

# DC1 PROLOGIS RUGBY CENTRAL PARK



## Customer Pack

SAT NAV: [CV23 0WB](#) [///dock.gain.king](http://dock.gain.king)

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1. Unit Overview

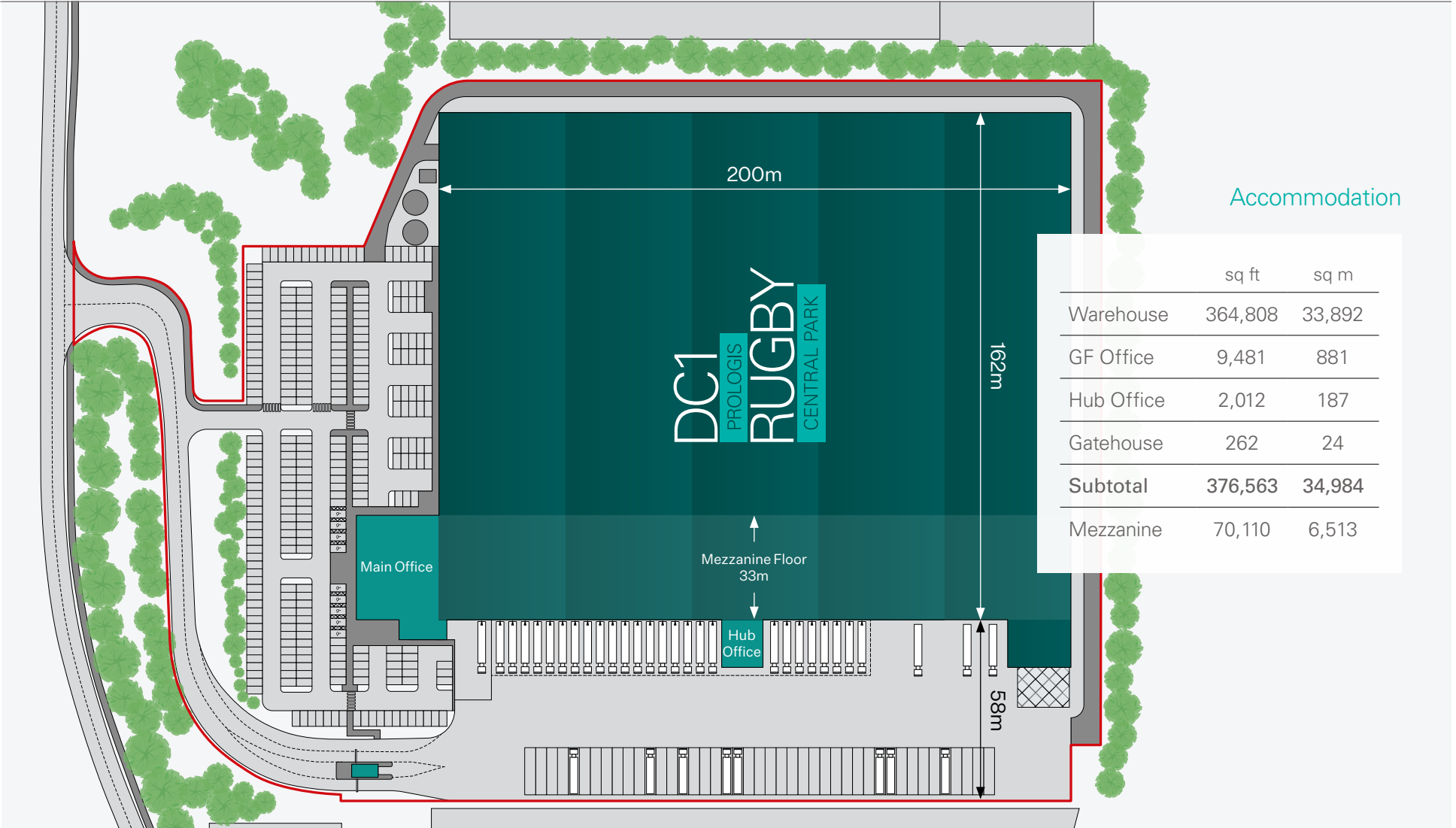


DC1 Rugby Central Park

376,563 sq ft of Grade A industrial / warehouse accommodation plus a 70,110 sq ft mezzanine, LED warehouse/office lighting and high level sprinkler system installed.

Originally built by Prologis and managed throughout its previous occupation, DC1 Rugby Central Park was comprehensively refurbished in 2019 and is undergoing a further refurbishment now.

2. Site Plan and Accommodation





# 3. Specification

- 15.8m clear internal height
- 58m yard depth
- 50 KN/m<sup>2</sup> loading floor
- 3 electrically operated level access loading doors
- 26 dock doors
- 40 lorry / HGV spaces
- 300 car parking spaces demised
- Electric Vehicle charging installed with further spaces enabled
- Fitted gym
- Dextra wireless lighting system installed to provide a lux level of 250 at ground level:
  - wireless connectivity suite retrofit applications
  - passive infrared motion and absence detection
- Sprinkler system to warehouse (FM standard)
- Smoke detection in office
- Heating installed
- Internal goods lift installed to serve mezzanine
- EPC rating = A22 (see section 12)
- Mezzanine floor - 10KN/m2 loading
- Option to add additional mezzanine floor - 5KN/m<sup>2</sup> loading
- Back up generator with capacity of 250 KVA
- Pallet spaces
  - VNA = 34,560 (at 50% mix)
  - Wide Aisle = 24,276 (at 50% mix)
- 58,836 Total (50/50 split)

## Technical

All mains utilities are connected to the property together with the following capacities:

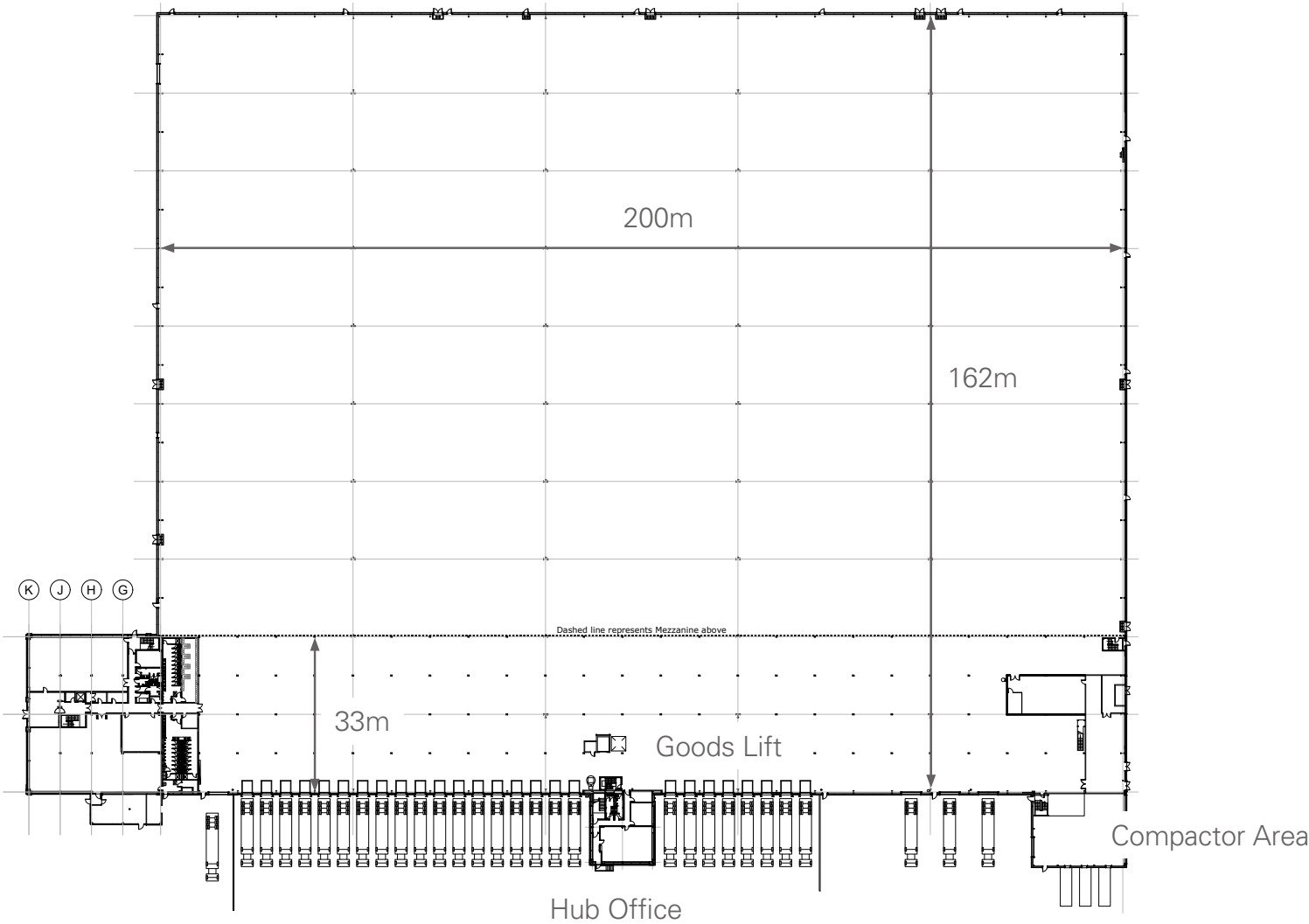
- Power - 1.2 MVA
- Back up generator with capacity of 250 KVA
- Gas - 1,000 m3/h
- Water - Yes
- Drainage - Yes

Also, see section 13.





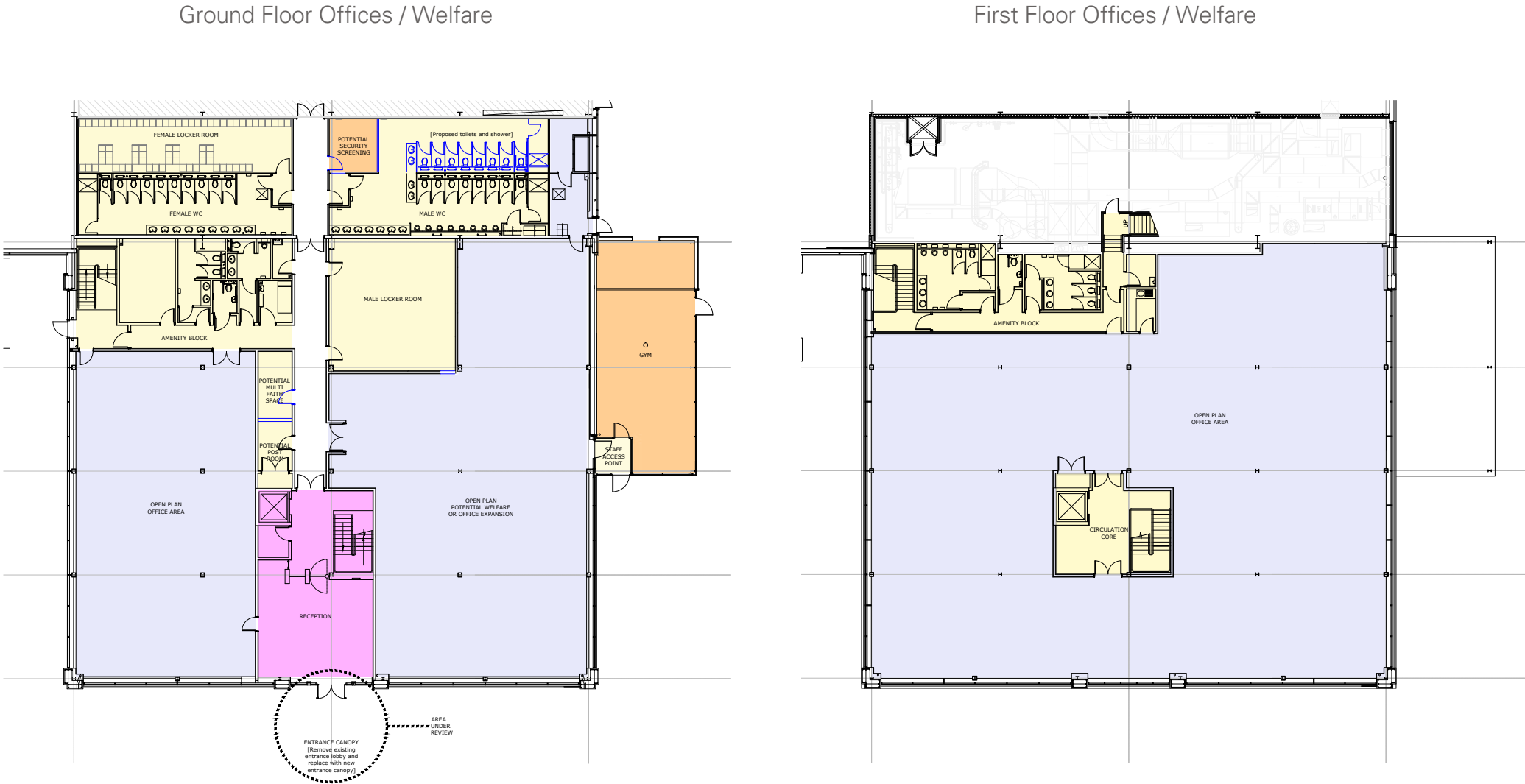
# 4. Specification – Warehouse



Unit Plan

# 5. Specification – Office




Office Floor Plans








# 8. Site Connectivity / Local Amenities

DC1 Rugby Central Park is situated in a prime location in close proximity to many amenities.

-  **M6 Junction 1** - 0.8 miles (2 mins)  
Unit visible to 140,000 cars which go past everyday (DFT)
-  **Rugby Town Centre** - 3.2 miles
-  **Rugby Train Station** - 2.5 miles  
To London (51mins) / To Manchester (1hr 36 mins)  
/ To Birmingham (36 mins)

-  20 min cycle to **Rugby Town Centre**
-  10 min cycle to **Elliott’s Field Retail Park**
-  4 min cycle / 13 min walk to local amenities

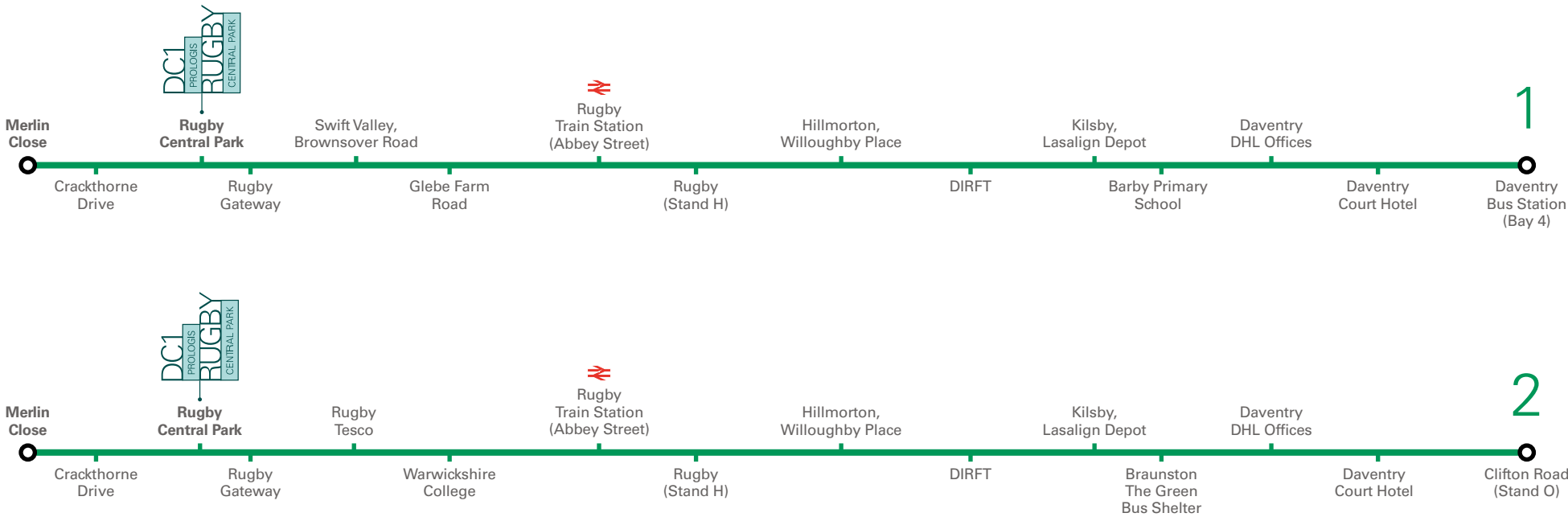
Local amenities include:



Other local amenities, including cashpoint, hairdressers & butchers within half a mile.



DC1 Rugby Central Park is well serviced by the local buses, with stops directly on the Park. The D1 & D2 bus routes run through Rugby to Daventry.





# 9. Gallery\*

\*2020 photo post refurbishment





## 9. Gallery\*

\*2020 photo post refurbishment





9. Gallery\*

\*2020 photo post refurbishment





# 9. Gallery\*

\*2020 photo post refurbishment





## 9. Gallery\*

\*Images are from post refurbishment in 2022





# 10. About Prologis

Prologis is the leading developer and owner of logistics property in the UK and worldwide. We have the expertise, the sites and the in-house funds to deliver high quality buildings that help businesses run as efficiently as possible. Working collaboratively with our customers, we develop the best property solutions for their operations, both now and for the future.



# 11. Contacts

## Main contacts

 James Hemstock Director, Capital Deployment & Leasing 07540 142171 jhemstock@prologis.com 	 Liz Allister Real Estate & Customer Experience Manager 07570 649715 lallister@prologis.com 	 Nick Smith First Vice President, Head of Legal 07827 773187 nsmith@prologis.com 
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## Leasing agents

 Richard James-Moore 07469 403599 richard.james-moore@jll.com  Ed Cole 07872 677751 ed.cole@jll.com  Sophie Kettlewell 07801 667586 sophie.kettlewell@jll.com  Carl Durrant 07971 404655 carl.durrant@jll.com	 Rob Rae 07860 398744 robert.rae@avisonyoung.com  David Tew 07920 005081 david.tew@avisonyoung.com	 Mark Webster 07793 808519 mark.webster@dtre.com  Jamie Catherall 07718 242693 jamie.catherall@dtre.com  Ollie Withers 07496 852526 ollie.withers@dtre.com
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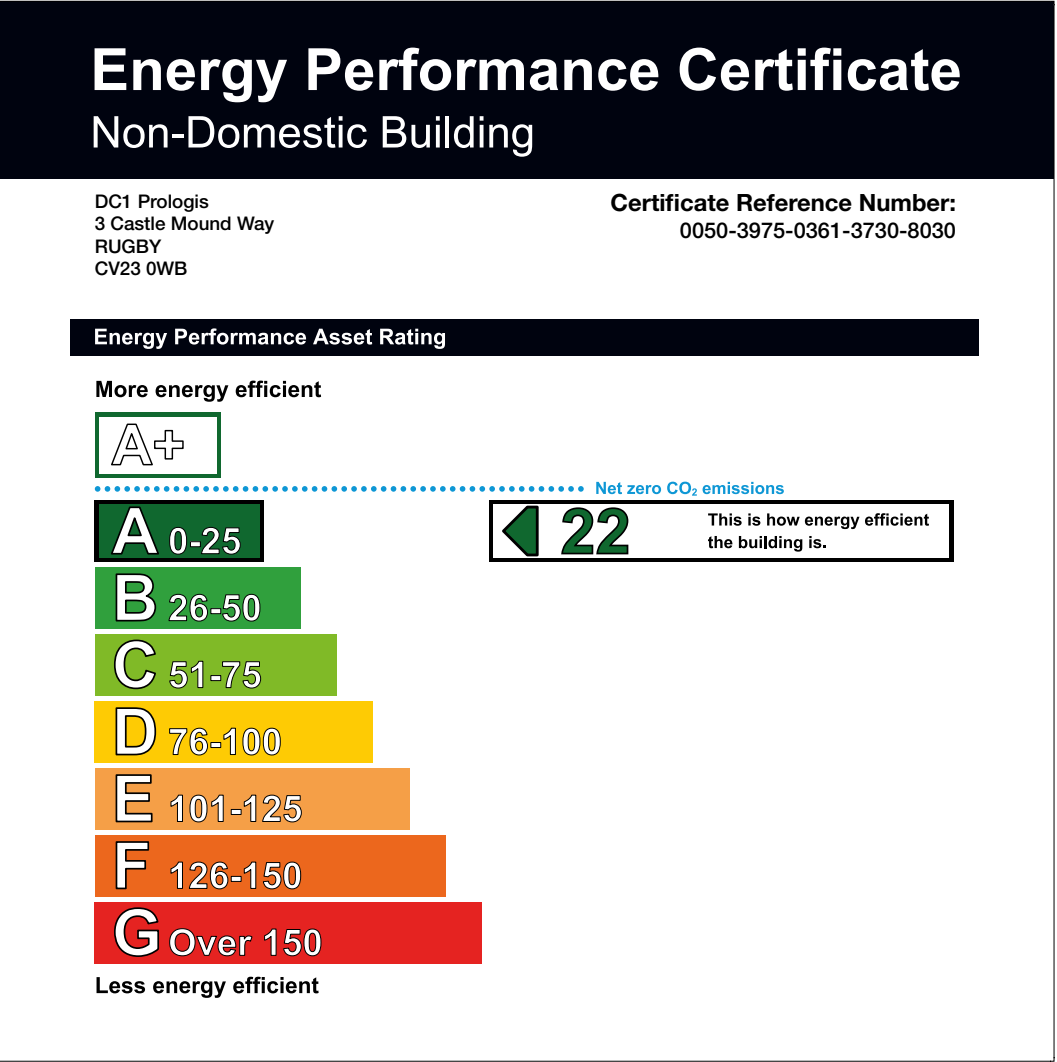
# 12. Our Leasing Approach

Prologis are committed to a customer focussed approach to leasing and property management on all of their estates across the UK and Worldwide. We have a clear understanding that modern businesses need to have leases that meet their individual requirements, those needs will vary between business and between location. Many require longer term secure leases to allow the business to grow and expand over time while others need more flexible lease terms which will allow the business to expand and contract as their requirements dictate, or to align their own customer contracts with their real estate liabilities.

Prologis intend to retain ownership of the development into the future, and can therefore offer lease terms from 5 years upwards.

As Prologis plan to retain ownership of the building and manage in house, we will also be available to assist on property management matters to increase building efficiency.

# 13. EPC Certificate





# 14. Outline Specification

Building structure and fabric including key structural principles

1. Structural Design

The main distribution area of the building consists of a five span steel portal frame structure by Barrett Steel Structures Ltd with a minimum clear height of 15.6 metres to underside of haunches and a roof pitch of 6 degrees. Each portal frame span covers a distance of 39.950 metres and supports a bay width of 8.0 metres. Over the width of the building there are 20 bays, served by 19 portal frames with a simple post and beam gable frame at each end. At internal valley locations, valley beams support every other frame set so that internal columns are at 16 metre centres across the width of the building.

Stability of the main building frame is provided by the portal frame action along the length of the building, and by a combination of portalised internal valley frames and vertical bracing in the external elevations. Horizontal loads are distributed to these frames and vertically braced bays by a system of diagonal bracing within the plane of the roof.

The distribution area incorporates a number of mezzanine floors at various levels for storage, plant and mechanical handling equipment:

Those floors dedicated to plant (at 3150mm above FFL) are constructed of in-situ concrete on proprietary trapezoidal section metal decking supported off a simple steel frame attached at external faces to the main building frame. Internal supporting beams are designed compositely with the slab construction, whilst the perimeter beams act independently, where required internally, in addition to connection to the main frame, stability is provided by discreet vertically braced bays.

The main mezzanine floor (at 6600mm above FFL) consists of proprietary flooring grade particleboard supported on proprietary cold rolled steel joists at 400mm centres off hot rolled steel floor beams at 4 metre centres. The steel stanchions supporting this floor extend above and support a similar hot rolled steel skeleton frame for a future mezzanine floor at 12000mm above FFL. Stability to these floors is provided entirely by the main building frame.

Attached to the main structure are four ancillary areas as described below:

The main office area consists of a two-story simple steel frame supporting a first floor of pre-cast concrete planks. Stability is provided partially by the main building frame and partially by inherent frame stiffness.

The smaller despatch office follows the same principle as the main office.

The waste compactor area is a single lean-to type steel frame which gains stability partially from the main steel frame and partially from its own inherent stiffness.

The elevation of the building that faces the service yard incorporates a number of dock access points and level access doors. The dock leveller pits and associated retaining walls and dock surrounds are fabricated in pre-cast concrete by Bullivant Ltd and are founded on an in-situ concrete slab. Clips to the main steel frame restrain surrounds and dock walls, whilst retaining walls are permanently tied into the floor slab with anchor bars. Due to the levels associated with the dock access points, the despatch office has a perimeter retaining wall at low level - again this is pre-cast concrete by Bullivant Ltd and is permanently tied at the top into the office floor slab.

Basis of the Design - Loadings

Design loadings are generally in accordance with BS 6399 parts 1,2 and 3 for dead and imposed loads, snow and wind loading with additional allowance for FM Global standards for wind and roof loads. The following particular design super-imposed loads are catered for in the design of various elements of the structure in accordance with

Pearson's requirements:	
Mezzanine Floor at 6600 level on powered pallet trucks	10kN/m² and 100kg pallet loads
Potential Future Mezzanine Floor at 12000 level	5kN/m²
Plant Room Mezzanines	7.5kN/m²
Suspended Office Floors	BS 6399 part 1 loads together with line loads from as constructed partitions, but with a minimum capacity of 5kN/m² + 1kN/m² for partitions
Distribution Area Floor Slab	UDL of 50kN/m² together with racking leg loads as set out on In line Logistics drawing E9011-902, specifically single rack leg loads of 130kN and back to back racking leg loads of 95kN and simultaneous fork lift truck loading

NB. Suspended floors and roofs are also designed for a suspended services loading of 0.25kN/m2, including for sprinkler loads.

# 13. Outline Specification

## Design Standards

The relevant parts of the building and associated works will be designed in accordance with the latest editions of the relevant British Standards and Codes of Practice, listed below:

BS 5268	Code of Practice for Structural Use of Timber
BS 5628	Code of Practice for Use of Masonry
BS 5950	Structural use of steelwork in building
BS 648	Weight of Materials
BS 6399	Parts 1 & 3 Design loadings for buildings
BS 6399	Part 2 Wind loadings for buildings
BS 8004	Code of Practice for foundations
BS 8110	Structural use of concrete
BS EN 12056	Gravity Drainage Systems Inside Buildings
FM Global	Property Loss Prevention Data Sheets

## Foundations and Ground Floor Slabs

The building is situated in the cut portion of a cut and fill plateau and foundations are simple reinforced concrete spread footings seated at shallow depth in the naturally occurring boulder clay.

The distribution area slab is a steel fibre reinforced large bay concrete slab designed and supplied by Silidur UK flooring specialists. The main office and despatch office ground floor slabs are 150mm thick fabric reinforced concrete slabs, whilst the waste compactor area slab is a 175mm thick fabric reinforced concrete slab. All the slabs sit on a 75mm thick regulating layer of stone on Firmabase lime stabilised capping by Geofirma. (Also refer to the design loads on the previous page).

## Office First Floor Slab

The first-floor office slabs are 200mm thick concrete planks by Coltman Precast Concrete Ltd supported directly off the steel frame. The planks support raised access floors or insulation and non-structural screed as required to the office and core areas respectively. Refer to page 2 of this section for design loadings.

## Plant Room Floors

Plant room floors are 130mm thick fabric reinforced concrete slabs on trapezoidal steel decking on steel beams. Internal beams are designed to act compositely with the steel deck whilst perimeter beams are designed independently. Refer to page 2 of this section for design loadings.

## Stability of Masonry

Masonry partitions are constructed of minimum 7N/mm² concrete blockwork in type III mortar. Lateral restraint is provided by return walls and/or tying to steel columns/beams and/or floor soffits as appropriate with stainless steel proprietary ties. Where top restraint is required, but soffits are very high, timber decking is provided to create the necessary rigidity (e.g. central stair core, first floor offices). Contraction joints are provided generally at maximum 6 metre centres, or alternatively bed joint reinforcement provided to control shrinkage cracking.

## 2. Building Fabric

### Office Building

The walls of the offices are a combination of composite flat cladding panels and a proprietary built-up profiled steel sheet system consisting of a liner sheet, glass fibre insulation, steel spacer bars and an outer sheet. The cladding is designed to provide a thermal conductivity (U-value) of not greater than 0.35 W/m 20°C. The cladding and its fixings are designed to carry loads derived from BS 6399 and CP3: Chapter V: Part 2 together with additional loads defined

by FM Global. The offices include powder coated aluminium framed double glazed windows.

## Solar Shading

The solar shading system provides permanent and partial shading to eastern, western and southern aspects of the external glazed facade to the office space. It is intended to provide reduced solar heat gain throughout the year. Therefore, the mechanical cooling installation relies on this provision.

The system consists of external aluminium powder coated louvers set at a precise angle and projection to suit this particular situation and site location.

## Distribution Area Wall Cladding

The distribution area wall cladding consists of Kingspan Microrib composite cladding panels with Polyisocyanurate insulation core. The cladding is designed to provide a thermal conductivity (U-value) of not greater than 0.35 W/m 20°C. The cladding and its fixings are designed to carry loads derived from BS 6399 and CP3: Chapter V: Part 2 together with additional loads defined by FM Global. Parts of the distribution area include powder coated aluminium framed double glazed windows.



# 13. Outline Specification

## Built up Roof Cladding

The roof cladding is a proprietary built-up profiled steel sheet system consisting of a liner sheet, insulation quilt, steel spacer bars and an outer sheet. The cladding is designed to provide a thermal conductivity (U-value) of not greater than 0.25 W/m 20°C. The cladding and its fixings are designed to carry loads derived from BS 6399 and CP3: Chapter V: Part 2 together with additional loads defined by FM Global. Roof lights are not provided, and the entire construction is classified as “non-fragile” (note, these have been added as part of the 2018/19 refurbishment project).

## Gutters and Rainwater Pipes:

The roof of the distribution area, main offices and waste area is drained by a Fullflow syphonic rainwater system. The syphonic installation is split between a primary and a secondary system. The primary system is connected to the underground gravity drainage network. The secondary system to the eaves gutters generally discharges at high level via numerous small diameter outlets onto the surrounding paving/landscaping. The secondary pipe work serving the valley gutters discharges at low level onto the lorry yard paving. The roof of the despatch office is drained by a traditional rainwater pipe work system.

Prefabricated and insulated composite gutters finished externally with a corrosion protection coating serve all areas of the roof. The gutters are classified as “non-fragile”

The design rainfall intensity is in accordance with BS EN 12056: 3-2000 category 3, 25-year building life. The design intensity for the primary is 112mm/hr and the secondary is 112mm/hr.

## 3. Building services installations

### Mechanical and Electrical

A full description of the works and design criteria for the mechanical installations for the base build works can be found in Part 4.1, volume 1, section 2.1 to 2.7 inclusive.

### Electrical

A full description of the works and design criteria for the electrical installations for the base build works can be found in Part 4.1, volume 1, section 2.8 to 2.14 inclusive.

## Lift Installations

A passenger lift has been installed in the main office block to serve the ground and first floors. It is a hydraulic suspension type with a rate load of 10 persons (800kg) and speed of 0.63m/s. Full details can be found in section 4.2 of this manual.

A goods lift has been installed in the distribution centre to serve the ground, first and future second floors. It is a hydraulic suspension type with a rate load of 20 persons (1500kg) and a speed of 0.4m/s.

## Automatic Sprinkler Systems

The premises are protected by many different individual items of equipment which are designed, supplied and installed by Wormald Fire Systems. Together they provide a complete “around the clock” fire protection system fully in accordance with the FM standards for Automatic Sprinkler Installations.

The Wormald Automatic Sprinkler System uses water to extinguish or control a fire in its early stages before it has time to develop.

When a fire occurs, only the sprinkler heads in the immediate vicinity of the fire automatically operate and discharge water to control the fire. The operation of any one sprinkler causes the alarm bell for that

particular installation to sound to bring help to the scene so that the water supply may be shut off once the fire has been fully extinguished.

Usually the discharge of water from the sprinklers is sufficient to completely extinguish the fire, but if any obstruction prevents the water falling on any burning materials, the fire will be held in check until the arrival of the Fire Brigade.

Sprinkler systems are divided into sections, referred to as installations. Each installation can be shut off at the main control valve, either by the Fire Brigade or an approved Sprinkler Installer.

## Fire detection and alarms

A fully addressable fire alarm system has been installed in accordance with 8S5839 part 1:1998 within the building, comprising the following:

## Offices

The control panel is located within the reception area and a repeater panel to the gatehouse. All office areas and the archive area are monitored with automatic smoke and heat detectors along with manual break-glass devices at exit points.

# 13. Outline Specification

## Sprinklers

The valve stations are monitored for flow of water which will alert the fire system and the pump house has smoke detection and a pump activation device, both of which alert the office control panel.

## Development Infrastructure Drainage

The site drainage consists of separate foul and storm systems, which both discharge by gravity into the public sewer in the main road. (Refer to Burks Green drawing 14038/A0/300). The site drainage consists of separate foul and storm systems, which both discharge by gravity into the public sewer in the main road. (Refer to Burksgreen drawing 14038/A0/300). At the time of completion of Unit 1 the public sewer in the main road (road D1) is still subject to a pending Section 104 agreement with Severn Trent Water administered by Arup Consultants outside of this contract. The drainage from Unit 1 discharges into existing spurs (FMH 23 to highway foul F10, FMH 13 to highway foul F8 and SMH 23 to Highway Storm MS12) constructed at the time of the sewer in the main road, which will remain private when the main road sewers are adopted.

The foul drainage system is divided into two distinct networks. One serving the library/archive area toilet block, sprinkler drain points and sprinkler pump house, running generally along the Gap building side of the site and discharging into highway foul manhole F8. The other serving the despatch offices, main offices and toilet block, gatehouse, including a spur for a future vehicle wash, which runs down the east side of the site and discharging into highway foul manhole F10. The combined design peak discharge volume of these systems is within limits dictated by Arup (7.7 l/s) at the outset of the development.

The foul drainage system is further divided into two distinct networks. One of these networks serves the library/archive area toilet block, sprinkler drain points and sprinkler pump house, runs generally along the Gap building side of the site and discharges into the public sewer adjacent to the main site access. The other serves the despatch offices, main offices and toilet block, gatehouse, includes a spur for a future vehicle wash, runs down the east side of the site and discharges adjacent to the foul pumping station located across the main road from the site. The combined design peak discharge volume of these systems is within limits dictated by Arup (7 .7 l/s) at the outset of the development.

The storm drainage system again consists of two distinct networks. One system drains the main car park area and access road and flows through a dedicated alarmed oil separator to the outfall manhole to the south east of the site. The second system drains the remainder of the car park and the yard areas through a second alarmed oil separator, downstream of which the discharge from the primary syphonic and conventional roof outlet points from the main building and the gatehouse branches in. Prior to this drain reaching the outfall manhole, surface water flows from plot 2 join at the penultimate site manhole for a shared last leg to the outfall manhole.

The surface water system is designed to cater for a 1 in 2-year return storm without flooding. In a 1 in 30-year event, in order to limit the peak design discharge into the main sewer to limits set out by Arup (1243 l/s) an orifice plate is installed in SMH 09 to hold water back in the yard area, which acts as a temporary surface water storage area.

## External Paving

The building is fronted by a macadam-surfaced car park, incorporating a strengthened designated fire access corridor serving a stone fire track extending the full perimeter of the building.

A lorry yard of concrete construction gives access to level and dock access points, with provision for lorry parking and a future vehicle washing facility. The whole site is served by a private access road with a stone mastic asphalt finish providing dual lane entry and single lane exit past the gatehouse, together with vehicle access to the car parking areas.

## Gatehouse

The gatehouse is a steel framed structure with a built up trapezoidal profiled steel cladding system built off conventional shallow concrete pad foundations. The floor of the gatehouse is of suspended timber construction supported off blockwork dwarf walls on strip footings.

## Private Access Road

The private access road links to the public highway with a bellmouth type junction. The bellmouth area is included in the adopted area of the public highway. Refer to Burks Green drawing 14038/A 1/830 for the extent of the adoption. The pavement design of the private access road is based on a 2-way flow of 192 commercial vehicles per day (with 41% OGV2) as contained within the estimated vehicle movement figures supplied by the client.

