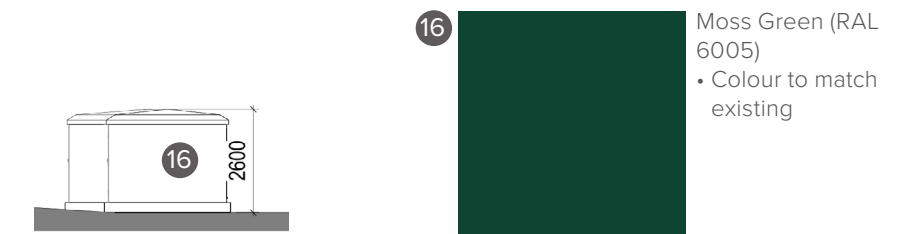
The two kiosks and transformers will be integrated into the landscape enhancement works, and the relocated bin store will be screened with a timber enclosure. The specification and colour of the proposed kiosk will match the existing RMU kiosk, using GRP structure finished in green.



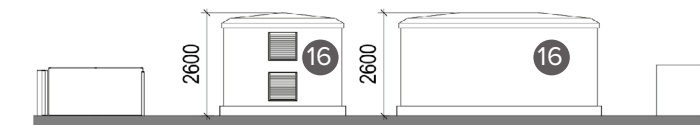
Proposed Ancillary Buildings Plan



DC01 Ancillary Buildings Plan (A)



DC01 Ancillary Buildings Elevation (1)



DC01 Ancillary Buildings Elevation (2)



Existing RMU & Transformer

Site Layout

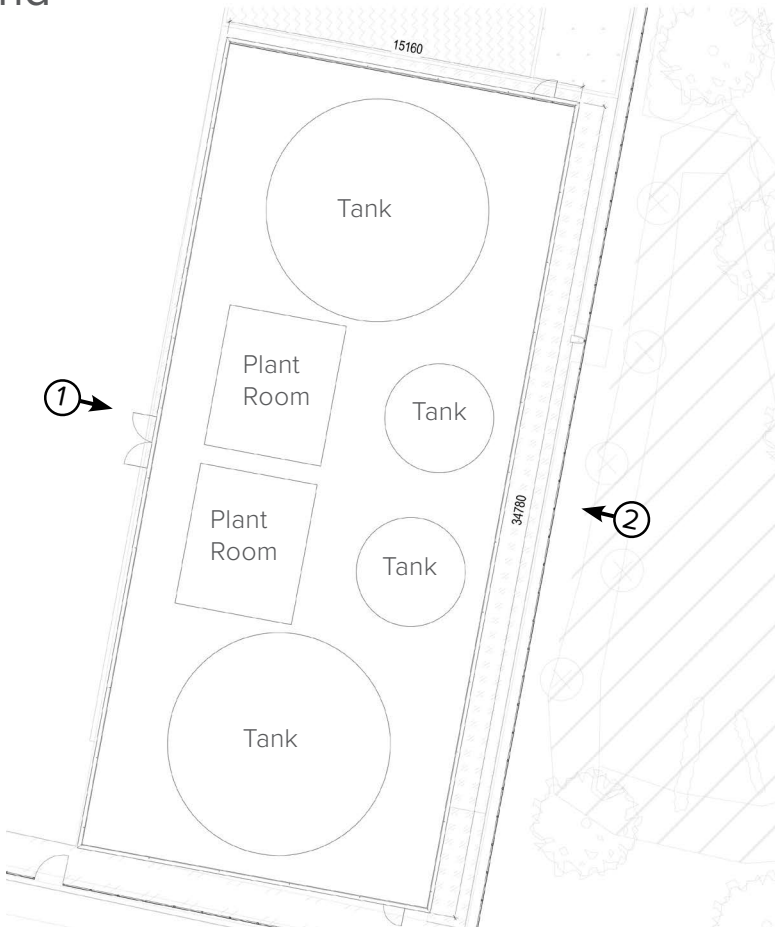
Ancillary Buildings - Fire Suppression Compound

The Fire Suppression Compound is a standalone structure located within the DC02 service yard, near the eastern boundary and Stockley Road. This location supports its operational role as the main fire-suppression storage facility for the whole data centre campus.

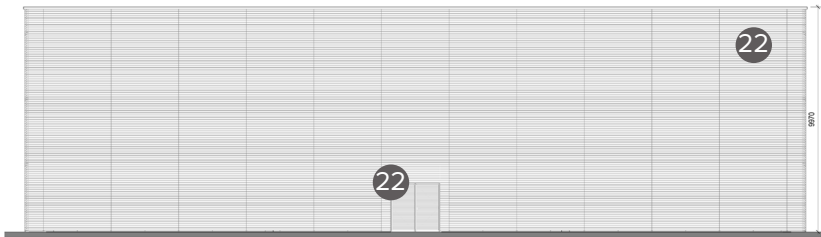
The compound will house two plant rooms and four tanks in total: two serving the sprinkler system and two serving the hydrant system, providing the required fire-protection storage for the site.

The envelope will be clad matching the aluminium louvre system proposed for the DC01 substation, using a dark grey colour from the existing colour palette. The louvre system will be installed on all four elevations to screen views of the tanks and plant rooms.

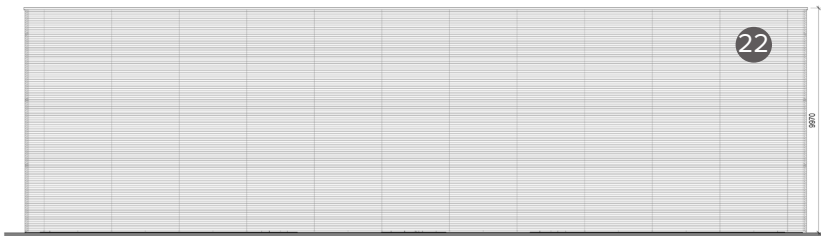
During summer, the eastern elevation will be largely screened by existing vegetation. Overall, the compound has been designed to appear discreet, providing full visual coverage of the tanks while delivering a clean and refined external appearance.



Fire Suppression Compound Plan (B)



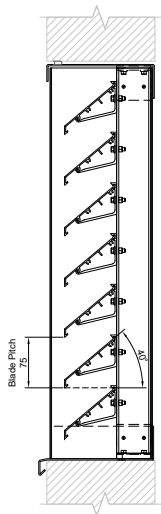
1 - Fire Suppression Compound Elevation 1



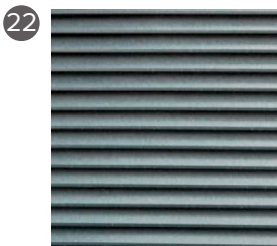
2 - Fire Suppression Compound Elevation 2



Ventilation Louvre Hidden Mullion
- Manufacturer Image



Ventilation Louvre Hidden
Mullion - Section Detail



Colorcoat Prisma Orion (RAL 9007)
Aluminium Louvre system and Louvred Metal Doors
• Colour to match existing cladding colour "Prisma Orion"

10 Proposed Landscaping

Prologis Stockley Park West

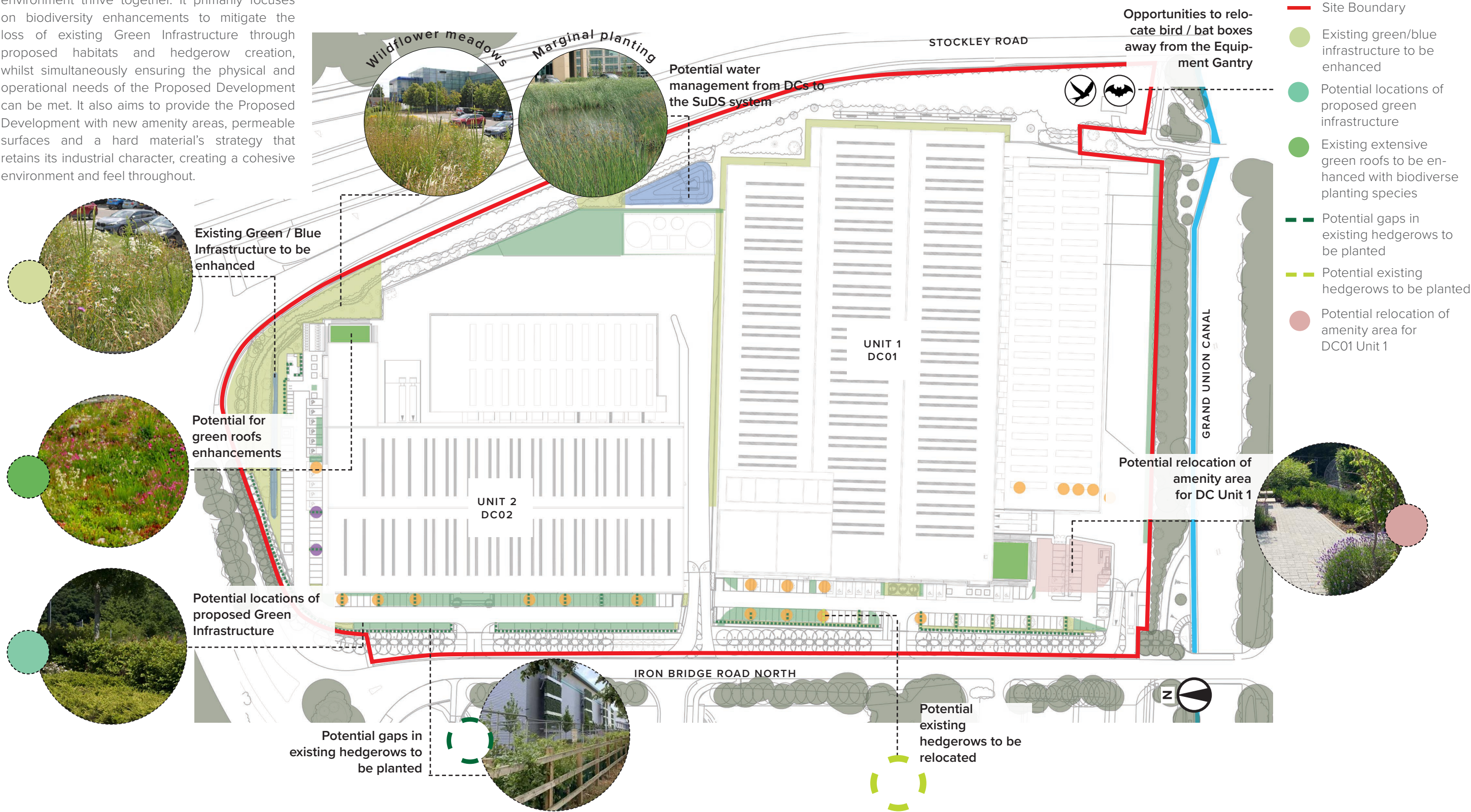
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Proposed Landscaping

Landscape Strategy

The landscape strategy aims to deliver a Proposed Development where people, nature and the built environment thrive together. It primarily focuses on biodiversity enhancements to mitigate the loss of existing Green Infrastructure through proposed habitats and hedgerow creation, whilst simultaneously ensuring the physical and operational needs of the Proposed Development can be met. It also aims to provide the Proposed Development with new amenity areas, permeable surfaces and a hard material's strategy that retains its industrial character, creating a cohesive environment and feel throughout.



Landscape Strategy Illustrative diagram

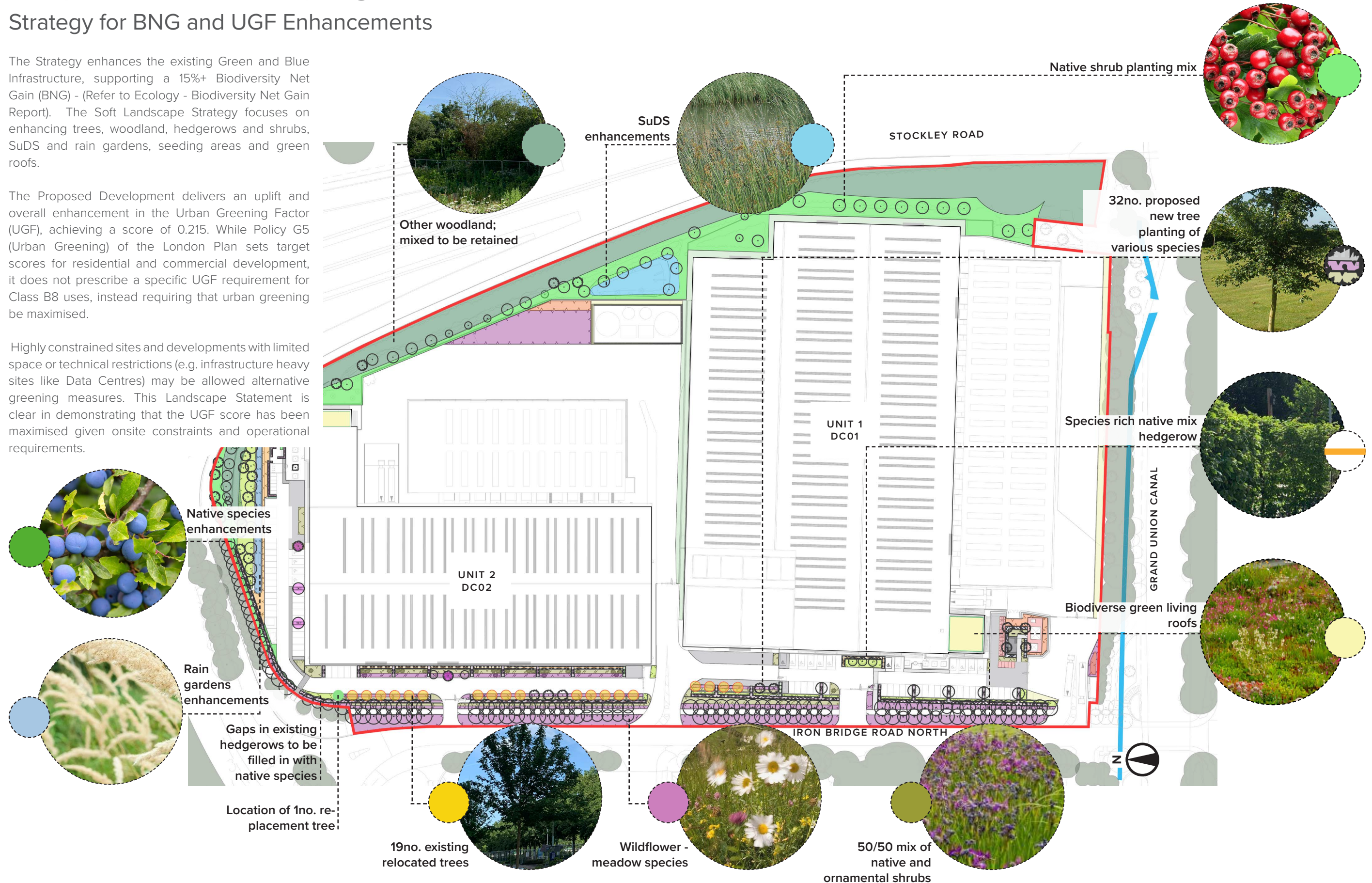
Proposed Landscaping

Strategy for BNG and UGF Enhancements

The Strategy enhances the existing Green and Blue Infrastructure, supporting a 15%+ Biodiversity Net Gain (BNG) - (Refer to Ecology - Biodiversity Net Gain Report). The Soft Landscape Strategy focuses on enhancing trees, woodland, hedgerows and shrubs, SuDS and rain gardens, seeding areas and green roofs.

The Proposed Development delivers an uplift and overall enhancement in the Urban Greening Factor (UGF), achieving a score of 0.215. While Policy G5 (Urban Greening) of the London Plan sets target scores for residential and commercial development, it does not prescribe a specific UGF requirement for Class B8 uses, instead requiring that urban greening be maximised.

Highly constrained sites and developments with limited space or technical restrictions (e.g. infrastructure heavy sites like Data Centres) may be allowed alternative greening measures. This Landscape Statement is clear in demonstrating that the UGF score has been maximised given onsite constraints and operational requirements.



Soft Landscape Strategy Illustrative diagram

11 Conclusion

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Conclusion

This Statement demonstrates that the proposed development has been carefully conceived to deliver a policy compliant and contextually responsive conversion of existing logistics buildings to a data centre use. It sets out the design principles and access considerations that have informed the evolution of the scheme, and how these have been applied in response to planning policy, site context and operational requirements.

The proposals have been shaped through a thorough and collaborative design process, including extensive pre-application engagement with the London Borough of Hillingdon. This iterative approach has ensured that the design evolution is informed by relevant national, regional and local policy, and that key issues have been identified and addressed at an early stage. The resulting scheme represents a proportionate and practical response to both policy objectives and the constraints associated with the adaptation of existing industrial buildings.

The design approach is led by the site context and the constraints and opportunities presented by the retained structures. The proposals draw positively on the established character of Prologis Park West London, ensuring continuity with the wider business park environment while responding sensitively to site interfaces, operational requirements and the surrounding industrial townscape. Particular care has been taken to ensure that the massing, articulation and siting of ancillary elements reinforce a clear architectural hierarchy.

A high-quality landscape strategy forms an integral part of the proposals, balancing operational requirements with environmental enhancement. The approach prioritises the retention and strengthening of existing green and blue infrastructure, supplemented by targeted planting, sustainable drainage features and tree replacement, resulting in improved visual amenity and biodiversity across the site.

Overall, the proposals represent a well-considered and policy-compliant development that enhances the existing business park, responds positively to its established character, and delivers a robust, sensitive and high-quality design outcome.



Proposed view from the southwest showing the proposed DC01 gantry in the foreground

