

12 March 2025

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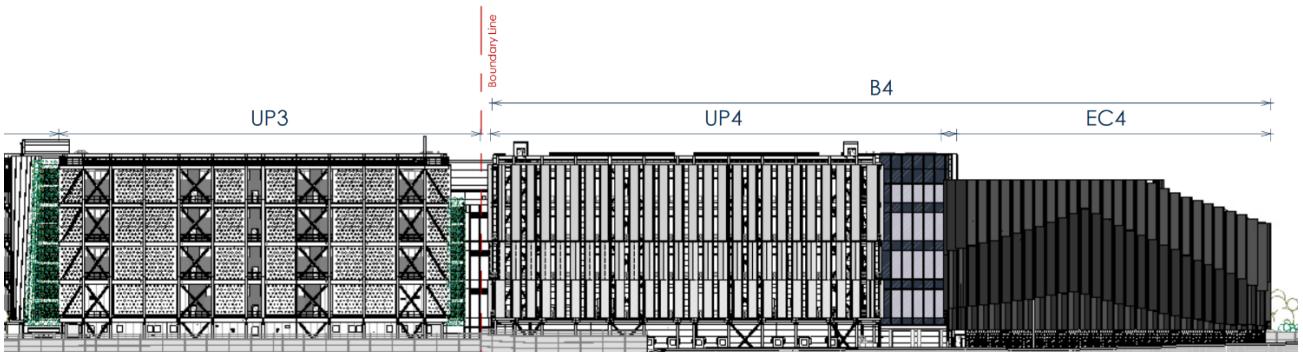
Dear Michael,

**FULL PLANNING PERMISSION FOR THE REDEVELOPMENT OF SITE TO DELIVER EXTENSION TO EXISTING UNION PARK DATA CENTRE CAMPUS CONSISTING OF (A) FREE STANDING DATA CENTRE BUILDING (B) ENERGY, POWER, AND WATER INFRASTRUCTURE (C) SITE ACCESS AND INTERNAL ROADS (D) SITE SECURITY ARRANGEMENTS (E) HARD AND SOFT, GREEN LANDSCAPING AND (F) OTHER ANCILLARY AND AUXILIARY FORMS OF DEVELOPMENT**

**BLOCK 4, UNION PARK, LAND AT BULLS BRIDGE INDUSTRIAL ESTATE, HAYES, UB3 4QQ**

Savills secured planning permission for the Union Park data centre campus as currently under construction. This has been approved through two planning permissions (refs. 75111/APP/2020/1955 and 75111/APP/2022/1007). Amongst other elements, this permission is for three interconnected data centre blocks, separated from one another by ancillary buildings. The maximum height of those three data centre buildings was 32.25m.

On behalf of Ark UP4 Ltd, Savills has submitted an application for full planning permission for a fourth data centre block (UP4), fourth energy centre block (EC4), and fifth ancillary block (AB5) as part of the Union Park data centre campus. The proposed development will have the same maximum height of the permitted scheme at 32.25m, this being the UP4 element which is closest to and will most closely connect to the permitted scheme. This is shown in the extended elevation below:



In support of the Original Planning Permission, an Aviation Report (ref. CL-5447-RPT-002 V1.0) was prepared by Cyrrus and is listed as an approved document. The Aviation Report concluded that a development of a height of a maximum height of 32.25m on the site of the current data centre campus under construction does not impact the assessed IFPs for the two existing runways or the planned third runway at London Heathrow



Airport. This was accepted in the Committee Report with neither the Civil Aviation Authority or Heathrow Airport objecting to the proposals.

Given that the proposed maximum height is the same as that which was considered acceptable from an aviation safeguarding perspective as the site that is directly adjacent to the application site, it follows that the same conclusion can be reached here.

Yours sincerely

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

**Nick Heard**  
Associate Director