



LINK PARK

Heathrow

Statement of Community Involvement
December 2020

Contents

1.0	Executive Summary	p.04
2.0	Introduction	p.08
3.0	Consultation Process	p.10
4.0	Stakeholder Meetings	p.13
5.0	First Round of Consultation:	p.17
6.0	Quantitative Feedback – Exhibition 1	p.19
7.0	Qualitative Feedback – Exhibition 1	p.23
8.0	Second Round of Consultation:	p.26
9.0	Quantitative Feedback – Exhibition 2	p.28
10.0	Qualitative Feedback – Exhibition 2	p.32
11.0	Next Steps	p.36
12.0	Conclusion	p.38

Appendices

Appendix I	A5 booklet	p.42
Appendix II	A5 Flyer	p.46
Appendix III	Newspaper Advert	p.48
Appendix IV	Social Media Adverts	p.49
Appendix V	Consultation Website – First Round	p.52
Appendix VI	Consultation Website – Second Round	p.66



1.0

Executive Summary

Executive Summary

1.1.1. Link Park LLP (the Applicant) appointed Kanda, a specialist community engagement and public affairs company, to undertake the community and stakeholder consultation in relation to a planning application for revised proposals for Link Park, Thorney Mill Road, West Drayton, UB7 7EZ.

1.1.2. This report has been informed by the National Planning Policy Framework (NPPF) 2019 which promotes early community engagement in planning matters.

1.1.3. The Applicant took into account the need for a thorough and far reaching consultation process despite the COVID-19 restrictions in place, and devised a strategy to match and exceed the level of consultation that would be seen in more normal circumstances.

1.1.4. This Application is for outline planning permission with the details of access, appearance, landscaping, layout and scale reserved for later determination. Demolition and redevelopment to comprise a data centre (Use Class B8 (Data Centre) or sui generis (Data Centre) of up to 55,000sqm (GEA) including ancillary offices, internal plant and equipment and substation. In addition to the above the Development may also include: car parking; provision of external plant and equipment and fuel storage; creation of servicing areas and provision of associated services, including waste, refuse, cycle storage and lighting; and for the laying out of the buildings; routes and open spaces within the development; realignment of railhead and all associated and ancillary works and operations including but not limited to: demolition; earthworks; provision of attenuation infrastructure, engineering operations.

1.2. Consultation process

1.2.1. The consultation process was carried out in conjunction with pre-application meetings with planning officers at Buckinghamshire Council and correspondence with Hillingdon Council, details of which are within the Planning Statement.

1.2.2. The brief was to develop and implement an engagement strategy to share the plans and collect feedback from residents and community groups in the area.

1.2.3. The Applicant will continue to engage proactively with the community throughout the determination process.

1.3. Activities undertaken as part of the consultation process have included:

1.3.1. Emails sent to local political and community stakeholders asking for a meeting, on various dates.

1.3.2. Meetings held with:

- Buckinghamshire Local Enterprise Partnership, on the 10th June 2020
- Iver Parish Council Councillors, on the 6th July 2020 and the 15th September 2020.
- Iver Ward Councillors, on the 13th July 2020
- West Drayton Ward Councillors, on the 22nd July 2020
- Joy Morrissey MP, on the 8th October 2020
- Richings Park Residents' Association, on the 15th October 2020

- Bucks Business First, on the 23rd October 2020

1.3.3. A booklet, outlining the proposals and encouraging feedback, delivered to 4392 addresses near to the site on the 3rd August 2020 (**Appendix 1**)

1.3.4. An A5 flyer, advertising the second round of consultation, delivered to 4392 addresses near to the site on the 3rd December 2020 (**Appendix 2**)

1.3.5. A newspaper advert in the Bucks Free Press and the Slough and South Bucks Observer, both print and online, beginning on the 11th December 2020 (**Appendix 3**)

1.3.6. Social media advertising directing residents to the consultation website, running from 3rd December to the 14th December 2020 (**Appendix 4**). The adverts reached 8,632 people 43,574 times, and led to 317 click throughs to the website.

1.3.7. In order to comply with the Government's regulations due to the COVID-19 pandemic, the Applicant took the decision to run the consultation process virtually. This primarily consisted of a consultation website, at www.linkparkheathrow.com (**Appendix 5 and Appendix 6**).

1.3.8. The level of detail in which the proposals were discussed was equivalent to that which would have been displayed on boards at a public exhibition, and the at-a-distance consultation gave an equivalent, if not superior, opportunity for respondents to feed back their views through a series of questions and comment boxes.

1.3.9. Residents were directed to this website via the promotional materials in order to view the plans and give their feedback.

1.3.10. Two rounds of consultation took place.

1.4. First Round of Consultation (30th July – 2nd December 2020)

1.4.1. During the first round of consultation, the consultation website (**Appendix 5**) was visited by 277 individual users a total of 401 times. Each visitor spent an average of 3 minutes and 45 seconds on the site. From these visits, 10 virtual feedback forms were completed.

1.5. Second Round of Consultation (3rd – 14th December 2020)

1.5.1. During the second round of consultation, the consultation website was visited by 720 individual users a total of 828 times. Each visitor spent an average of 2 minutes and 3 seconds on the site. From these visits, 19 virtual feedback forms were completed.

1.5.2. 8 emails were also received to the dedicated project email address.

1.5.3. Throughout the consultation process, a dedicated project telephone number and email address were provided and managed by Kanda, to supply further information to residents, businesses and stakeholders on request.

1.5.4. The Applicant has sought input from a wide range of residents and stakeholders on the proposals, and has carefully considered their responses.

1.5.5. The Applicant is committed to continuing to discuss the proposals with the community, and meetings and correspondence with local political and community stakeholders is ongoing.

1.6. Feedback Summary

1.6.1. The Applicant has sought input from a wide range of residents and stakeholders on the proposals, and has carefully considered their responses.

1.6.2. The feedback from respondents about the proposals has been overwhelmingly positive.

1.6.3. The change of use was welcomed by respondents, with the elimination of the vast majority of HGV movements particularly referenced as of benefit to the wider area.

1.6.4. Respondents recognised the importance of data centres to the UK economy, and the potential economic benefits that a data centre on the site could bring, including jobs, both direct and indirect, and firms relocating to the area.

1.6.5. Several respondents raised questions about the scheme, including one on the noise generated by the site, the amount of traffic generated by a data centre use, and one mentioning the potential impact on local views.

1.7. Response

1.7.1. The Applicant agrees with the feedback from the respondents that a change of use for the site would be welcome in the area, all but eliminating the HGV traffic that currently causes significant amounts of road congestion.

1.7.2. The Applicant's research into the potential for a data centre on the site supports the respondents' overall position that data centres are increasingly in demand. The Applicant expects around 160 jobs, both direct and indirect, to be created by the site, and substantial additional investment would be generated for the local economy through the construction of a data centre under the application.

1.7.3. The Applicant has committed to gifting high-value woodland that is currently part of the site subject to agreement with Buckinghamshire Council and Hillingdon Borough Council and has committed to retaining the vast majority of trees, with any removed to be replaced with more trees and greening elsewhere on the site.

1.7.4. The proposals will significantly reduce traffic on the local highways network and noise as demonstrated in the accompanying transport and noise assessments prepared by Cundall and Bellamy Roberts.

1.7.5. The LVIA has demonstrated that the proposed development can be reasonably accommodated on the site in principle from a landscape and visual perspective.

1.7.6. The Applicant is committed to continuing engagement with local stakeholders throughout the decision-making process and wishes to be a good neighbour. This will continue following the submission of the application, and the Applicant remains open to discussion of the application with site neighbours, local residents and stakeholders.



2.0

Introduction

Introduction

2.1.1. The application concerns outline planning permission with the details of access, appearance, landscaping, layout and scale reserved for later determination. Demolition and redevelopment to comprise a data centre (Use Class B8 (Data Centre) or sui generis (Data Centre) of up to 55,000sqm (GEA) including ancillary offices, internal plant and equipment and substation. In addition to the above the Development may also include: car parking; provision of external plant and equipment and fuel storage; creation of servicing areas and provision of associated services, including waste, refuse, cycle storage and lighting; and for the laying out of the buildings; routes and open spaces within the development; realignment of rail head and all associated and ancillary works and operations including but not limited to: demolition; earthworks; provision of attenuation infrastructure, engineering operations.

2.2. The Site

2.2.1. The site is located Thorney Mill Road, West Drayton, UB7 7EZ, west of West Drayton and east of Iver Village. The site is located predominantly within the administrative area of Buckingham Council and also within the western fringes of the London Borough of Hillingdon.

2.2.2. The site is previously developed land within the Green Belt and benefits from an allocation for employment uses.

2.3. Planning History

2.3.1. In 1981 Buckinghamshire County Council granted two planning permissions at the site (SBD/1111/79 and SBD/1112/79). The first permission was for the reception and storage

under cover of railborne aggregates for use in the creation of coated roadstone. The second permission was for the retention of buildings in use for the processing of those aggregates to form coated roadstone. The first permission extended over most of the site and the second related to an area in the south west corner of the site. Those permissions were subject to a planning condition relating to the hours of use but there was no restriction on the number of HGV's coming to or leaving the site; nor was there any restriction on the routing which those vehicles should observe when passing through the neighbouring area.

2.3.2. In September 2019 SBDC resolved to grant permission for use as open storage of that part of the site which fell within their jurisdiction (ref.17/02353/FUL). The resolution is subject to the completion of S106 Agreement relating inter alia to the number and routing of HGV's.

2.3.3. In May 2020 LB Hillingdon granted certificates of lawfulness for the small part of the site on the east side which lies within their area. The certificates relate to use of the land as storage and the retention of a security fence along the boundary of the site (ref. 73420/APP/2020/1076 and 1042 respectively).

2.3.4. It should be noted that the Applicant has not yet signed the S106 Agreement relating to application ref.17/02353.



3.0

Consultation Process

Consultation Process

3.1. The objectives of the consultation process were as follows:

3.1.1. To ensure key local stakeholders were informed of the plans and to hear their feedback.

3.1.2. To raise awareness of the proposals among local residents and businesses prior to the submission of a planning application.

3.1.3. To deliver 'At a Distance' engagement to facilitate consultation that respects social distancing measures.

3.1.4. To use a range of methods to ensure that the consultation has a wide reach, overcoming any barriers presented by consultation 'at-a-distance'.

3.1.5. To ensure that key information about the proposals was made available to the public in a transparent and accessible manner.

3.1.6. To create clear and ongoing lines of communication with residents and key local stakeholders the Applicant maintained an open dialogue with nearby residents and businesses throughout the consultation process and will continue to do so following submission.

3.1.7. The Applicant delivered a consultation with stakeholders, local residents and businesses in conjunction with meetings with representatives of Buckinghamshire Council and Hillingdon Borough Council.

3.1.8. A programme of consultation with the wider community began in May 2020.

3.2. At-a-Distance Consultation:

3.2.1. Due to the government's advice on social distancing relating to the Coronavirus pandemic, the Applicant has decided to utilise an "at-a-distance" engagement strategy to ensure a thorough consultation process could be maintained and the local community was able to effectively consider and respond to the emerging proposals.

3.2.2. A number of alternative means of communication were employed to compensate for the lack of face-to-face consultation activities.

3.2.3. The at-a-distance consultation was hosted on a dedicated project website at www.linkparkheathrow.com (Appendix 5 and Appendix 6).

3.2.4. When considering the at-a-distance consultation process the Applicant considered and followed these key principles:

3.2.5. To deliver 'At a Distance' engagement to facilitate consultation that respects COVID-19 regulations

3.2.6. To provide a level of consultation with the local community that matched or exceeded the consultation period that would be held without restrictions.

3.3. The project website included:

- An overview of the proposals
- The reasoning behind the proposals
- A list of frequently asked questions about the proposals with corresponding responses
- Contact details for participants to get in touch with the project team
- A survey where participants could give their views on the proposals

3.3.1. The consultation website sought to achieve the highest standards of accessibility, using the example of the latest accessibility regulations for public sector bodies, meaning that – for example – users who struggle with learning, sight or language would be able to participate fully. Contact details for the project team were signposted throughout, and FAQs were made available.

3.3.2. Feedback tools were embedded into the website's functionality, with an optional feedback survey made available in the 'Have Your Say' section, containing theme-specific questions accompanied by relevant information and imagery.

3.3.3. Explanations and disclaimers were provided throughout the website regarding users' data protection and privacy rights under the General Data Protection Regulation 2016/679.

3.3.4. Respondents to the feedback survey were asked to provide an address and postcode, to ensure that feedback received reflected the views of local people.

3.3.5. In discussing the proposals, the consultation clearly set out the guidance within the outline proposals on design, height and massing of the plans, as well as the wider context of both the site and information on the application. Alongside this, a summary of key facts about the proposals was included.

3.3.6. The level of detail in which the proposals were discussed was equivalent to that which would have been displayed on boards at a public exhibition, and the at-a-distance consultation gave an equivalent, if not superior, opportunity for respondents to feed back their views through a series of questions and comment boxes.



4.0

Stakeholder Meetings

Stakeholder Meetings

4.1.1. From May 2020, a number of groups were contacted with information about the proposals for the site, and an offer to meet virtually and discuss them.

4.1.2. Meetings were held with 7 stakeholder groups, a summary of which is below:

Date	Stakeholder	Issues	Response
10/06/20	Buckinghamshire Local Enterprise Partnership	Representatives from the Local Enterprise Partnership centred their questions around the economic benefits of the proposals.	The Applicant outlined the potential economic benefits of the proposals, including the creation of jobs and the attraction of further investment into Buckinghamshire.
06/07/20, 15/09/20	Iver Parish Council Councillors	Councillors were either open or positive to the idea of a data centre use for the site and agreed with the Applicant that the HGV movements stemming from the current use of the site were detrimental to the wider area. Questions were raised by Councillors on the use of 'waste' heat generated, what was to happen with the railhead and corresponding gravel business currently on the site, and the footprint and size of any eventual development under the outline application.	The Applicant outlined a potential use for the excess heat generated by a data centre on the site, such as a residential development, but explained that this would require a purpose-built development. The Applicant explained that the railhead would remain on site but would be redirected in order to allow for the construction of a data centre. The Applicant set out the limits on height and size they would be following in the eventual outline application, with the height of any building unlikely to significantly exceed the current building on the site.

Date	Stakeholder	Issues	Response
13/07/20	Iver Ward Councillors	Councillors were open to the change of use for the site, and had a number of questions about the potential for noise generated by the cooling systems, the plan for the railhead on the site, and the number of jobs that the proposals would bring to the area.	The Applicant explained that the railhead would remain on site but would be redirected in order to facilitate the construction of a data centre. The architect on behalf of the Applicant set out that the requirement for noise attenuation would be agreed with Buckinghamshire Council as the Planning Authority, and that this would be below current noise levels on the site. The Applicant laid out their expected job figures for the site, of around 90 direct jobs.
22/07/20	West Drayton Ward Councillors	Councillors were clear that there are number of negative effects on the wider community caused by the site's current use, including noise and dust. They were open to the change of use but asked for more detail on attenuation of noise from the site and were keen to ensure residents living in Hillingdon Borough as well as Buckinghamshire were consulted.	The Applicant agreed that a number of issues stemmed from the current issues on the site and stated that these would be substantially reduced under a data centre use. The architect on behalf of the Applicant set out that the requirement for noise attenuation would be agreed with Buckinghamshire Council as the Planning Authority, and that this would be below current noise levels on the site. Kanda, on behalf of the Applicant, agreed to ensure that nearby residents in Hillingdon would be made aware of the consultation, and agreed to send a copy of the distribution area of the A5 flyer promoting the consultation to the Councillors.

Date	Stakeholder	Issues	Response
08/10/20	Joy Morrissey MP	Joy Morrissey MP was open to a change of use for the site in line with the proposals and was keen to see engagement with local stakeholders including Iver Ward Councillors and Iver Parish Councillors.	The Applicant went through the consultation process that had taken place so far at that time, which had included Iver Ward Councillors and Iver Parish Councillors, and the intention to run a second round of consultation.
15/10/20	Richings Park Residents' Association	Representatives from the Richings Park Residents' Association were positive about the proposals and recognised the reduction in HGV movements from the site the change of use would cause. They had questions regarding the viability of the site relative to the future of HS2 and Heathrow Airport, and asked about the prospect of the site and any potential data centre buildings constructed changing in use at a later date.	The Applicant welcomed the Association's support for a change of use from the current use. The Applicant confirmed that the viability of the site did not rely upon any infrastructure projects, including HS2 or any proposed expansion of Heathrow Airport, instead relying on the consistently growing market for data centre capacity. The Applicant confirmed that any change of use from a data centre in the future would require a separate planning application.
23/10/20	Bucks Business First	The representative from Bucks Business First was very positive about the proposals, saying that a boost to the local economy would be welcomed. She asked for further information on the types of jobs that would be created as part of the proposals.	The Applicant agreed with the representative from Bucks Business First that a boost such as this would be useful for the Buckinghamshire economy, particularly considering the currently difficult economic circumstances. The Applicant outlined where and in what industries the new jobs, both direct and indirect, would be created.

4.1.3. Political and community groups were, in addition, directed to the consultation website to give their views.



5.0

First Round of Consultation

First Round of Consultation

5.1.1. The first round 'at-a-distance' consultation ran from the 30th July to the 2nd December 2020, giving the opportunity for residents to view the proposals and provide feedback.

5.1.2. Residents were directed to www.linkparkheathrow.com (**Appendix 5**) to take part in the consultation.

5.1.3. A booklet (**Appendix 1**), outlining the proposals and encouraging feedback via the consultation website, was delivered to 4392 addresses near to the site on the 3rd August 2020.

5.2. Engagement

5.2.1. During the first round of consultation, the consultation website was visited by 277 individual users a total of 401 times. Each visitor spent an average of 3 minutes and 45 seconds on the site. From these visits, 10 virtual feedback forms were completed.





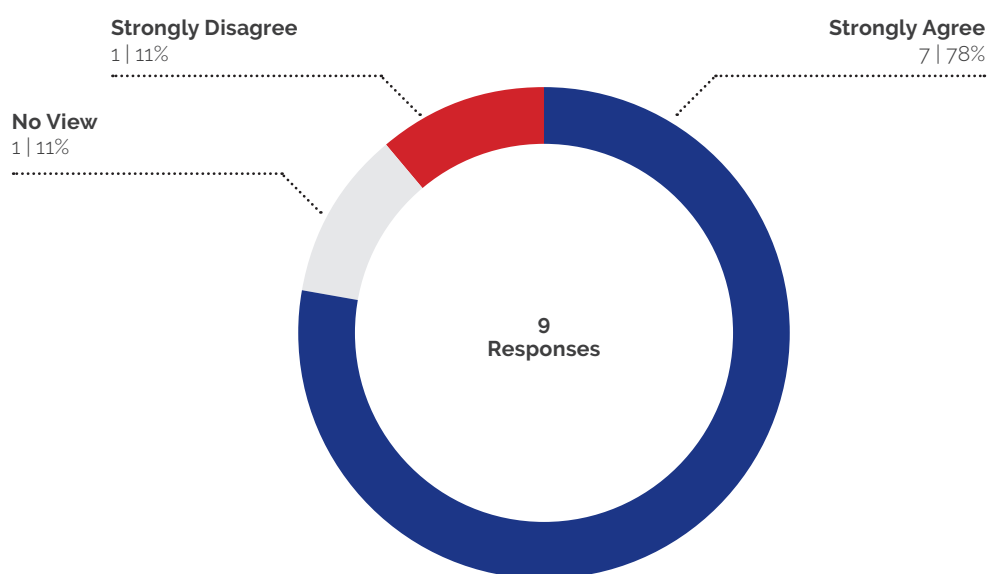
6.0

Quantitative Feedback Exhibition 1

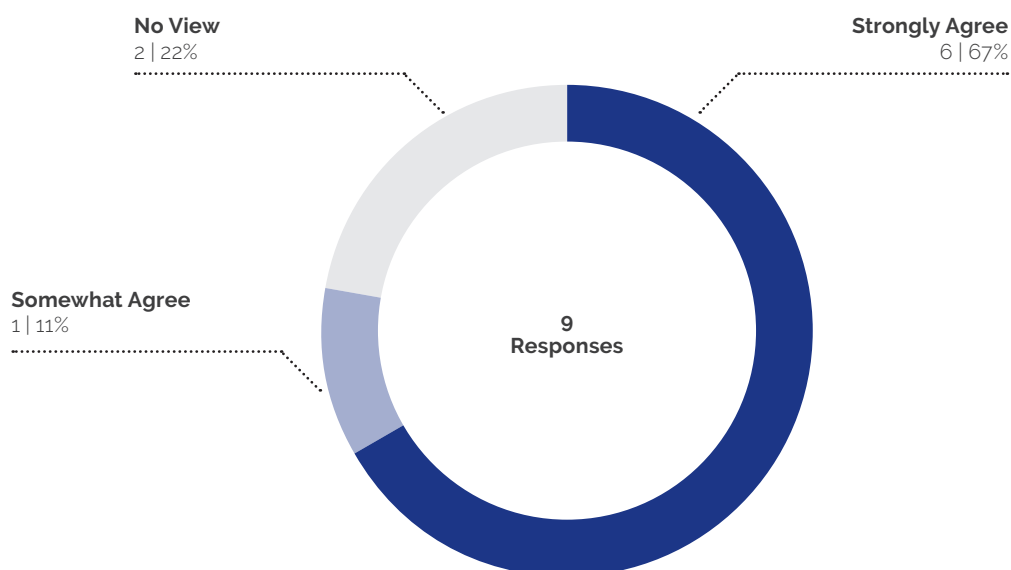
Quantitative Feedback Exhibition 1

6.1.1. Of the 10 feedback forms completed, the results are outlined below.

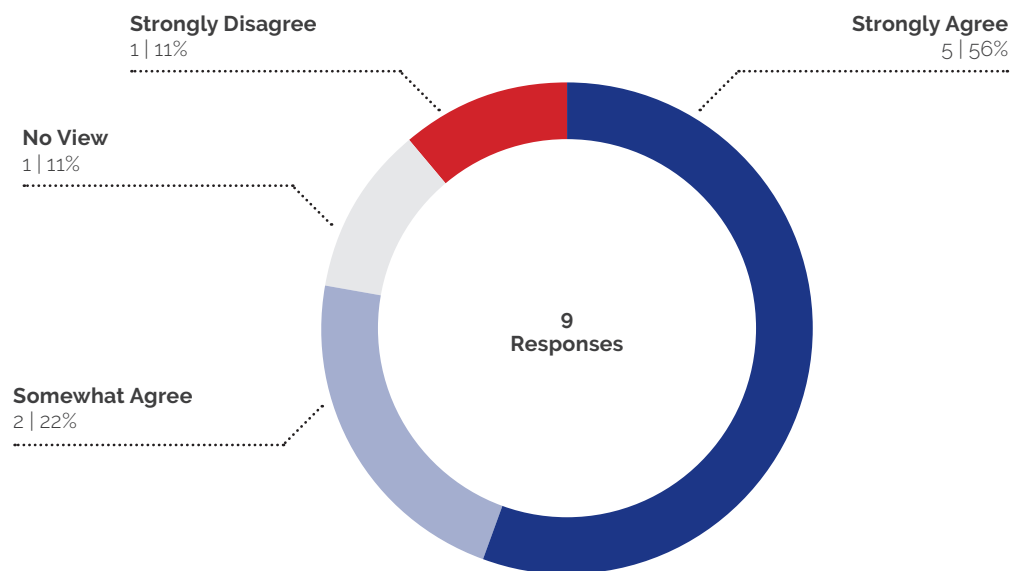
The current uses of the site lead of the substantial and unavoidable HGV movements.



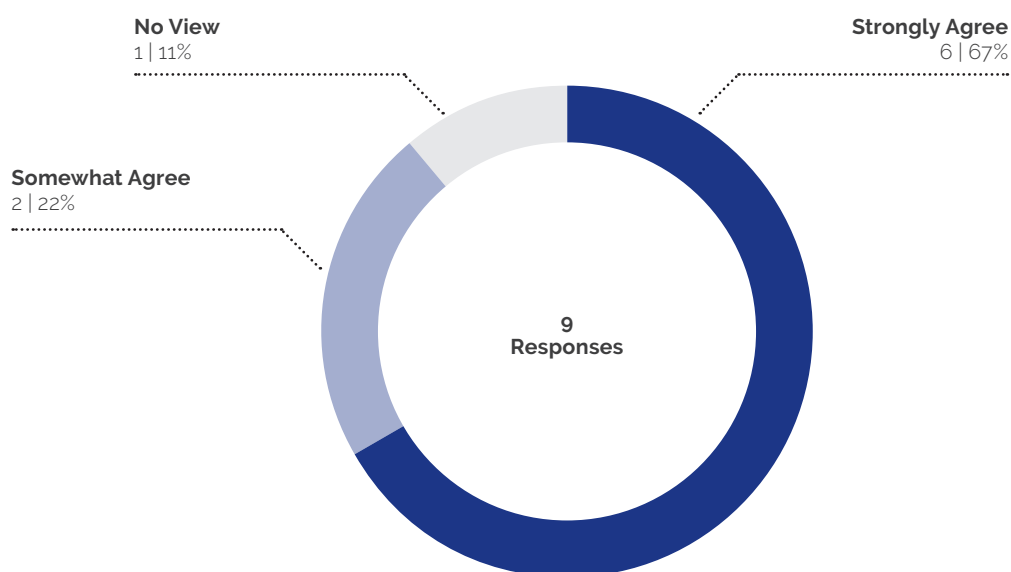
Data centres are a critical part of the UK's infrastructure.



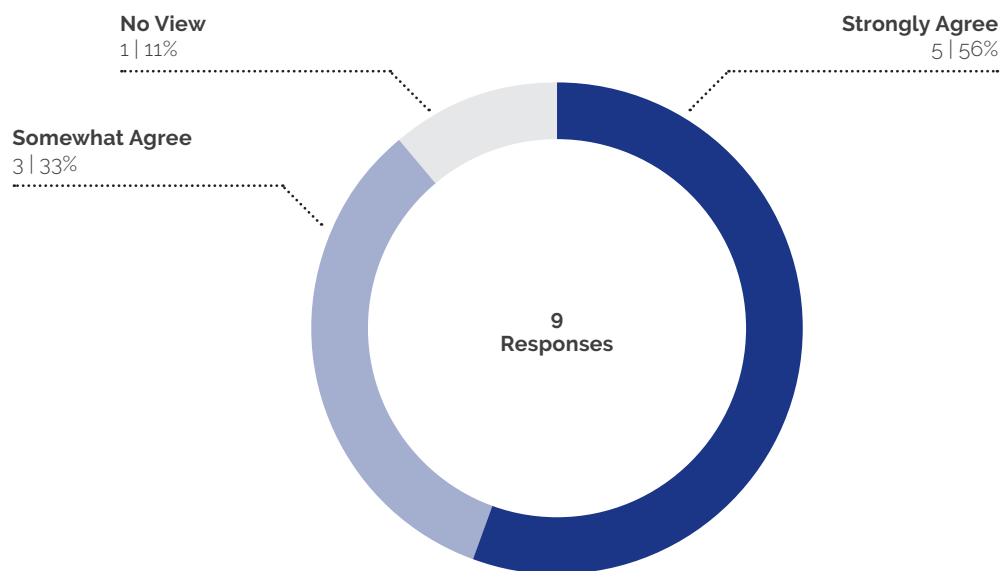
Link Park Heathrow is a highly suitable site for a data centre.



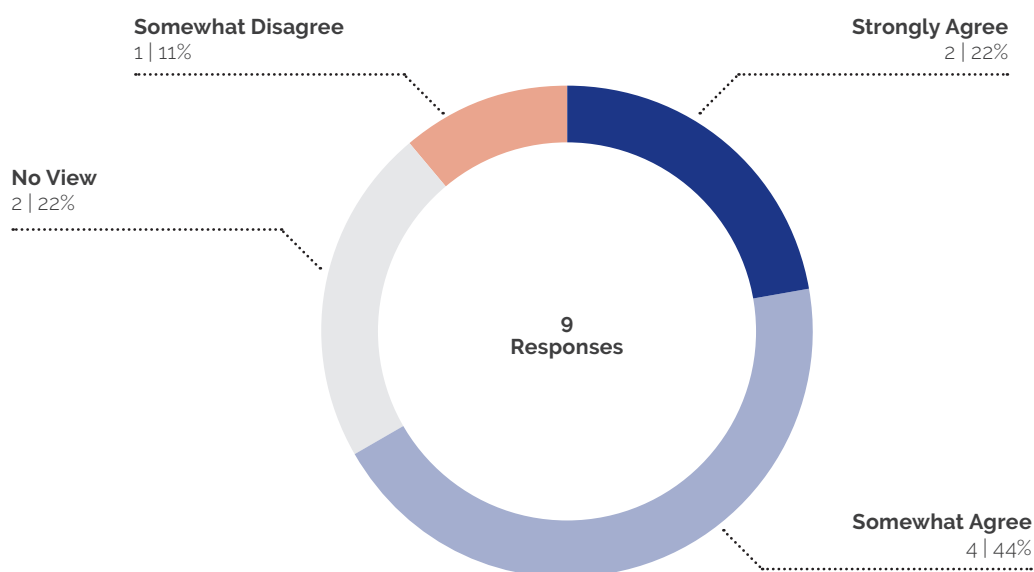
A data centre will eliminate many of the disadvantages of the current use of the site, including the congestion caused by HGVs.



The creation of between fifty to ninety jobs as part of the development is welcome.



The proposals have taken a sensitive approach to the development's impact on the landscape and wider environment.





7.0

Qualitative Feedback – Exhibition 1

Qualitative Feedback – Exhibition 1

7.1.1. A number of comments were left by respondents, providing feedback on the proposals and raising several issues across a number of areas of the plans. Below is a summary of these issues and the Applicant's responses.

Issues	Response
Change from the Current Use The prospect of a change of use for the site was almost universally welcomed, though one respondent wanted more information on how this particular site was chosen. Respondents considered the HGV traffic currently generated from the site to be a major issue and were pleased that an alternative had been proposed. One respondent did however question how much the site is currently used. One respondent stated that 'Iver High Street can be a traffic nightmare. Your development will alleviate this to a good degree.'	The Applicant agrees with respondents that the use of a data centre is far more suitable for the site relative to current uses, and will all but eliminate HGV movements to and from the site that currently causes significant amounts of congestion in Iver and Richings Park. It is the Applicant's assessment that the site is currently used heavily, with over 200 HGV movements generated per day. The site is uniquely suited to this use as there is no equivalent site of the size necessary for a large scale data centre in the area, that fulfils the two main needs for a data centre location: access to large amounts of power and fibreoptic cabling.
Demand for Data Centres Respondents agreed that demand for data centres is growing, though several hoped that the increased pace of this due to COVID-19 would be temporary as the economy eventually recovers and working at home is no longer necessary.	The Applicant has commissioned thorough viability assessments of the site and analysis of the data centre market prior to deciding to pursue a data centre use for the site. Whilst it is true that the data centre market has been accelerated by the COVID-19 pandemic, upon its conclusion it will remain the case that demand for data centre capacity will substantially outstrip supply.

Issues	Response
Environment and Sustainability The high value woodland within the site is clearly important to respondents, and there were several suggestions about how this could be used, including turning it into public amenity space, and that the development as a whole could lead to a net gain in greenery. One respondent also stated that it should be protected during construction works. In addition, one respondent argued that the energy used by the data centre should be renewable.	The Applicant has committed to gifting high value woodland subject to agreement with Buckinghamshire Council and Hillingdon Borough Council. These discussions are ongoing, and the Applicant is open to suggestions on its future. The vast majority of trees on the site will be retained, and any removed will be replaced with more trees and greening elsewhere on the site. Whilst an operator for a potential data centre on the site has not been found, the Applicant is confident that any that would eventually use the site will use renewable energy exclusively.
Economy and Job Creation The impact on the economy of the proposals was welcomed by several respondents, with one saying 'information is industry's most valuable asset'. The increase in jobs specifically was also raised by respondents, with one respondent calling them the 'right kind of jobs', and another stating that the jobs should be for local people.	The Applicant agrees with the several respondents who spoke positively about the data centre's effect on the economy. As well as creating 160 direct and indirect jobs, evidence from other data centre locations, including Bath Road in Slough, is that this will lead to a knock on effect with companies related to data centre operation, and those leasing space within the data centre, setting up locations nearby.



8.0

Second Round of Consultation

Second Round of Consultation

8.1.1. The second round of 'at-a-distance' consultation ran from the 3rd December to the 14th December 2020, giving the opportunity for residents to view the proposals and provide feedback.

8.1.2. Residents were directed to www.linkparkheathrow.com to take part in the consultation (**Appendix 6**).

8.1.3. The at-a-distance consultation was promoted to through a number of methods:

- Emails sent to local political and community stakeholders informing them of the launch of the second round of consultation
- An A5 flyer delivered to 4392 addresses near to the site on the 3rd December 2020 (**Appendix 2**)
- A newspaper advert in the Bucks Free Press and the Slough and South Bucks Observer, both print and online, beginning on the 11th December 2020 (**Appendix 3**)
- Online advertising directing residents to the consultation website, running from 3rd December to the 14th December 2020 (**Appendix IV**). The adverts reached 8,632 people 43,574 times, and led to 317 click throughs to the website.

8.2. Engagement

8.2.1. During the second round of consultation, the consultation website was visited by 720 individual users a total of 828 times. Each visitor spent an average of 2 minutes and 3 seconds on the site. From these visits, 19 virtual feedback forms were completed.



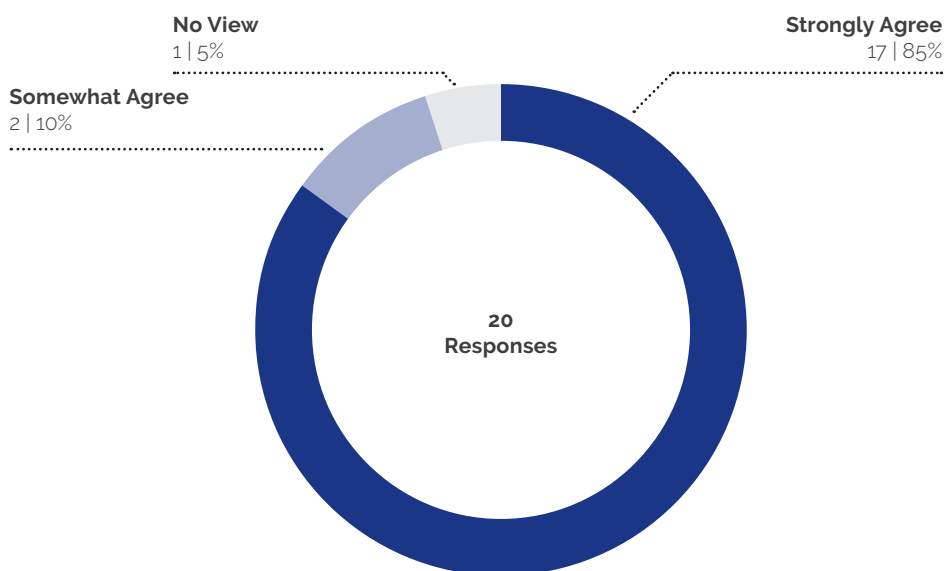
9.0

Quantitative Feedback – Exhibition 2

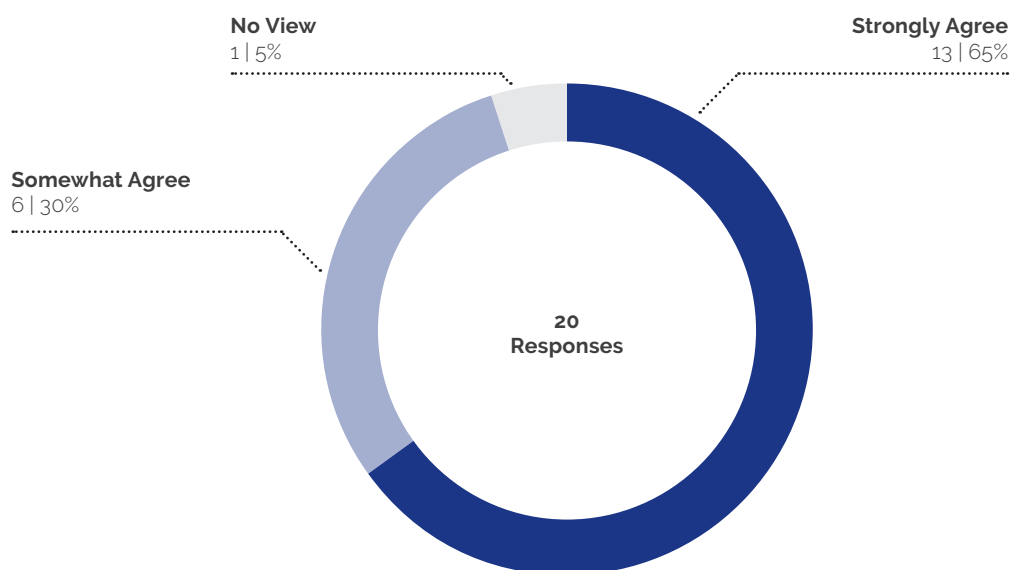
Quantitative Feedback – Exhibition 2

9.1.1. Of the 19 feedback forms completed, the results are outlined below.

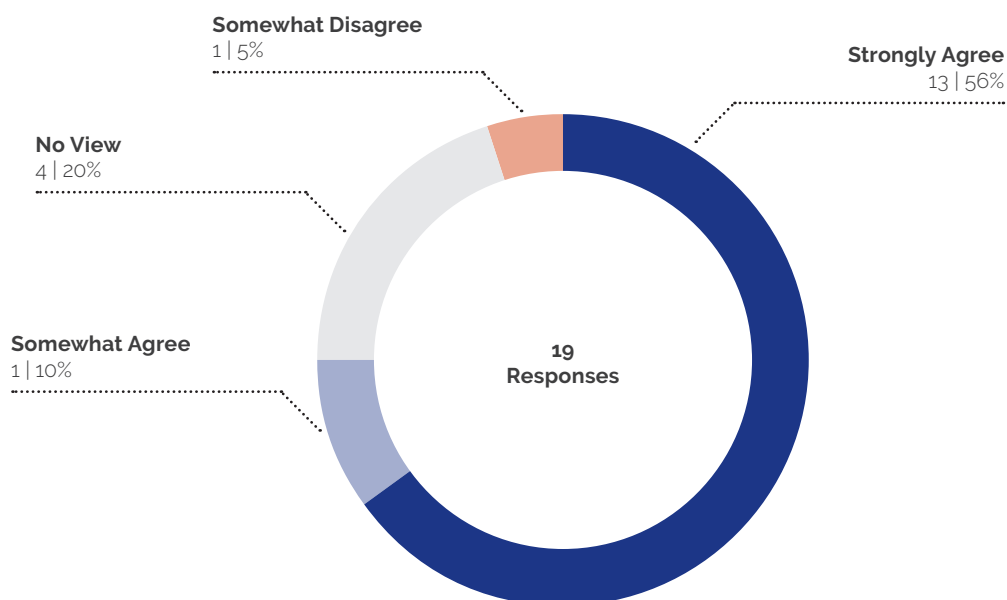
I would support a change of use for the site that would eliminate the need for HGV movements almost entirely.



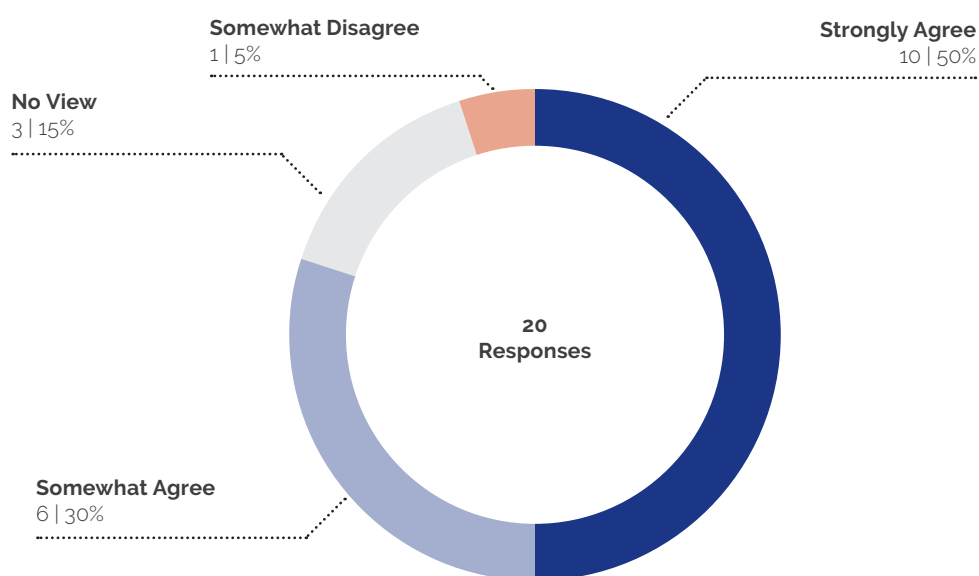
Do you consider data centres to be an important part of the UK economy?



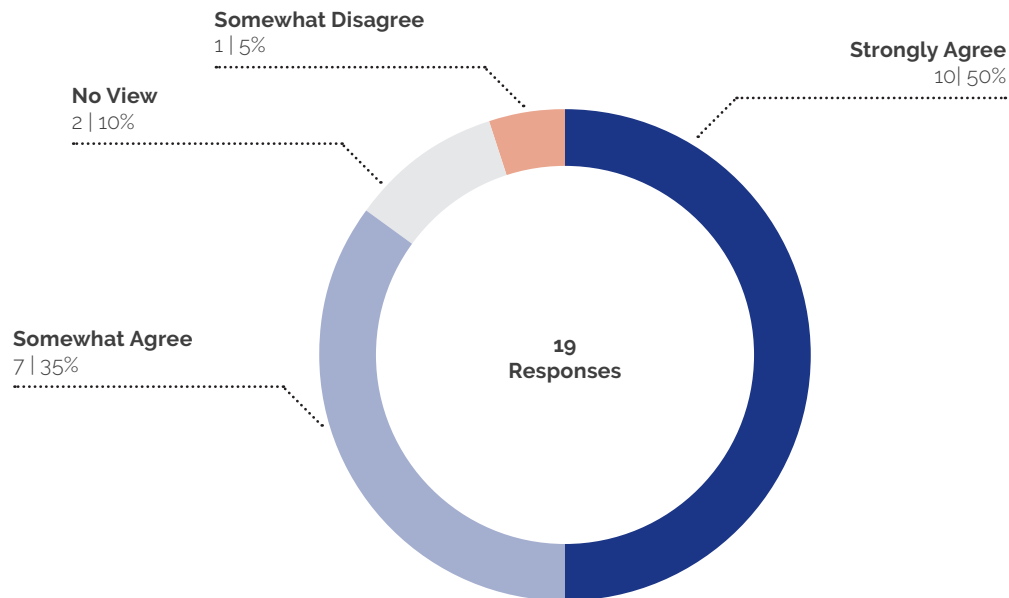
Should the south of Buckinghamshire take advantage of the increasing demand for data centres?



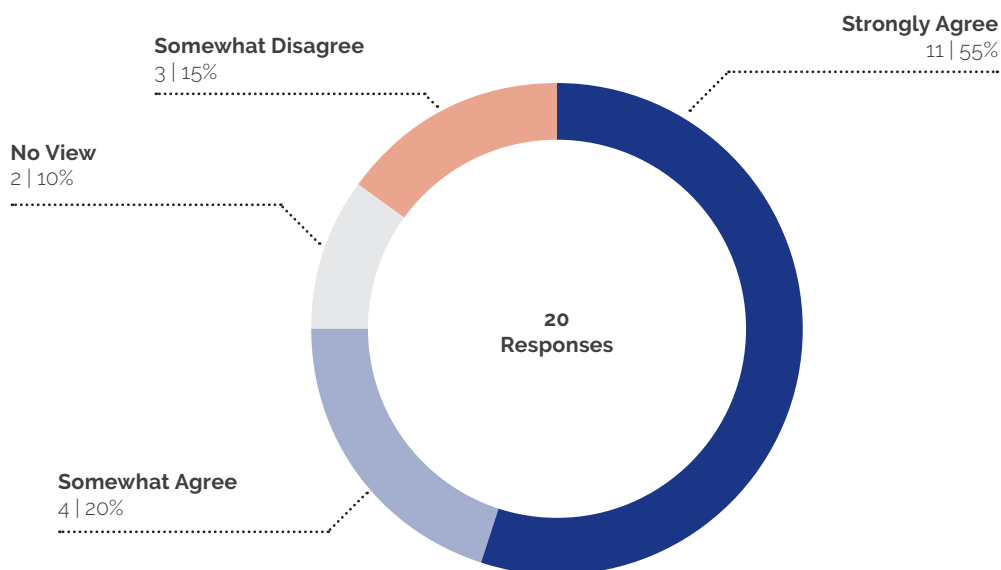
Link Park Heathrow has a number of key attributes that make it an ideal location for a data centre.



A data centre on this site would have a positive impact on the local economy.



The impact on the community by these proposals would be reduced relative to the current use of the site.





10.0

Qualitative Feedback – Exhibition 2

Qualitative Feedback – Exhibition 2

10.1.1. A number of comments were left by respondents, providing feedback on the proposals and raising several issues across a number of areas of the plans. Below is a summary of these issues and the Applicant's responses.

Issues	Response
Change from the Current Use Respondents welcomed the change of use of the site, with several recognising the detrimental effects HGV movements stemming from the site's current use cause in the area, with one comment stating 'the sooner the better'. One respondent commented that 'we need to be encouraging projects like this' and that the scheme has great potential'. One respondent asked why this site in particular had been selected for a potential data centre use and had the view that there were other suitable sites in the area.	The Applicant agrees with respondents that the use of a data centre is far more suitable for the site relative to current uses, and will all but eliminate HGV movements to and from the site that currently causes significant amounts of congestion in Iver and Richings Park. The site is uniquely suited to this use as there is no equivalent site of the size necessary for a large-scale data centre in the area, that fulfils the two main needs for a data centre location: access to large amounts of power and fibreoptic cabling.

Issues	Response
Impact on the Wider Area Whilst the reduction in HGV movements from the site was welcomed, several respondents had questions about the level of traffic generated by the potential new use for the site, as well as its construction. One respondent expressed concern that the area would still need aggregate distribution as currently takes place on the site, and that the traffic currently seen would be moved rather than eliminated. Additionally, one respondent expressed concern about the size of the potential building and its impact on views, with another asking for further clarification on the noise generated on the site. Several respondents asked for engagement with the community to continue as the application moves forward.	The existing site generates 361 daily vehicle movements, 202 (56%) of which being HGVs. This figure is taken from manual traffic count data at the site access, from a snap-shot survey during existing lawful use. The proposed Data Centre development will generate a predicted 156 daily vehicle movements, comprising mostly cars but also small vans occasionally. Therefore, the proposed development will result in a net reduction of traffic generated by the site. Any alternative site to host the current activities on the site, including aggregates handling and distribution, would be subject to a separate planning application. The Applicant has worked hard to limit the impact of any potential building under the outline application on surrounding views, by taking advantage of landscaping, trees and natural features. The application limits the height of any building on the site to 25 metres, not significantly taller than the current building on site. The noise generated by any potential data centre under the application will be under limits agreed with Buckinghamshire Council, and will be below the noise levels generated by the current use of the site. The Applicant is committed to continuing engagement with local stakeholders throughout the process and wishes to be a good neighbour. This will continue following the submission of the application, and the Applicant remains open to discussion of the application with site neighbours, local residents and stakeholders.

Issues	Response
Environment and Sustainability Several respondents mentioned the environmental impact of the proposals, with one stating that it should be a condition that the energy supply used by the potential data centre is renewable. In addition, a number of respondents reacted positively to the retention of trees and potential for gifting the high-value woodland and were keen for green space to be maximised by the application.	Whilst an operator for a potential data centre on the site has not been found, the Applicant is confident that any that would eventually use the site will use renewable energy exclusively. The vast majority of trees on the site will be retained, and any removed will be replaced with more trees and greening elsewhere on the site. In addition, the Applicant has committed to gifting high value woodland subject to agreement with Buckinghamshire Council and Hillingdon Borough Council. These discussions are ongoing, and the Applicant is open to suggestions on its future.
Economy and Job Creation Respondents agreed that a data centre use would be economically beneficial for the area. One respondent said that 'we need to be encouraging projects like this' and that the scheme has great potential'. One respondent raised the fact that this application may encourage further development in the area. Respondents were pleased to see the prospect of job creation in the area due to the development, and several stated their preference that these jobs be for local people.	The Applicant agrees with the several respondents who spoke positively about the data centre's effect on the economy. Whilst it is the case that the introduction of a data centre will bring investment into the south of Buckinghamshire, any developments on other sites would require a separate planning application. The Applicant estimates that a data centre on the site would create around 160 direct and indirect jobs.



11.0

Next Steps

Next Steps

11.1.1. The Applicant is committed to continuing engagement with local stakeholders throughout the process and wishes to be a good neighbour. This will continue following the submission of the planning application, and the Applicant remains open to discussion of the application with site neighbours, local residents and stakeholders during the determination process.

11.1.2. As well as working with Buckinghamshire and Hillingdon Councils on the due planning process, the Applicant will continue to respond to requests for information and questions and will offer key stakeholders the opportunity to meet to discuss the proposals.



12.0

Summary

Summary

12.1.1. The consultation process was carried out in conjunction with pre-application meetings with planning officers at Buckinghamshire Council and correspondence with Hillingdon Council. Details of pre-application engagement are provided in the Planning Statement.

12.1.2. The consultation process began in May 2020 and sought to engage with local businesses, residents, and the wider community.

12.2. Activities undertaken as part of the consultation process have included:

12.2.1. Emails sent to local political and community stakeholders asking for a meeting, on various dates.

12.2.2. Meetings held with:

- Buckinghamshire Local Enterprise Partnership, on the 10th June 2020
- Iver Parish Council Councillors, on the 6th July 2020 and the 15th September 2020
- Iver Ward Councillors, on the 13th July 2020
- West Drayton Ward Councillors, on the 22nd July 2020
- Joy Morrissey MP, on the 8th October 2020
- Richings Park Residents' Association, on the 15th October 2020
- Bucks Business First, on the 23rd October 2020

12.2.3. A booklet, outlining the proposals and encouraging feedback, delivered to 4392 addresses near to the site on the 3rd August 2020 (**Appendix I**)

12.2.4. An A5 flyer, advertising the second round of consultation, delivered to 4392 addresses near to the site on the 3rd December 2020 (**Appendix II**)

12.2.5. A newspaper advert in the Bucks Free Press and the Slough and South Bucks Observer, both print and online, beginning on the 11th December 2020 (**Appendix III**)

12.2.6. Online advertising directing residents to the consultation website, running from 3rd December to the 14th December 2020 (**Appendix IV**). The adverts reached 8,632 people 43,574 times, and led to 317 click throughs to the website.

12.2.7. In order to comply with the Government's regulations due to the COVID-19 pandemic, the Applicant took the decision to run the consultation process virtually. This primarily consisted of a consultation website, at www.linkparkheathrow.com (**Appendix V and Appendix VI**)

12.2.8. The level of detail in which the proposals were discussed was equivalent to that which would have been displayed on boards at a public exhibition, and the at-a-distance consultation gave an equivalent, if not superior, opportunity for respondents to feed back their views through a series of questions and comment boxes.

12.2.9. Residents were directed to this website in order to view the plans and give their feedback.

12.2.10. Two rounds of consultation took place.

12.3. First Round of Consultation (30th July – 2nd December 2020)

12.3.1. During the first round of consultation, the consultation website (**Appendix V**) was visited by 277 individual users a total of 401 times. Each visitor spent an average of 3 minutes and 45 seconds on the site. From these visits, 10 virtual feedback forms were completed.

12.4. Second Round of Consultation (3rd – 14th December 2020)

12.4.1. During the second round of consultation, the consultation website was visited by 720 individual users a total of 828 times. Each visitor spent an average of 2 minutes and 3 seconds on the site. From these visits, 19 virtual feedback forms were completed.

12.4.2. 8 emails were also received to the dedicated project email address.

12.4.3. Throughout the consultation process, a dedicated project telephone number and email address were provided and managed by Kanda, to supply further information to residents, businesses and stakeholders on request.

12.4.4. The Applicant has sought input from a wide range of residents and stakeholders on the proposals, and has carefully considered their responses.

12.5. Summary of Feedback

12.5.1. The feedback from respondents about the proposals has been overwhelmingly positive.

12.5.2. The change of use was welcomed by respondents, with the elimination of the vast majority of HGV movements currently generated from the site particularly referenced as of benefit to the wider area.

12.5.3. Respondents recognised the importance of data centres to the UK economy, and the potential economic benefits that a data centre on the site could bring, including jobs, both direct and indirect, and firms relocating to the area.

12.5.4. A number of respondents raised issues relating to the environment, with the potential for the gifting of high-value woodland within the site viewed positively, and several respondents commenting that the energy use of a data centre on the site should use renewable energy.

12.5.5. Several respondents raised questions about the scheme, including one on the noise generated by the site, the amount of traffic generated by a data centre use, and one mentioning the potential impact on local views.

12.6. Conclusion

12.6.1. The Applicant agrees with the feedback from the respondents that a change of use for the site would be welcome in the area, all but eliminating the HGV traffic generated from the site that currently causes significant amounts of road congestion.

12.6.2. The Applicant's research into the potential for a data centre on the site supports the respondents' overall position that data centres are increasingly in demand. The Applicant expects around 160 jobs, both direct and indirect, to be created by the site, and substantial additional investment would be generated for the local economy through the construction of a data centre under the application.

12.6.3. The Applicant has committed to gifting high value woodland subject to agreement with Buckinghamshire Council and Hillingdon Borough Council. that is currently part of the site and has committed to retaining the vast majority of trees, with any removed to be replaced with more trees and greening elsewhere on the site.

12.6.4. The proposals will significantly reduce traffic on the local highways network and noise as demonstrated in the accompanying transport and noise assessments prepared by Cundall and Bellamy Roberts as part of the application.

12.6.5. The LVIA has demonstrated that the proposed development can be reasonably accommodated on the site in principle from a landscape and visual perspective.

12.6.6. The Applicant is committed to continuing engagement with local stakeholders throughout the decision-making process and wishes to be a good neighbour. This will continue following the submission of the application, and the Applicant remains open to discussion of the application with site neighbours, local residents and stakeholders.

12.6.7. The proposals provide the opportunity to eliminate a number of negative effects on the community that stem from the current use of the site, whilst bringing a number of wider benefits to the local area.



Appendices

Appendix I

Booklet

LINK PARK Heathrow

Link Park Heathrow LLP are pleased to present our developing proposals for Link Park Heathrow, Thorney Mill Road, Heathrow, UB7 7EZ.

The site is currently home to a mix of B8 storage and aggregates handling, but has far greater potential as a site for a high-tech data centre. A development of this kind would boost the local economy, help consolidate Buckinghamshire and the surrounding area as a lead location for this industry, and provide a more appropriate use for the site considering the surrounding area.

At this early stage of developing our plans, we wanted to share how we have reached this conclusion, whilst setting out our proposals' many potential benefits to the area.



We want to hear your thoughts on our emerging proposals. Visit linkparkheathrow.com to view our plans in more detail, and let us know what you think.

LINK PARK
Heathrow



The Site

Link Park is predominantly within Buckinghamshire Council, although a small part lies within the London Borough of Hillingdon. As well as the main site consisting of approximately 11.5 acres, there is also a large area of adjoining woodland, comprising 21.5 acres.

The site has a long history of industrial-commercial use, beginning with sand and gravel extraction, followed by the storage and processing of railborne aggregates using a railhead taken off the adjoining branch line into the Northern corner of the site. It is currently home to several different industries, including the leasing of construction vehicles, infrastructure construction and development, the storage of replacement vehicles for insurance claims, and aggregate importation by rail, and distribution by HGV vehicles.

The site has historically been restricted to HGV movements between 6am and 6pm, and in October 2019 a resolution to granted planning permission regularised B8 use, and imposed a restriction of 204 HGV movements per day. The S106 agreement relating to this is currently with solicitors. These HGV movements form a significant amount of the traffic moving through Iver and Richings Park.

The development of a data centre on the site will, almost completely, eliminate the present impact on the surrounding area of HGV movements whilst providing a considerable boost to the local economy.



The Site Under its Current Use

Data Centres

A data centre is a secure facility that houses Information Technology (IT) infrastructure, such as data storage or computer processing power.

The main purpose of a data centre is to store and process data, in a similar way to IT rooms in offices, which in many cases they replace. This ranges from simple storage of backups to the housing of mission-critical digital apparatus to keep a company or Government department operational in the event of a failure elsewhere. As well as eliminating the need for larger offices that include room for data storage and processing, and therefore larger rent costs for businesses, storing data offsite provides additional security and reliability.



With the increased importance of IT to the economy, demand for data centres has grown exponentially, and has surged as a result of the current pandemic. Data centres underpin almost every aspect of modern life, but to many, their purpose and importance to society is obscure. So, what is a data centre, and why do they matter, especially in a post COVID world?

In short, data centres provide the space, power and cooling for our network infrastructure. They house large groups of computer servers, designed for remote storage, processing and the distribution of data at scale.

Data now forms the most mobile commodity in existence and is critical to the new economy, with 'invisible' data centres operating as an integral part of every click, swipe or tap we make online. On average, each new data centre adds up to \$700 million to each global economy.

A site requires a number of specific factors for it to be suitable as a data centre, including:

- Access to a large amount of reliable electricity power, which is available at Iver Lalehan and North Hyde substations, and additionally through a National grid 275KVA cable located nearby.
- A location close to main markets, which allow clients to visit the site easily, but not so close that electricity or internet issues will affect both the data centre and the client site. This usually means a travel time of approximately sixty minutes.
- A fast and reliable internet connection, or the capacity for one, available nearby from the Grand Union Canal and the West Coast Mainline.
- A minimal risk of flooding, like Link Park Heathrow, which is on raised ground.

Link Park is most unusual in that it fulfils all of these requirements and provides an exceptional opportunity to meet the demand for large-scale data centres which, whilst already significant, will only grow in the years to come.

Our Proposals

The change from the current mix of storage and aggregates to a high-tech data centre deals with a number of issues for the local community caused by the site's current uses.

The decrease in HGV traffic would not only solve congestion issues. Air quality would improve, noise would be reduced and roads would become safer.

Unlike the current use of the site, external lighting would not be necessary and the new development would not be visible in long distance views. In addition to these factors, our proposals would bring additional benefits to the local area:

- We estimate that ninety jobs would be created in onsite control and maintenance, as well as security, as part of the proposals. Additionally, a significant number of jobs will be indirectly created, through both the construction process and the additional capacity for the data needs of companies that the data centre would facilitate.
- The huge demand for data centres of this capacity points to the viability of the proposals. With this, business rates income would increase dramatically with the new usage, whilst at the same time the impact on council services such as highway maintenance and waste disposal would be lessened.
- Alongside a number of developments in nearby Slough, a data centre of this capacity will help to consolidate this area of the country as a market leader in data services in the UK, and in Europe more widely.

We believe that this site provides a rare opportunity to make a significant boost to the local economy, whilst providing a use for the site that better reflects its location.

Get in touch:

✉ consultation@linkparkheathrow.com

☎ 020 3900 3676

We want to hear your thoughts on our emerging proposals. Visit linkparkheathrow.com to view our plans in more detail, and let us know what you think.

LINK PARK
Heathrow

Appendix II

A5 Flyer

Precedent image of a potential development under our proposals



Proposals for

LINK PARK Heathrow

Let us know what you think.

We are inviting you to give your thoughts about our proposals for Link Park Heathrow, Thorney Mill Rd, Iver UB7 7EZ. We are pleased to present our plans for a high-tech data centre, replacing the current mix of B8 storage and aggregates handling presently on site and almost completely eliminating the large number of HGV movements these uses currently generate.

We are running a public consultation about our plans, which is open until the **14th December**. You can view the proposals, leave your feedback and get in touch with the team at www.linkparkheathrow.com.

If you have any questions about our proposals or the consultation process, please contact us using the details below:

Get in touch:

 www.linkparkheathrow.com  consultation@linkparkheathrow.com  020 3900 3676

The Current Site

The site is currently home to several different industries, including the leasing of construction vehicles, infrastructure construction and development, the storage of replacement vehicles for insurance claims, and aggregate importation by rail, and distribution by HGV vehicles.



HGV movements to and from the site caused by these uses form a significant amount of the traffic moving through Iver and Richings Park.

The development of a data centre on the site will, almost completely, eliminate the present impact on the surrounding area of HGV movements whilst providing a considerable boost to the local economy.

Benefits of a Data Centre

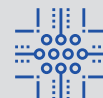
As well as the near elimination of HGV traffic to and from the site, a data centre would bring a number of benefits to the area:



We estimate that **160 additional jobs would be created**, both direct and indirect



There would be a **dramatic increase in Business Rates income** from the site as well as other contributions to the local community



The 'Cluster Effect' would mean that the existence of this data centre would **attract related industries, and even potentially other data centres**, to this part of Buckinghamshire

We want to hear your thoughts –

Let us know what you think at www.linkparkheathrow.com.

Appendix III

Newspaper Advert

Precedent image of a potential development under our proposals



LINK PARK Heathrow

Link Park Heathrow LLP are proud to present proposals for Link Park Heathrow, Thorney Mill Rd, Iver UB7 7EZ.

We are proposing a high-tech data centre, eliminating HGV traffic to and from the site.

A data centre on this site will create local jobs, be of significant benefit to the wider economy, and take advantage of the growing demand for data centre capacity in the area.

Visit our Virtual Exhibition at www.linkparkheathrow.com

We want to hear your thoughts about our proposals. Visit our website to find out more and complete our online survey. We request that feedback be submitted before the **14th December**.

www.linkparkheathrow.com

✉ consultation@linkparkheathrow.com

☎ 020 3900 3676

Appendix IV

Social Media Adverts

**Kanda**
Published by Sabrina Francis · December 1 at 3:56 PM · 

We want to know what you think about the plans for a high-tech data centre at Link Park Heathrow, Thorney Mill Rd, Iver UB7 7EZ.
Click the button below to learn more and have your say.



Precedent Image of a potential development under the proposals

LINKPARKHEATHROW.COM

Have your say
Let us know what you think

[Learn More](#)

**Kanda**

Published by Sabrina Francis · December 1 at 4:00 PM · 

We want to change the use of Link Park Heathrow, Thorney Mill Rd, Iver UB7 7EZ.
This will all but eliminate HGV traffic to and from the site.
Click the button below to let us know what you think.



Precedent Image of a potential development under the proposals

[LINKPARKHEATHROW.COM](https://linkparkheathrow.com)
Have your say
Let us know what you think

Learn More

**Kanda**

Published by Sabrina Francis · December 1 at 3:46 PM · 

We're proposing a new data centre for Link Park Heathrow, Thorney Mill Rd, Iver UB7 7EZ. It would eliminate HGV traffic, create jobs and bring more investment to the area. Let us know what you think about our plans.



Precedent Image of a potential development under the proposals

[LINKPARKHEATHROW.COM](https://linkparkheathrow.com)
Have your say
Let us know what you think

Learn More

Appendix V

Consultation Website - First Round

LINK PARK
Heathrow

The ProjectAt a Distance EngagementHave Your SayTimelineFAQsContact

**LINK PARK**
Heathrow

Welcome

Welcome to the public consultation for the proposals for Link Park Heathrow, Thorney Mill Road, Iver, UB7 7EZ.

Link Park Heathrow LLP are pleased to present their plans for a high-tech data centre, replacing the current mix of B8 storage and aggregates handling presently on site.

Here you can find out more information on our proposals, leave feedback, and contact the project team.

We are keen to hear your thoughts and aspirations, as well as those of the local community more widely, on our proposals, whilst capturing your ideas for how this site can benefit the surrounding area.

You can learn more about our proposals by exploring the links at the top of the page, and you can let us know what you think by providing your feedback via the 'Have Your Say' tab. If you have any further questions or comments, please do not hesitate to contact us via the details provided.

THE PROJECT →
See what this is all about

SIGN UP TO OUR MAILING LIST!
Sign up to get up-to-date news about the project.
 SIGN UP



GET IN TOUCH!
If you have any questions about the project, please get in touch.
CONTACT US

LINK PARK
Heathrow
Dedicated project website for the proposed redevelopment of the Link Park Heathrow site

Quick Links
The Project
At a Distance Engagement
Have Your Say
Timeline
FAQs
Contact

Contact Details
Phone:
020 3900 3676
Email:
consultation@linkparkheathrow.com

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LINK PARK
Heathrow

The Project

At a Distance Engagement

How Your Day

Timeline

FAQs

Contact

THE PROJECT

The Current Site

Link Park is predominantly within Buckinghamshire Council's jurisdiction, although a small part lies within the London Borough of Hillingdon. As well as the main site consisting of approximately 11.5 acres, there is also a large area of adjoining woodland, comprising 3.5 acres.

The site has a long history of industrial-commercial use, beginning with sand and gravel extraction, followed by the storage and processing of redicrete aggregates using a railhead taken of the adjoining branch line into the Northern corner of the site. It is currently home to several different industries, including the leasing of construction vehicles, infrastructure construction and development, the storage of replacement vehicles for insurance claims, and aggregate importation by rail, and distribution by Heavy Goods Vehicles (HGV).

The site has historically been restricted to HGV movements between 6am and 4pm, and in October 2019 a resolution to granted planning permission regulated B8 use (storage or distribution - includes warehousing and open air storage) and imposed a restriction of 204 HGV movements per day. The S106 agreement resulting to this is currently with valuations. **These HGV movements form a significant amount of the traffic moving through here and Richings Park.**

The development of a data centre on the site will almost completely eliminate the present impact on the surrounding area of HGV movements whilst providing a considerable boost to the local economy.

Why a Data Centre?

Link Park is most unusual in that it fulfils all of the requirements for a large-scale data centre, and provides an exceptional opportunity to meet the demand for them which, whilst already significant, will only grow in the years to come.

- The site has access to a large amount of reliable electricity power, which is available at low Latentium, and North-Hyde substations, and additionally through a National grid 275kVA cable located nearby.
- It is located close to main markets for data centre providers, which allow clients to visit the site easily, but not so close that electricity or internet issues will affect both the data centre and the client site. This usually means a travel time of approximately 30 minutes.
- It has the capacity for a fast and reliable internet connection, available nearby from the Grant Union Canal and the West Coast Mainline.
- Being on raised ground the site has a minimal risk of flooding.

Our Proposals:

Whilst we will be submitting an **outline** application, we have designed a potential development, which helps to show the limited effect the development would have on the wider area. The likely layout of the site will contain two data hall buildings, generators and new access roads. Each building will have a footprint of approximately 60,000 square metres, with four levels giving a total of approx. 240,000 square metres. By taking advantage of the geography of the site we have been able to significantly limit the impact on views by these buildings.

The existing plantation of poplar trees will generally be left untouched, except along the site boundary where some trees might need to be removed to allow the building work and erection of the perimeter fence.

Any trees that are removed will be replaced with new trees and there will be new tree planting within the site boundary. In addition, we are in discussions with local groups about gifting the natural woodland to the community, labelled on the map below.

The buildings we currently intend to propose will be approximately 25 metres tall at the most. This is not significantly taller than the storage building currently occupying the site, and will be sensitively designed, using materials in keeping with the surroundings they are in.

The data centre itself will be lined with perimeter fencing of a similar kind to that which currently exists, and no pylons or large antennas would be necessary, with all electricity and data entering the site through underground cabling.

We have been careful to limit any potential development's wider effect on the local area, and relative to the current use our proposals would reduce this.

AT A DISTANCE ENGAGEMENT

See what this is all about

SIGN UP TO OUR MAILING LIST!

Sign up to get up to date news about the project.

Sign Up

GET IN TOUCH!

If you have any questions about the project, please get in touch.

Contact Us

LINK PARK
Heathrow

Detailed project outline for the potential development of the Link Park Heathrow site.

Quick Links

The Project

At a Distance Engagement

How Your Day

Timeline

FAQs

Contact

Contact Details

Phone:

020 8900 3010

Email:

connect@linkparkheathrow.co.uk

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53

53

Link Park Heathrow | Statement of Community Involvement December 2020

AT A DISTANCE ENGAGEMENT

At a Distance Engagement

The purpose of this website is to provide effective 'at a distance' engagement that will inform a Statement of Community Involvement to be submitted as part of a planning application for the redevelopment of Link Park Heathrow, Thorney Mill Road, Iver, UB7 7EZ.

This is to make sure that the process and feedback received during the COVID-19 outbreak mirrors the process usually undertaken during face-to-face engagement, for example at public exhibitions.

Consequently, we also hope that this consultation method will result in greater engagement with planning applications from a wider audience.

We understand that confidence in this process from both consultees and Buckinghamshire Council as the relevant planning authority is of paramount importance. If you have any feedback, ideas or questions regarding the process itself then please do get in contact with one of the team who will be happy to help.

For privacy and GDPR statements, please click [here](#).

HAVE YOUR SAY

See what this is all about.



SIGN UP TO OUR MAILING LIST!

Sign up to get up-to-date news about the project.

SIGN UP



GET IN TOUCH!

If you have any questions about the project, please get in touch

CONTACT US

LINK PARK Heathrow

Dedicated project website for the proposed redevelopment of the Link Park Heathrow site

Quick Links

The Project
At a Distance Engagement
Have Your Say
Timeline
FAQs
Contact

Contact Details

Phone:
020 3900 3676

Email:
consultation@linkparkheathrow.com

LINK PARK
Heathrow

The Project

At a Distance Engagement

Have Your Say

Timeline

FAQs

Contact

HAVE YOUR SAY

Welcome

We are pleased to share our developing proposals with you for Link Park Heathrow, Thorney Mill Road, Iwer, UB7 7EZ.

Our plans would transform the site from its current mix of commercial uses into a high-tech data centre that would provide a number of benefits to the wider area whilst eliminating the issues, such as traffic, that it currently causes.

We are keen to hear your feedback which will help to shape our proposals and ensure that Link Park Heathrow makes the greatest positive impact it can to the surrounding area.

At the bottom of each page there are questions for you to answer relating to the content in each associated section – be sure to click 'submit' at the end.

Have your say!

1. How would you best describe yourself?

Nearby Resident in Buckinghamshire

Nearby Resident in Hillingdon

Local Worker

Other

Your comment...

Click here to go to the next page

→

You are on step one

55

55

Link Park Heathrow | Statement of Community Involvement

December 2020

LINK PARK
Heathrow

[The Project](#)[At a Distance Engagement](#)[Have Your Say](#)[Timeline](#)[FAQs](#)[Contact](#)

HAVE YOUR SAY

Welcome

The Current Site

Link Park consists of a main site of approximately 11.5 acres, with a large area of adjoining woodland, comprising 21.5 acres. The site is split between Buckinghamshire and the London Borough of Hillingdon.



The commercial use of the site began in the 1960s and consisted of sand and gravel extraction. Later, a railhead taken off the adjoining branch line into the Northern corner of the site allowed for the storage and processing of railborne aggregates, which was its primary purpose until ten years ago. It is currently home to a number of different industries, including:

- The leasing of construction vehicles
- Infrastructure construction and development
- The storage of replacement vehicles for insurance claims
- Aggregate importation by rail, and distribution by HGV vehicles



The site has historically been restricted to HGV movements between 6am and 6pm, and in October 2019 a resolution to grant planning permission regularised B8 use (storage or distribution) - includes warehousing and open air storage, and imposed a restriction of 204 HGV movements per day. The S106 agreement relating to this is currently with solicitors.

These HGV movements form a significant amount of the traffic moving through Iver and Richings Park, and under its current uses this level of traffic is unavoidable for the businesses on site to operate.

Furthermore, the vast majority of potential alternative uses for the site would seek to take advantage of the railhead, which would necessitate similar, if not more frequent, HGV movements. Additionally, the unloading of the rail cargo could be at any time of day, based on the wider schedule of Network Rail, rather than the site operators.

We are sensitive to the concerns of local residents around congestion, air pollution and noise caused by the site's current uses. A key strength of our proposals for a data centre at Link Park Heathrow would be that these HGV movements would be eliminated almost entirely.

Have your say!

2. The current uses of the site lead to substantial and unavoidable HGV movements.

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment...

Click here to go to the previous page

Click here to go to the next page

←

→

You are on step two

56

Link Park Heathrow | Statement of Community Involvement

December 2020

56

LINK PARK

Heathrow

The Project

At a Distance Engagement

How Your Say

Timeline

FAQs

Contact

HAVE YOUR SAY

Welcome

The Current Site

What is a Data Centre?

A Data Centre is a secure facility that houses Information Technology (IT) infrastructure in a centralised location enabling technological equipment to collect, store, access and process data. Data centres are an integral part of our society and economy, and, amongst other parts of our everyday lives, are used in:

Gaming	Social Media
Emails	Online shopping
Cloud storage	Gaming
Internet searches	Web browsers
Healthcare	Government Departments

This website would not be able to be viewed without the role that data centres play in our IT infrastructure. Demand for data centres has grown exponentially, driven by the growing popularity of cloud-based infrastructures, applications of artificial intelligence and remote working. This has only increased due to the impact of the COVID-19 pandemic and will be further boosted by the eventual rollout of 5G. The United Kingdom (UK) is a European market leader in data centre provision, currently centred in two areas: London Docklands and Slough.

A data centre mainly consists of:

- Halls in which racks of computers are grouped to provide processing power and storage
- A cooling system to combat the heat these computers generate
- A backup power system consisting of emergency batteries and backup generators
- Offices for administrative work, maintenance and security.




Computer racks and a control room inside an existing data centre

The need for these elements means data centres are costly to equip, and their construction and outfitting is a significant investment. However, data now forms the most mobile commodity in existence and is critical to the new economy, with invisible data centres operating as an integral part of every click, swipe or tap we make online.

On average, each new data centre adds up to approximately 550 million to the global economy. This means that this significant investment can still be highly profitable for the operator and adds substantial value to the economy of the surrounding area.

Have your say!

3 Data centres are a critical part of the UK's infrastructure.

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment:

Click here to go to the previous page

Click here to go to the next page

←

→

You are on step three

LINK PARK
Heathrow

[The Project](#)
[At a Distance Engagement](#)
[How You Say](#)
[Timeline](#)
[FAQs](#)
[Contact](#)

HAVE YOUR SAY

Welcome

The Current Site

What is a Data Centre?

The Opportunity
for Link Park
Heathrow

The size and complexity of data centres means that only a small number of sites are suitable for their construction and operation. Link Park Heathrow is a rare example of a site fulfilling all the requirements to build a data centre of the size we are proposing. These are:

- Access to a large amount of reliable electricity power, which is available at Iver Laleham and North Hyde substations, and additionally through a National grid 275kV cable located nearby.
- A location close to main markets, which allow clients to visit the site easily, but not so close that electricity or internet issues will affect both the data centre and the client site. This usually means a travel time of approximately sixty minutes.
- A fast and reliable internet connection, or the capacity for one, available nearby from the Grand Union Canal and the West Coast Mainline.
- A minimal risk of flooding, like Link Park Heathrow, which is on raised ground.

After the initial construction and outfitting, HGV deliveries to the site as a data centre would be almost non-existent. This dramatic reduction would see a corresponding reduction in congestion, noise and air pollution in the area, as well as lessening maintenance costs on the roads currently used by HGVs.

Overall, the impact of the site as a data centre on the local community would be substantially less than under its current usage.

Have your say!

4. Link Park Heathrow is a highly suitable site for a data centre.

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment...

5. A data centre will eliminate many of the disadvantages of the current use of the site, including the congestion caused by HGVs.

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment...

Click here to go to the previous page

Click here to go to the next page

←

→

You are on step four

58

58

Link Park Heathrow | Statement of Community Involvement

December 2020

LINK PARK
Heathrow

The Project

At a Distance Engagement

Have Your Say

Timeline

FAQs

Contact

HAVE YOUR SAY

Welcome

The Current Site

What is a Data Centre?

The Opportunity for Link Park Heathrow

Wider Benefits

As well as ameliorating many of the negative impacts associated with the current use of the site, our proposals would bring additional benefits to both the immediate area, and Buckinghamshire as a whole.

As part of the operation of the data centre between fifty and ninety direct jobs would be created. These would be in a range of occupations, including:

- IT and maintenance of the computers housed in the data centre
- Security
- Administration and Sales, dealing with the leasing of space within the data centre
- Other roles that would come from the client side when they lease space

Furthermore, additional roles would be indirectly created in the construction process of the site.

With data centres being substantial investments, operators take a long-term approach, meaning these jobs would be retained in future. This is partly due to the considerable initial investments necessary when beginning to operate a data centre, but also due to the increasing market for these facilities.

A data centre in Link Park Heathrow would also mean a substantial amount paid in business rates, and these would be dramatically higher than that paid under its current uses – again, supporting the local economy. In addition, the benefits of constructing data centres in geographic proximity to existing sites will mean our proposals could lead to significant further investment in Buckinghamshire as a whole.

Have your say!

6. The creation of between fifty to ninety jobs as part of the development is welcome.

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment

7. Considering the impact of COVID-19, demand for data centres will only increase in the future.

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment

Click here to go to the previous page

Click here to go to the next page

←

→

You are on step five

59

59

Link Park Heathrow | Statement of Community Involvement

December 2020

HAVE YOUR SAY

Welcome

The Current Site

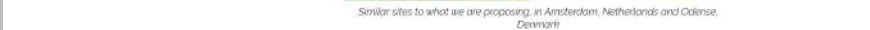
What is a Data Centre?

The Opportunity for Link Park Heathrow

Wider Benefits

Design and sustainability

Whilst our proposals for the site are still developing, the buildings we currently intend to propose will be approximately 20 metres tall. This is marginally taller than the storage building currently occupying the site, though they will be sensitively designed, using materials in keeping with the surroundings they are in. As we progress with our work on the design of the buildings, we will provide further information to local stakeholders and residents.



Additionally, we are taking the impact of the data centre on the environment

Our preferred solution for the cooling of the computers within the data centre, to

be agreed with the eventual operator, is more environmentally friendly than is the norm, utilising outside air at an ambient temperature for cooling purposes. This would reduce the power consumption by using 'free air', aided by water in an adiabatic cooling system.

Any water needed for the data centre's operation will come from mains sources, and will not affect nearby streams, rivers or lakes. We are however additionally exploring the potential for rainwater harvesting from the roof of the buildings.

Whilst similar data centres built elsewhere have had the heat emitted transferred to surrounding residences, this would need a purpose-built development to receive the heat. Whilst no such development currently exists nearby, we would be open to discussions about the potential for this.

[Click here to go to the previous page](#)
[Click here to go to the next page](#)

You are on step six

HAVE YOUR SAY

Welcome

The Current Site

What is a Data Centre?

The Opportunity for Link Park Heathrow

Wider Benefits

Design and sustainability

Impact on the surrounding area



Diagram of an emerging company

We are sensitive to the context in which the site is situated and the following steps will help to keep its impact to a minimum.

- Life will be relaxing all of the nearby woods which are included as part of the site.
- Furthermore, we are exploring the potential for giving the oldest woodland (over 100 years old) the status of a woodland in the community group.
- All cables, both for electricity to the site and connecting to the underground, running on pylons or large poles.
- The nearby woodland for the site will also preserve trees of a similar size to the current site and will have advantages of thermal imaging and motion detection technology, eliminating the need for floodlights.

Krieghoff: These measures mean that the site will be at least visible from most other fast-lane roads. The chance of the site at The Valley 140 Road.



How high and how low is the tide? / *Lyndee Rose Curtis*



you could just be looking at the theory that it's a



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University of New Hampshire

Additionally, to lessen the impact of existing systems, as well as other processes at the data centre, we will agree a maximum time limit with Suncoast Telecom and Pittsburgh Courier and take steps to alternate the flows generated in order to avoid those limits. This is a complex issue that will be dealt with the leading design/development, and we will be taking input from specialist engineers and data from the chosen manufacturers of equipment.

While we have extended our offer to the community from this site carefully, we are also interested in what local residents and groups would like to see, and are encouraging discussion. Local additional community benefits our programs could facilitate.

Upon receiving consent and prior to construction beginning, both Walsinghamshire and Huntingdon Councils will be consulted on how we can best manage the construction period, which we estimate will take approximately eighteen months, and reduce its impact on the surrounding area.

Have your say!

Abstract

New Journal Article

[Full View](#)

[!\[\]\(82dae2da08e6d2ffeff1962bb55841b0_img.jpg\) Facebook](#)
[!\[\]\(fe3e9de8a84e9d2a876d9d18afa2f10e_img.jpg\) Twitter](#)
[!\[\]\(e1b65c35a2f52a614e574dbc069c2ccd_img.jpg\) Instagram](#)

10/10/2019

1

1000

Click here to go to the product page

[Click here to go to the next page](#)

Fig. 1. *See text for details.*

TIMELINE

The story so far:

April 2020

- We held our first pre-application meeting to discuss our early proposals with Buckinghamshire Council officers.

July 2020.

- We held meetings with key stakeholders including Iver Parish Council and councillors representing Iver Ward on Buckinghamshire Council.
- We also met with Councillors representing West Drayton ward in Hillingdon, and discussed our proposals.

July - August 2020

- A leaflet was delivered to 4392 surrounding addresses advertising our proposals, and the opportunity to feed back on them.
- Our consultation website was launched.

ANY QUESTIONS?

Do visit our FAQs



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GET IN TOUCH!

If you have any questions about the project, please get in touch

CONTACT US

LINK PARK Heathrow

Dedicated project website for the proposed redevelopment of the Link Park Heathrow site

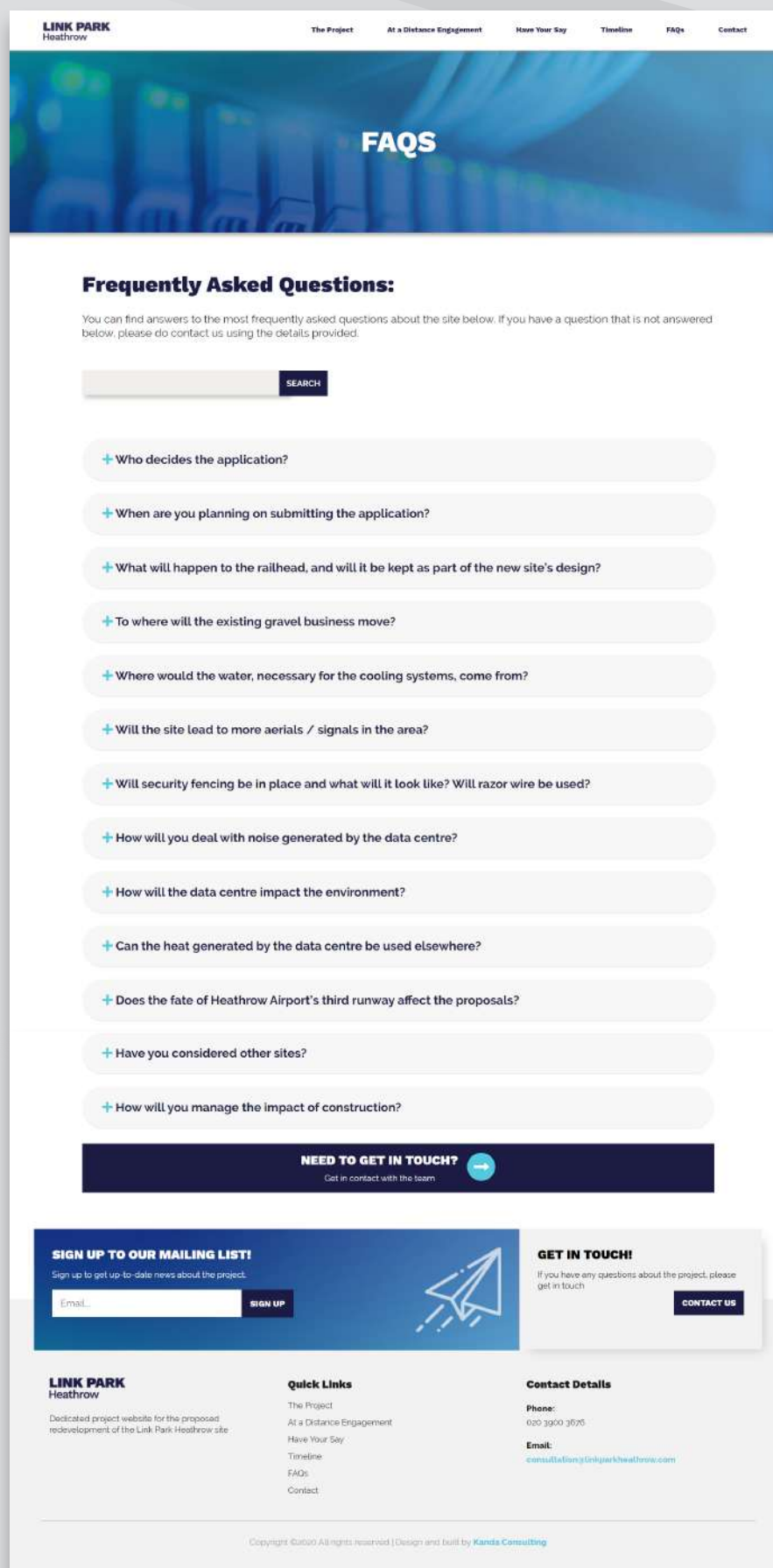
Quick Links

[The Project](#)
[At a Distance Engagement](#)
[Have Your Say](#)
[Timeline](#)
[FAQs](#)
[Contact](#)

Contact Details

Phone:
020 3900 3676

Email:
consultation@linkparkheathrow.com



CONTACT

Contact us

If you have any additional questions or comments not covered by the information on this website, please do not hesitate to contact us using the details below:

Our Contact Details:

Phone:
0203 900 3676

E-mail:
consultations@linkparkheathrow.com

Get in touch

Send Message

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Quick Links

[The Project](#)
[At a Distance Engagement](#)
[Have Your Say](#)
[Timeline](#)
[FAQs](#)
[Contact](#)

Contact Details

Phone:
020 3900 3676

Email:
consultations@linkparkheathrow.com

Appendix VI

Consultation Website - Second Round

LINK PARK
Heathrow

The ProjectAt a Distance EngagementHave Your SayTimelineFAQsContact

**LINK PARK**
Heathrow

Welcome

Welcome to the public consultation for the proposals for Link Park Heathrow, Thorney Mill Road, Iver, UB7 7EZ.

Link Park Heathrow LLP are pleased to present their plans for a high-tech data centre, replacing the current mix of B8 storage and aggregates handling presently on site.

Here you can find out more information on our proposals, leave feedback, and contact the project team.

We are keen to hear your thoughts and aspirations, as well as those of the local community more widely, on our proposals, whilst capturing your ideas for how this site can benefit the surrounding area.

You can learn more about our proposals by exploring the links at the top of the page, and you can let us know what you think by providing your feedback via the 'Have Your Say' tab. If you have any further questions or comments, please do not hesitate to contact us via the details provided.

THE PROJECT →
See what this is all about

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Quick Links
The Project
At a Distance Engagement
Have Your Say
Timeline
FAQs
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LINK PARK
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The Project

At a Distance Engagement

How Your Day

Timeline

FAQs

Contact

THE PROJECT

The Current Site

Link Park is predominantly within Buckinghamshire Council's jurisdiction, although a small part lies within the London Borough of Hillingdon. As well as the main site consisting of approximately 11.5 acres, there is also a large area of adjoining woodland, comprising 3.5 acres.

The site has a long history of industrial-commercial use, beginning with sand and gravel extraction, followed by the storage and processing of redclay aggregates using a railhead taken of the adjoining branch line into the Northern corner of the site. It is currently home to several different industries, including the leasing of construction vehicles, infrastructure construction and development, the storage of replacement vehicles for insurance claims, and aggregate importation by rail, and distribution by Heavy Goods Vehicles (HGV).

The site has historically been restricted to HGV movements between 6am and 4pm, and in October 2019 a resolution to granted planning permission regulated B8 use (storage or distribution - includes warehousing and open air storage) and imposed a restriction of 204 HGV movements per day. The S106 agreement resulting to this is currently with variations. **These HGV movements form a significant amount of the traffic moving through here and Richings Park.**

The development of a data centre on the site will almost completely eliminate the present impact on the surrounding area of HGV movements whilst providing a considerable boost to the local economy.

Why a Data Centre?

Link Park is most unusual in that it fulfils all of the requirements for a large-scale data centre, and provides an exceptional opportunity to meet the demand for them which, whilst already significant, will only grow in the years to come.

- The site has access to a large amount of reliable electricity power, which is available at low Latentium, and North-Hyde substations, and additionally through a National grid 275kV cable located nearby.
- It is located close to main markets for data centre provision, which allow clients to visit the site easily, but not so close that electricity or internet issues will affect both the data centre and the client site. This usually means a travel time of approximately 30 minutes.
- It has the capacity for a fast and reliable internet connection, available nearby from the Grant Union Canal and the West Coast Mainline.
- Being on raised ground the site has a minimal risk of flooding.

Our Proposals:

Whilst we will be submitting an **outline** application, we have designed a potential development, which helps to show the limited effect the development would have on the wider area. The likely layout of the site will contain two data hall buildings, generators and new access roads. Each building will have a footprint of approximately 60,000 square metres, with four levels giving a total of approx. 240,000 square metres. By taking advantage of the geography of the site we have been able to significantly limit the impact on views by these buildings.

The existing plantation of poplar trees will generally be left untouched, except along the site boundary where some trees might need to be removed to allow the building work and erection of the perimeter fence.

Any trees that are removed will be replaced with new trees and there will be new tree planting within the site boundary. In addition, we are in discussions with local groups about gifting the natural woodland to the community, labelled on the map below.

The buildings we currently intend to propose will be approximately 25 metres tall at the most. This is not significantly taller than the storage building currently occupying the site, and will be sensitively designed, using materials in keeping with the surroundings they are in.

The data centre itself will be lined with perimeter fencing of a similar kind to that which currently exists, and no pylons or large antennas will be necessary, with all electricity and data entering the site through underground cabling.

We have been careful to limit any potential development's wider effect on the local area, and relative to the current use our proposals would reduce this.

AT A DISTANCE ENGAGEMENT

See what this is all about

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If you have any questions about the project, please get in touch.

Contact Us

LINK PARK
Heathrow

Detailed project outline for the potential development of the Link Park Heathrow site.

Quick Links

The Project

At a Distance Engagement

How Your Day

Timeline

FAQs

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Contact Details

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020 8900 3010

Email:

connect@heathrowparkheathrow.com

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67

Link Park Heathrow | Statement of Community Involvement

December 2020

67

AT A DISTANCE ENGAGEMENT

At a Distance Engagement

The purpose of this website is to provide effective 'at a distance' engagement that will inform a Statement of Community Involvement to be submitted as part of a planning application for the redevelopment of Link Park Heathrow, Thorney Mill Road, Iver, UB7 7EZ.

This is to make sure that the process and feedback received during the COVID-19 outbreak mirrors the process usually undertaken during face-to-face engagement, for example at public exhibitions.

Consequently, we also hope that this consultation method will result in greater engagement with planning applications from a wider audience.

We understand that confidence in this process from both consultees and Buckinghamshire Council as the relevant planning authority is of paramount importance. If you have any feedback, ideas or questions regarding the process itself then please do get in contact with one of the team who will be happy to help.

For privacy and GDPR statements, please click [here](#).

HAVE YOUR SAY

See what this is all about.



SIGN UP TO OUR MAILING LIST!

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SIGN UP



GET IN TOUCH!

If you have any questions about the project, please get in touch

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LINK PARK Heathrow

Dedicated project website for the proposed redevelopment of the Link Park Heathrow site

Quick Links

The Project
At a Distance Engagement
Have Your Say
Timeline
FAQs
Contact

Contact Details

Phone:
020 3900 3676

Email:
consultation@linkparkheathrow.com

HAVE YOUR SAY

Welcome

We are pleased to share our proposals with you for Link Park Heathrow, Thorney Mill Road, Iver, UB7 7EZ.

Our plans would transform the site from its current mix of commercial uses into a high-tech data centre. We are confident that this change of use will provide a number of benefits to the wider area whilst eliminating the issues, such as traffic, that the site in its current use causes.

We are keen ensure that Link Park Heathrow makes the greatest positive impact it can to the surrounding area, and are keen to hear your thoughts on our proposals.

At the bottom of each page there are questions for you to answer relating to the content in each associated section. We kindly invite you to answer these questions - please be sure to click 'submit' at the end.

Have your say!

1. How would you best describe yourself?

Local Resident in Buckinghamshire

Local Resident in Hillingdon

Local Worker

Other

Your comment...

[Click here to go to the next page](#)



You are on step one

HAVE YOUR SAY

Welcome

The Current Site

Link Park consists of a main site of approximately 11.3 acres, with a large area of adjoining woodland, comprising of around 23 acres. The site is split between Buckinghamshire and the London Borough of Hillingdon.



The commercial use of the site began in the 1940s and consisted of sand and gravel extraction. Later, a railhead taken off the adjoining branch line into the Northern corner of the site allowed for the storage and processing of railborne aggregates, which remained its primary purpose until ten years ago. It is currently home to a number of different industries, including:

- The leasing of construction vehicles
- Infrastructure construction and development
- The storage of replacement vehicles for insurance claims
- Aggregate importation by rail, and distribution by HGV vehicles



The site has historically been restricted to HGV movements between 6am and 6pm, and in October 2019 a resolution to grant planning permission regularised B8 use (storage or distribution - including warehousing and open air storage), and imposed a restriction of 204 HGV movements per day. The S106 agreement relating to this is currently with solicitors.

These currently unrestricted HGV movements form a significant amount of the traffic moving through Iwer and Rickings Park, and under its current uses, this level of traffic is unavoidable for the businesses on site to operate.

We also believe that the vast majority of alternative uses for the site would also necessitate frequent HGV movements.

We are sensitive to the concerns of local residents around congestion, air pollution and noise caused by the site's current uses. A key strength of our proposals for a data centre at Link Park Heathrow would be that these HGV movements would be eliminated almost entirely.

Have your say!

2. I would support a change of use for the site that would eliminate the need for HGV movements almost entirely.

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment...

[Click here to go to the previous page](#)



[Click here to go to the next page](#)



You are on step two

HAVE YOUR SAY

Welcome

The Current Site

What is a Data Centre?

A Data Centre is a secure facility that houses Information Technology (IT) infrastructure in a centralised location enabling technological equipment to collect, store, access and process data. Data centres are an integral part of our society and economy, and, amongst other parts of our everyday lives, are used in:

Banking	Social Media
Emails	Online shopping
Cloud storage	Gaming
Internet searches	Web browsers
Healthcare	Government Departments

This website would not be able to be viewed without the role that data centres play in our IT infrastructure. Demand for data centres has grown exponentially, driven by the growing popularity of cloud-based infrastructures, remote working and the huge increase in social and online media use. This has only increased due to the impact of the COVID-19 pandemic and will be further boosted by the eventual rollout of 5G.

A data centre mainly consists of:

- Halls in which racks of computers are grouped to provide processing power and storage
- A cooling system to combat the heat these computers generate
- A backup power system consisting of emergency batteries and backup generators
- Offices for administrative work, maintenance and security.



Computer racks and a control room inside an existing data centre

The need for these elements means data centres are costly to equip, and their construction and outfitting is a significant investment. However, data now forms the most mobile commodity in existence and is critical to the new economy, with 'invisible' data centres operating as an integral part of every click, swipe or tap we make online.

On average, each new data centre adds up to approximately £550 million to the global economy. This means that this significant investment can still be highly profitable for the operator and adds substantial value to the economy of the surrounding area.

Have your say!

3. Do you consider data centres to be an important part of the UK economy?

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment...

[Click here to go to the previous page](#)[Click here to go to the next page](#)

You are on step three

LINK PARK
Heathrow

The Project

At a Distance Engagement

Have Your Say

Timeline

FAQs

Contact

HAVE YOUR SAY

Welcome

The Current Site

What is a Data Centre?

The Golden Corridor

Across the world, the capacity is growing for data centres, due to the new, digital ways in which our economy and society work. London and the surrounding area's data centre market forms 20% of the European market and is the second largest provider of data centres globally, second only to North Virginia in the USA.

In 2019 London and the surrounding area recorded the highest take up of data centre capacity of any European market in history, showing that its place as a European and world leader for data centres continues to be established. The Government have recognised the importance of the market as a UK asset, proven by employees working on the construction or maintenance of data centres being considered 'key workers' under COVID-19 restrictions.

London and the surrounding area's dominance is due to the strategic location in which this area sits: alongside fibre cables bringing information between Europe and the USA, and with a significant demand for data centre space from London itself. Within this market the Slough to Hayes 'Golden Corridor' is by far the largest subsection, containing over 50% of data centre provision in the area.



This corridor contains the two key ingredients for a viable data centre: power and fibre connections. It is served by a number of high voltage substations and several fibre connections running up the Great Western Railway and the Grand Union Canal.

Currently, the provision of data centres within this corridor is centred around Slough, which has 19 data centres, and Hayes, which has 8. However, the combination of these areas running out of suitable sites, and a reluctance of data centre operators to rely too much on the same locations, means that the market is looking for potential new sites within this corridor. Out of all potential sites, Link Park is the most suitable for hosting a large-scale data centre.

Have your say!

4. Should the south of Buckinghamshire take advantage of the increasing demand for data centres?

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment...

Click here to go to the previous page

Click here to go to the next page

You are on step four

Link Park Heathrow | Statement of Community Involvement

December 2020

HAVE YOUR SAY

[Welcome](#)

[The Current Site](#)

[What is a Data Centre?](#)

[The Golden Corridor](#)

Site Suitability

The size and complexity of data centres means that only a small number of sites are suitable for their construction and operation. Link Park Heathrow is a rare example of a site fulfilling all the requirements to build a data centre of the size we are proposing. These are:

- Access to a large amount of reliable electricity power, which is available at Iver Laleham and North Hyde substations, and additionally through a National grid 275KVA cable located nearby.
- A location close to main markets, which allow clients to visit the site easily, but not so close that electricity or internet issues will affect both the data centre and the client site. This usually means a travel time of approximately sixty minutes.
- A fast and reliable internet connection, or the capacity for one, available nearby from the Grand Union Canal and the West Coast Mainline.
- A minimal risk of flooding, like Link Park Heathrow, which is on raised ground.

After the initial construction and outfitting, HGV deliveries to the site as a data centre would be almost non-existent. This dramatic reduction would see a corresponding reduction in congestion, noise and air pollution in the area, as well as lessening maintenance costs on the roads currently used by HGVs.

Overall, the impact of the site as a data centre on the local community would be substantially less than under its current usage.

Have your say!

5. Link Park Heathrow has a number of key attributes that make it an ideal location for a data centre.

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment:

[Click here to go to the previous page](#)



[Click here to go to the next page](#)



You are on step five

LINK PARK

Heathrow

The Project

At a Distance Engagement

Have Your Say

Timeline

FAQs

Contact

HAVE YOUR SAY

Welcome

The Current Site

What is a Data Centre?

The Golden Corridor

Site Suitability

Economic Benefits

A data centre is a major investment, and alongside the elimination of the current HGV movements there would be a number of economic benefits from the proposals, with the potential for them to kickstart a new industry in this part of Buckinghamshire.

The site's current use employs 28 people. As part of the operation of the data centre we estimate that 90 jobs would be created on site, as well as 70 indirect jobs in the surrounding area.

Jobs on site

Indirect jobs on site: 70

Direct jobs on site: 90

Current jobs on site: 28

These would be in a range of occupations, including:

- IT and maintenance of the computers hosted in the data centre
- Security
- Administration and Sales, dealing with the leasing of space within the data centre
- Other roles that would come from the client side when they lease space

Furthermore, we estimate that 200 jobs would be created in the construction and fit-out process for any development under the proposals, as part of a total investment of over £100m.

With data centres being substantial investments, operators take a long-term approach, meaning these jobs would be retained in future. This is partly due to the considerable initial investments necessary when beginning to operate a data centre, but also due to the increasing market for these facilities.

In addition, a data centre on this site would mean a number of other opportunities for employment. Firstly, companies leasing space within the data centre would value close proximity to the site, in order to reduce the time it takes for data to get from the data centre to their offices and back, known as latency.

Secondly, manufacturers and suppliers of IT equipment will have a significant new customer, promoting the growth of their businesses and increasing the attractiveness of this part of Buckinghamshire as a base for them.

These industries related to data centre provision would in turn make the area even more attractive to potential data centre operators, meaning that, as the first data centre of its size in the area, Link Park could kickstart serious economic investment in this part of Buckinghamshire.

A similar example can be seen on Bath Road in nearby Slough. Following granting of the first planning permission for a data centre in November 2018, a second Data Centre permission was then granted, due to the increased benefits of the area for data centre use. Cumulatively, the two planning permissions added 250,000sqft of floorspace to what is the second largest cluster of data centres in the world, harnessing the key locational advantages that Slough offers this type of use.

Have your say!

6. A data centre on this site would have a positive impact on the local economy.

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment...

Click here to go to the previous page

Click here to go to the next page

←

→

You are on step six

LINK PARK

Heathrow

The Project

At a Distance Engagement

Next Step Big

Timeline

F&Qs

Contact

HAVE YOUR SAY

Welcome

The Current Site

What is a Data Centre?

The Golden Corridor

Site Suitability

Economic Benefits

Our Plan for the Site

Our Plan for the Site

We are planning to submit our proposals for a data centre as an outline application. This would set out the key principles of future development on the site, and a broad plan for where future buildings could be located. This means that not all of the details for the eventual development will be agreed. However, the application will restrict any development on the site in a number of ways, including that:

- The maximum height of any buildings will be set at 25m, not significantly taller than the current building on the site.
- The site's use will be restricted to a data centre. Whilst the site's railhead that is often the cause of large numbers of HGV movements will be restricted on the site rather than removed, any change of use from a data centre in order to use it would require additional planning permission.
- Maximum acceptable noise levels will be agreed with the Council for any eventual development that takes place.

We have also provided an example of a potential development on the site that demonstrates the limited effect our proposals would have on the area.



The likely layout of the site will contain two data hall buildings, generators and new access roads. Each building will have a footprint of approx. 6250 square metres, with four levels giving a total of approx. GIA 25,000 square metres. By taking advantage of the geography of the site we have been able to significantly limit the impact on views from a wide range of locations, as demonstrated in the below diagrams:



In addition, whilst perimeter fencing, not including razor wire, would be used alongside motion detectors, we are considering the potential for landscaping works to help ameliorate the impact of this. It is also worth noting that a full perimeter fence already exists around the site.

Have your say!

7. The impact on the community by these proposals would be reduced relative to the current use of the site.

Strongly Agree

Somewhat Agree

No View

Somewhat Disagree

Strongly Disagree

Your comment...

Click here to go to the previous page

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HAVE YOUR SAY

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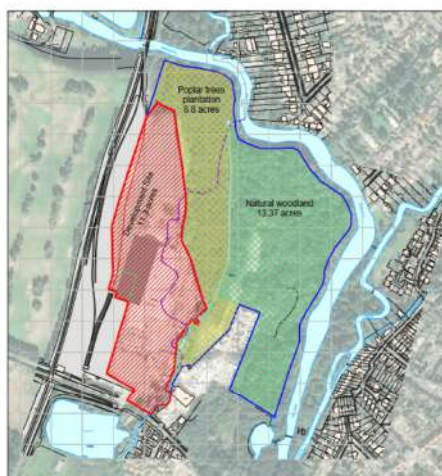
[Site Suitability](#)

[Economic Benefits](#)

[Our Plan for the Site](#)

Impact on the Environment

We have been careful to limit the potential environmental impact of our proposals. It is not intended that there be any development or work within the natural woodland. The existing plantation of poplar trees will generally be left untouched, except along the site boundary where some trees might need to be removed to allow the building work and erection of the perimeter fence.



Any trees that are removed will be replaced with new trees and there will be new tree planting within the site boundary. The details of new planting will be determined as part of a comprehensive landscape scheme that will be a part of a subsequent, more detailed planning application.

In terms of wider environmental impact, we are confident that any eventual occupier of the site will source 100% renewable electricity to power the data centre.

[Click here to go to the previous page](#)



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HAVE YOUR SAY

[Welcome](#)

[The Current Site](#)

[What is a Data Centre?](#)

[The Golden Corridor](#)

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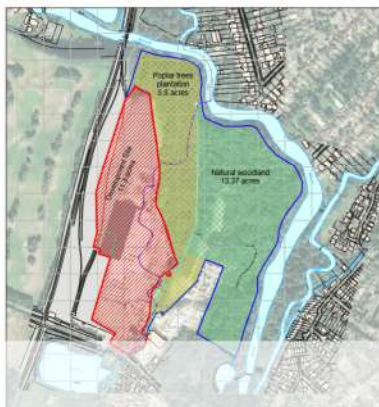
[Our Plan for the Site](#)

[Impact on the Environment](#)

Our Place in the Community

We take our place in the wider community seriously, and are in ongoing discussions with both Buckinghamshire and Hillingdon councils, the local business community and community stakeholders on how our proposals could be of the greatest possible benefit to the area.

Whilst the site is approximately 33.5 acres in size in total, the development our proposals set out would only cover the development site of 11.3 acres. The largest part of the site is high value natural woodland, forming 13.37 acres of the site. We have discussed, with London Wildlife Trust, this opportunity and have been asked to approach Hillingdon Council about the potential of gifting this land in order to bring this area into public use. Whilst discussions are ongoing it is our hope that this land can serve both as an amenity for local residents and as a potential habitat for wildlife.



In addition to this, as part of our application the principle of financial contributions to the local area will be agreed, through both a Section 106 agreement and a Community Infrastructure Levy payment. The figure for these payments is still to be agreed with Buckinghamshire Council, but we estimate that the CIL payment alone could be around £2 million. As well as these contributions, a change of use to a data centre will mean the site is significantly more profitable, and business rates income for the Council will increase dramatically.

Whilst we have ideas for how our development can be of most benefit to the local community, we also know that this should be a two way conversation that does not end when our planning application is submitted. We are continuing to work with local political and community stakeholders in order to make sure our proposals make a positive impact in this part of Buckinghamshire.

[Click here to go to the previous page](#)



[Click here to go to the next page](#)



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HAVE YOUR SAY

[Welcome](#)

[The Current Site](#)

[What is a Data Centre?](#)

[The Golden Corridor](#)

[Site Suitability](#)

[Economic Benefits](#)

[Our Plan for the Site](#)

[Impact on the Environment](#)

[Our Place in the Community](#)

Thank you

Thank you for taking the time to look through our virtual public exhibition on our outline proposals for Link Park Heathrow. We think that this new application provides a great opportunity to deliver significant economic benefit to the South of Buckinghamshire, the County and the UK as a whole, whilst all but eliminating the disruptive HGV movements that are necessary for the site's current uses.

If you have any further questions or comments visit our [FAQs](#) page or contact us using the details below.

[Click here to go to the previous page](#)



[Click here to go to the next page](#)



You are on step ten

TIMELINE

The story so far:

April 2020

- We held our first pre-application meeting to discuss our early proposals with Buckinghamshire Council officers.

July 2020.

- We held meetings with key stakeholders including Iver Parish Council and councillors representing Iver Ward on Buckinghamshire Council.
- We also met with Councillors representing West Drayton ward in Hillingdon, and discussed our proposals.

July - August 2020

- A leaflet was delivered to 4392 surrounding addresses advertising our proposals, and the opportunity to feed back on them.
- Our consultation website was launched.

ANY QUESTIONS?

Do visit our FAQs



SIGN UP TO OUR MAILING LIST!

Sign up to get up-to-date news about the project.

SIGN UP



GET IN TOUCH!

If you have any questions about the project, please get in touch

CONTACT US

LINK PARK Heathrow

Dedicated project website for the proposed redevelopment of the Link Park Heathrow site

Quick Links

[The Project](#)
[At a Distance Engagement](#)
[Have Your Say](#)
[Timeline](#)
[FAQs](#)
[Contact](#)

Contact Details

Phone:
020 3900 3676

Email:
consultation@linkparkheathrow.com

FAQS

Frequently Asked Questions:

You can find answers to the most frequently asked questions about the site below. If you have a question that is not answered below, please do contact us using the details provided.

+ Who decides the application?

+ When are you planning on submitting the application?

+ What will happen to the railhead, and will it be kept as part of the new site's design?

+ To where will the existing gravel business move?

+ Where would the water, necessary for the cooling systems, come from?

+ Will the site lead to more aerials / signals in the area?

+ Will security fencing be in place and what will it look like? Will razor wire be used?

+ How will you deal with noise generated by the data centre?

+ How will the data centre impact the environment?

+ Can the heat generated by the data centre be used elsewhere?

+ Does the fate of Heathrow Airport's third runway affect the proposals?

+ Have you considered other sites?

+ How will you manage the impact of construction?

NEED TO GET IN TOUCH?

Get in contact with the team



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Contact Details

Phone:
020 3900 3670

Email:
consultation@linkparkheathrow.com

CONTACT

Contact us

If you have any additional questions or comments not covered by the information on this website, please do not hesitate to contact us using the details below:

Our Contact Details:

Phone:
0203 900 3676

E-mail:
consultations@linkparkheathrow.com

Get in touch

Send Message

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