



Hillingdon Planning Committee

Councillors on the Committee

Councillor Henry Higgins (Chair)
Councillor Adam Bennett (Vice-Chair)
Councillor Keith Burrows
Councillor Roy Chamdal
Councillor Elizabeth Garelick
Councillor Jagjit Singh
Councillor Raju Sansarpuri

Date: THURSDAY, 2 OCTOBER
2025

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
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to attend and observe the meeting.

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Agenda

Chairman's Announcements

- 1 Apologies for absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To receive the minutes of the previous meeting 1 - 10
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part I will be considered in Public and the items marked Part II will be considered in Private

Planning Committee Report Part 1_Standard Information

Applications with a Petition

6	The Meads, Cowley – 27254/APP/2025/1529	Colham & Cowley	Erection of a single storey rear extension and double storey side extensions to both sides of property following the demolition of existing garage and removal of two chimney stacks (amended description) Recommendation: Approval	19 – 50 380-395
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Applications without a Petition

7	Hayes Bridge Retail Park and Heathrow Interchange, Uxbridge Road – 78343/APP/2025/719	Wood End	This hybrid planning application seeks permission for a four-phased redevelopment to deliver a data centre campus comprising: Full planning permission for a data centre building and associated infrastructure/works (Phase 1); Outline planning permission for an Innovation Hub and infrastructure/works (Phase 2); Outline planning permission for a data centre building and associated infrastructure/works (Phase 3); and Outline planning permission for a data centre building and associated infrastructure/works (Phase 4). All matters are reserved for the Outline phases of development. Recommendation: Approval	51 – 202 396-418
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8	Mead House, Hayes – 12298/APP/2025/1001	Charville	Change of use from health care use to supported living accommodation (Use Class C2) with ancillary offices and facilities Recommendation: Approval	203-244 419-427
9	COMAG, Yiewsley – 24843/APP/2024/2316	Yiewsley	Variation of Conditions 2 (Approved Plans) and 3 (Approved Documents) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024. Recommendation: Approval	245-308 428-451
10	Acorn Youth Club, Colombia Avenue, Ruislip – 58215/APP/2025/1068	Eastcote	Erection of a single storey detached building for use by Acorn Youth Club Recommendation: Approval	309-338 452-460

Planning Committee Report Part 3_Policy Appendices

Plans for the Hillingdon Planning Committee – pages 379-460

Minutes

HILLINGDON PLANNING COMMITTEE

04 September 2025

Meeting held at Committee Room 5 - Civic Centre



	<p>Committee Members Present: Councillor Henry Higgins (Chair) Councillor Adam Bennett (Vice-Chair) Councillor Darran Davies Councillor Shehryar Ahmad-Wallana Councillor Elizabeth Garelick Councillor Raju Sansarpuri Councillor Jagjit Singh</p> <p>Officers Present: Roz Johnson – Head of Development Management & Building Control Katie Crosbie – Area Planning Service Manager Eoin Concannon – Planning Team Leader Chris Brady – Planning Team Leader Michael Briginshaw – Deputy Team Leader Alan Corcoran – Deputy Team Leader Christos Chrysanthou – Senior Planning Officer Dr Alan Tilly – Transport Planning and Development Team Manager Natalie Fairclough – Legal Advisor Ryan Dell – Democratic Services Officer Naveed Ali – Democratic Services Apprentice</p>
73.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies had been received from Councillor Roy Chamdal with Councillor Shehryar Ahmad-Wallana substituting.</p> <p>Apologies had also been received from Councillor Keith Burrows with Councillor Darran Davies substituting.</p>
74.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Adam Bennett declared a non-pecuniary interest in item 6 in that he lived close to the application site. He left the room during the discussion and did not take part in the vote.</p>
75.	<p>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting dated 17 July 2025 be agreed as an accurate record.</p>
76.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p>

	<p>It was noted that there had been a request to defer item 6, and that only three Members were eligible to vote on this item (Councillor Higgins, Councillor Sansarpuri and Councillor Singh). It was noted that this request would be considered prior to considering the application itself.</p>
77.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items of business were marked Part I and would be considered in public.</p>
78.	<p>DYSON DRIVE, UXBRIDGE 78464/APP/2024/3196 (<i>Agenda Item 6</i>)</p> <p>The creation of 9 no. off-street parking spaces and planting of 3no. new trees.</p> <p>Officers introduced the application, which had been previously deferred for a site visit.</p> <p>Members considered the request to defer the item and decided to consider the application without deferral.</p> <p>The applicant and agent addressed the Committee and made the following points:</p> <ul style="list-style-type: none"> • It was important to discuss the current application, and not future or other applications • Many people were affected by the current lack of dedicated parking • Safe and ready access to cars was a necessity • After the previous meeting and site visit, the applicant had been asked to implement a controlled parking scheme. This had been implemented for six months but ultimately failed • A large white van parked illegally had partially obstructed the road before it was clamped, and before it could be removed an emergency vehicle was unable to pass. Therefore, the controlled parking scheme was suspended • A parking control scheme was considered integral, but due to the narrow nature of the road, parking must be off street • This would allow for safe and clearer access for emergency vehicles, at which point a scheme could be reintroduced with far less kerbside, on-street parking • Parking controls were effective when balanced with health and safety concerns, which the application addressed directly • This application reduced the total number of on-street spaces, creating a safer environment • Nine new bays with a smaller kerb area would limit overall capacity • Residents could consider installing lockable posts to stop parking in the bays • The site visit allowed officers and Members to witness a refuse lorry entering and exiting Dyson Drive, which does not have a pavement. Vehicles passed at speed, very close to front doors and windows, which was a safety concern • The proposal would move these vehicles further away from residents' homes • The London Plan applied to both inner and outer London in equal measure, and in this case led to the opposite of what was intended, a less safe and healthy environment • The Planning Committee regularly approved applications that deviated from planning codes when the benefits outweighed the policy deviation. In this case,

the significant health and safety benefits and the reduction in anti-social behaviour far outweighed the single policy deviation

- Members had the right to exercise their own judgement and overturn officers' recommendations
- A transport safety note had been submitted which set out issues of highway safety and anti-social behaviour
- Every application should be judged on its own planning merits, and in this case, there were merits and circumstances to overturn the recommendation

Members noted that during the site visit, the dust cart was travelling 5-10 mph.

Members noted that during the course of the application, additional elements had been required by officers. The applicant had provided on transport but not on parking enforcement.

Officers noted that there was an addendum which referred to a petition in objection to the application and in support of officers' recommendations.

Officers highlighted that there had been little mention of the purpose of the application. Was it that there was inadequate parking or was it that people from outside the road were parking in it? The scheme had been determined with 1.25 parking spaces per unit. The petitioner had referred to installing lockable posts but this, in officers' opinion, would not stop people parking and causing obstruction.

The lead petitioner in objection to the proposal had submitted a written statement, which was read out:

- This statement is presented to the Committee on behalf of the Hillingdon Alliance of Residents' Associations
- The petitioner supported the clear, professional, and now reinforced recommendation of the planning officers to refuse
- The petitioner recognised that residents had raised a petition in support of this application. However, the role of this Committee was to balance the wishes of individuals against the established planning policies that existed for the benefit of the entire borough. In this case, the officer's report demonstrated that the proposal was not a minor adjustment, but a significant departure from key strategic policy
- The officer's report was unambiguous. The core issue remained that approving an increase from 70 to 79 spaces, where the London Plan allowed a maximum of 46.5, would be a knowing and drastic breach of London-wide policy designed to manage transport effectively
- Since this application was deferred in March, the applicant was given time to justify this policy departure. Their new "Transport Safety Note" failed to do so. The new officer's report explicitly stated that the applicant's note "lacks the detail required to address the reason for refusal" and provided "no evidence to demonstrate that a significant parking issue exists". The Committee's own site visit directly observed a refuse lorry navigating Dyson Drive without obstruction, undermining the applicant's argument
- At this Committee's meeting in March, there were powerful arguments from the Council's own experts as to why parking policy matters. The Transport, Planning and Development Team Manager, noted that managing parking was one of the most effective tools the Council has to tackle the issues of climate change, air quality, and traffic congestion. The Head of Development Management confirmed that the current provision was not an "oversight", and that this

	<p>proposal represented a “stark departure from planning policy”</p> <ul style="list-style-type: none"> • The argument that this proposal merely “formalises” existing informal parking was also addressed by the officers. They questioned whether adding more unmanaged spaces would solve the problem or simply encourage further car use and worsen congestion • Approving this application would set a dangerous precedent of over-provision of parking spaces, not only for the rest of the St. Andrew’s development but for the whole of our borough. It would weaken the Council’s ability to enforce its own policies and promote sustainable transport in the future • The Council’s Planning Team Leader, Head of Development Management, Transport Team Manager, and Legal Advisor all spoke with one voice against this proposal. They are the professional guardians of the borough’s planning integrity. After a deferral, a site visit, and additional submissions, their professional conclusion is unchanged and has only been strengthened • The Committee were urged to support officers, to be consistent in their decision-making, and to uphold the planning policies that were in place to create a more sustainable and less congested Hillingdon for all residents • The petitioners urged that this application be refused <p>Officers’ recommendations for refusal were moved, seconded and when put to a vote, agreed.</p> <p>RESOLVED: That the application be refused</p>
79.	<p>35 BROOKDENE DRIVE, NORTHWOOD 44049/APP/2025/799 (<i>Agenda Item 7</i>)</p> <p>Demolition of existing two-storey dwelling and erection of a replacement two-storey dwelling with solar panels, associated bin storage, parking, electric vehicle charging and air source heat pump. Installation of vehicular crossover and alterations to landscaping including hardstanding for driveway, soft landscaping and new boundary treatment and siting.</p> <p>Officers introduced the application and noted the addendum which highlighted two representations received post-publication, and revised conditions.</p> <p>It was noted that there was a typo in paragraph 6.1, under the consultation section. The most recent consultation period expired on 21 August rather than 21 March 2025.</p> <p>The petitioner addressed the Committee, showed some images, and made the following points:</p> <ul style="list-style-type: none"> • The existing four-bed house had two on-site parking spaces • Recent extensions at #11, #15 and #17 all had on-site marking provision for multiple cars • A reduction to one parking space for a 4-5 bed house was inadequate • The proposed location of parking was in close proximity to a T-junction, where cars often travelled at speed • All houses in this section of the drive had on-site provision for at least two cars as it was impossible to park on the road as it was too narrow • There was the opportunity to reproduce the current provision for two parking spaces • The planning report noted that the proposed dwelling was visually unassuming and not overly dominant. Petitioners disagreed with this. #35 was located at the highest point in the section of the road. The adjacent property #34 was 1.2

metres lower

- The proposed facade was 50% wider than existing and will have a detrimental impact on neighbouring properties
- There was currently a homogenous form and scale of existing buildings in this section of the road
- The planning report referred to #17 as similar in size to the proposal at #35. #17 was in fact very dominant, but its impact on the houses opposite was mitigated by a larger distance. The distance from #35 to the houses opposite was significantly shorter
- The planning report referred to the proposed sighting as centred on the existing dwelling, when in fact it was extended predominantly towards #34
- Historical planning documents suggested that the conservatory at #34 was not part of the original approved plans and lacked legal status
- Using the conservatory to justify the new siting was inappropriate
- Recent developments at #15 and #17 had no side windows facing adjacent properties
- The proposed #35 included windows that would project above the fence line
- The planning report noted an increased separation distance from #34, but this was only minimal
- Unlike the old conservatory, the new windows would serve a frequently used living area, increasing the impact on neighbours

The applicant addressed the Committee and made the following points:

- This application represented a carefully considered development opportunity shaped through extensive collaboration with Hillingdon Council Planning Department from the outset
- The applicant and agent had worked closely with the planning team to ensure that the proposals were aligned with local policy and contribute positively to the character of the area
- Council procedures were followed, including a pre-app, and all advice given was followed
- The proposal was for a self-built home, designed to fit comfortably within the existing streetscape
- The design took inspiration from the surrounding architecture
- The proposal was a fresh yet respectful addition to the estate, one that enhanced the visual character of the road
- While there had been some objections, many were not planning related
- On the width of the second elevation, this was similar to #34
- On parking, the main reason for bringing the car parking forward was the excessive distance from the pre-existing garage to the main entrance
- The window on the first floor would be obscure and so would have no overlooking impact on #34
- There were no planning grounds for refusal, and the proposal complied with relevant policies
- The Committee were asked to support the application and help bring forward a high quality, sustainable new home

Members asked why one off-street parking space was deemed appropriate for such a large property. The distance from the main entrance to the property boundary was insufficient to accommodate a standard parking space. A Tree Preservation Order (TPO) existed on a tree located at the corner of the property, which would have prevented the installation of hardstanding for parking. Originally, the scheme had been

	<p>designed around retaining a tree in the front garden, which justified the provision of only one parking space. Although the tree had since been removed, an amendment was not required to increase parking provision.</p> <p>Members queried whether the condition preventing the garage from being used as a separate family dwelling was sufficiently robust and suggested the inclusion of restrictions on water and toilet facilities. Officers advised that the condition was considered strong and clearly stated that the garage cannot be used as a living room, bedroom, kitchen, or separate unit of accommodation. Access to the garage would be through the main dwelling. Recent appeal decisions supported the robustness of such conditions.</p> <p>Members asked whether the property was within an Article 4 Direction area and whether conditions could be imposed to prevent conversion to a House of Multiple Occupation (HMO). Officers confirmed the property was not within an Article 4 area. The property currently benefited from permitted development rights to be used as an HMO for up to six persons. Imposing a condition to restrict this use would be considered unreasonable under current planning policy.</p> <p>Members questioned whether planning legislation allowed for a minimum parking requirement. It was acknowledged that while the property size suggested more parking should be provided, there were no planning grounds to refuse the application based solely on parking provision. Existing conditions may be lost if the application were refused and subsequently approved on appeal.</p> <p>Members commended the applicant and agent for following the correct procedures, including the pre-application process.</p> <p>Officers' recommendations were moved, seconded and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved</p>
80.	<p>HAYDON DRIVE, EASTCOTE 17979/APP/2025/1314 (<i>Agenda Item 8</i>)</p> <p>Demolition of 16 studio bungalows and the erection of 21 affordable family-sized houses with associated facilities.</p> <p>Officers introduced the application and noted the addendum which contained a correction to condition two.</p> <p>Members noted the need for family sized homes and social housing and commended the design of the proposal.</p> <p>Members raised a query regarding the potential future use of the properties as HMOs, seeking reassurance that any such change would require planning approval. Officers advised that the development was proposed as 100% affordable housing, which would be secured via a legal agreement. This would mitigate concerns about future conversion to HMOs.</p> <p>Members requested officers to clarify the separation distances between Blocks B and C and neighbouring properties. Officers clarified that Block B was approximately 13.5 metres from the nearest neighbouring property at two-storey level; the ground floor</p>

	<p>projected closer at 10.6 metres; and the first-floor windows on the lower elevation would be obscurely glazed.</p> <p>Members asked whether there would be any windows on the side elevation of the front blocks facing existing dwellings. Officers confirmed that the relevant elevation would be blank, with no windows overlooking neighbouring properties.</p> <p>Members asked about the use of solar panels. Officers noted that the energy strategy included solar panels and heat pumps; a planning condition required implementation prior to occupation; and the scheme exceeded the London Plan's minimum carbon offset requirement of 35%, making it policy compliant. The development will deliver significant on-site carbon savings. Officers cannot insist on higher-grade solar panels beyond policy compliance. Planning decisions must be based on current technology and assessments. An informative could be added to recommend consideration of more efficient solar panels as technology evolves.</p> <p>Members asked for further information on parking and tree planting. Officers confirmed that 25 car parking spaces would be provided, including three accessible spaces, two motorcycle spaces and cycle storage. Tree planting and landscaping were included in the scheme. On parking allocation, officers confirmed this would be addressed under Condition 11, which covered parking management and allocation.</p> <p>Officers' recommendations were moved, seconded and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved</p>
81.	<p>MORRISONS SUPERMARKET, 41-67 HIGH STREET, YIEWSLEY, WEST DRAYTON 2370/APP/2023/1727 <i>(Agenda Item 9)</i></p> <p>Phased demolition of the existing buildings and the redevelopment of the site for a replacement foodstore (Class E), 158 residential units (Class C3), car parking, servicing and access arrangements and associated works.</p> <p>Officers introduced the application, citing the addendum which contained minor updates to condition one.</p> <p>The site had a Public Transport Accessibility Level (PTAL) of 3.</p> <p>Members expressed concern over reduced parking provision but acknowledged the precedent from previous inspectorate decisions.</p> <p>Members emphasised the need for redevelopment due to the site's long-term vacancy.</p> <p>Members requested clarification on social infrastructure contributions, particularly for education and youth services. Officers noted that education contributions were covered via Community Infrastructure Levy (CIL). Health contributions were included due to the affordable housing provision.</p> <p>Members queried the low number of three-bedroom units and questioned the adequacy of accessible parking (four spaces for 16 wheelchair-accessible flats). Officers responded that the unit mix reflected viability constraints; 11% were family sized. Accessible parking provision aligned with planning policy, with flexibility to convert</p>

	<p>standard bays if demand increased. The London Plan standard was for 3% accessible spaces with capacity to increase to 10%.</p> <p>Members requested a controlled parking scheme to prevent crossover between retail and residential parking. Officers noted that a parking design and management plan will be required prior to occupation, ensuring appropriate allocation and control.</p> <p>Members queried the number of single-aspect units and their daylight quality. Officers advised that the scheme had been reviewed by daylight/ sunlight specialists and complies with BRE guidelines.</p> <p>Officers' recommendations were moved, seconded and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved</p>
82.	<p>UNION PARK UP4, NORTH HYDE GARDENS 75111/APP/2025/739 (<i>Agenda Item 10</i>)</p> <p>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.</p> <p>Officers introduced the application, noting the addendum which contained minor clarifications.</p> <p>Members raised concerns about fire safety due to past incidents in the area and sought confirmation that the fire statement had been independently reviewed. The applicant had submitted a fire statement by a qualified third-party assessor. The London Fire Brigade had not commented on the application. Officers confirmed the fire strategy would be further scrutinised via condition.</p> <p>Members asked for confirmation of the building height, which was confirmed as 32.8 metres. Members also queried the lighting, which was confirmed as a 24/7 soft glow designed to be neighbour- and ecology-friendly.</p> <p>Members commended the application, citing its positive impact on employment and minimal public disruption.</p> <p>It was clarified that generator testing was regulated under condition 9, limiting testing to social hours (8 am–8 pm) and restricting total hours per year.</p> <p>Officers' recommendations were moved, seconded and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved</p>
83.	<p>FORMER GARAGE SITE ADJACENT 43 ST CHRISTOPHER ROAD 78334/APP/2025/1334 (<i>Agenda Item 11</i>)</p> <p>Demolition of existing lock-up garages and erection of a pair of semi-detached</p>

dwelling with associated parking and external works

Officers introduced the application. A verbal update was given, noting a written representation received today, which raised concerns about how the development could contribute to the decline of the street and referenced specifically the high number of HMO's; problems with parking; and that the site was plagued with rats.

Members raised concerns about emergency vehicle access via the narrow service road and asked whether double yellow lines could be painted and enforced. Officers noted that the road was not adopted highway and there were no proposals in the application to adopt it, therefore the Highways Authority would not be able to enforce yellow lines.

It was clarified that while the Highways Authority did not own the road, it was owned by the Council.

It was clarified that double yellow lines were requested down the access road itself.

It was noted that the development would either be built by the Council or sold with plans. If it was to be built by the Council, an informative could be added to ensure access for emergency vehicles. Alternatively, a condition could be added to ensure that details of access management were submitted.

It would not be affordable housing or rented accommodation.

Members queried the provision of street lighting due to anti-social behaviour concerns. Condition five required details of external lighting to be submitted and assessed. Officers noted that increased surveillance from new dwellings and lighting conditions should be sufficient.

Members asked about parking and officers confirmed one space per unit, in line with London Plan standards.

Members expressed concern about future extensions or loft conversions. Officers confirmed that Condition 15 removed permitted development rights for outbuildings, extensions, and roof alterations.

Members raised concerns about construction impacts on the narrow road and nearby residents. Officers confirmed that condition seven covered demolition and construction management, including traffic and access arrangements; air quality and dust suppression; storage of materials; and programme of works.

Members highlighted that some residents had reported not having received consultation letters. Officers confirmed that 10 neighbouring properties were consulted, meeting statutory requirements.

Members suggested restricting Saturday working hours due to proximity to residential properties. It was noted that standard working hours including Saturday mornings were consistent with national planning practice and cannot be altered without justification.

It was agreed to insert additional conditions/ informatives on Saturday deliveries, lighting and access.

Officers' recommendations were moved, seconded and when put to a vote,

	<p>unanimously agreed.</p> <p>RESOLVED: That the application be approved</p>
84.	<p>560 SIPSON ROAD, WEST DRAYTON 829/APP/2023/312 (<i>Agenda Item 12</i>)</p> <p>Redevelopment of the site to accommodate a 7-storey 108-room hotel incorporating communal functions on the ground floor level and a basement level with associated parking and external landscaping works including coach parking, servicing areas, and planting.</p> <p>Officers introduced the application,</p> <p>Members highlighted recent news stories and asked about adding a condition to prevent the hotel becoming a hostel or people staying over 90 days. Officers noted that there was a proposed condition that would secure the 90-day concern (condition 28).</p> <p>Officers' recommendations were moved, seconded and when put to a vote, agreed.</p> <p>RESOLVED: That the application be approved</p>
85.	<p>UNIT 5, 12 POWERHOUSE LANE 31917/APP/2025/996 (<i>Agenda Item 13</i>)</p> <p>Temporary change of use (for five years) from cafe (Use Class E) to Local Community Use (Use Class F2).</p> <p>Officers introduced the application.</p> <p>Members noted that community spaces were always much needed and commended the Members of the Hayes Independent Party Group for their longstanding work to get more community spaces in the Hayes area.</p> <p>Members asked what type of community use this would be for. Officers noted that the Council was the applicant and would be obtaining a lease. The end user was not yet identified. The initial lease would be for two years of the five-year temporary change of use.</p> <p>Officers' recommendations were moved, seconded and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved</p>
	<p>The meeting, which commenced at 7.00 pm, closed at 9.35 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Ryan Dell on democratic@hillingdon.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

Planning Committee Report Part 1:

Standard Information for
Members - Applicable to All
Applications on the Agenda



Contents

Section Ref.	Content	Page
1. Statutory Planning and Human Rights Considerations		
1.1	Development Plan	3
1.2	Equality Act	3
1.3	Human Rights	4
1.4	Development in Conservation Areas	4
1.5	Development Affecting Listed Buildings	5
2. Other Relevant Information for Members		
2.1	Five Year Housing Land Supply	5
2.2	Planning Appeals / Risk of Costs Award Against the Council	5
2.3	Use of Planning Conditions	6
2.4	Planning Obligations	6
2.5	Community Infrastructure Levy (CIL)	7
2.6	Environmental Impact Assessment	8

Part 1: Statutory Planning and Human Rights Considerations

1.1 Development Plan

- 1.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990, require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 1.1.2 The development plan for the London Borough of Hillingdon consists of the following documents:
- [Hillingdon Local Plan Part 1: Strategic Policies \(2012\)](#)
 - [Hillingdon Local Plan Part 2: Development Management Policies \(2020\)](#)
 - [Hillingdon Local Plan Part 2: Site Allocations and Designations \(2020\)](#)
 - [The West London Waste Plan \(2015\)](#)
 - [The London Plan \(2021\)](#)

1.2 Equality Act

- 1.2.1 Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 1.2.2 The requirement to have due regard to the above goals means that Members should consider whether persons with protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, Members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be considered in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all the circumstances.

1.3 Human Rights

1.3.1 The Human Rights Act 1998 incorporates the key articles of the European Convention on Human Rights into domestic law. These include:

- Article 8: Right to respect for private and family life.

Everyone has the right to respect for his private and family life, his home and his correspondence. This right embodies the right to a name, the right to change one's civil status and to acquire a new identity, and protection against telephone tapping, collection of private information by a State's security services and publications infringing privacy. This right also enables Members of a national minority to have a traditional lifestyle.
- Article 1 of the First Protocol: Protection of property.

Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.
- Article 14: Prohibition of discrimination.

The enjoyment of the rights and freedoms set forth in this Convention shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth, or other status.

1.3.2 Members must be aware of the rights contained in the Convention (particularly those set out above) when making any planning decisions. However, most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted. Any interference with any of the rights contained in the Convention must be sanctioned by law and be aimed at pursuing a legitimate aim and must go no further than is necessary and be proportionate. Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

1.4 Development in Conservation Areas

1.4.1 Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority, in determining applications affecting conservation areas, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. This statutory duty needs to be considered alongside relevant heritage policies contained in the National Planning Policy Framework and local plan.

1.5 Development Affecting Listed Buildings

- 1.5.1 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority, in determining applications affecting a listed building or its setting, to “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”. This statutory duty needs to be considered alongside relevant heritage policies contained in the National Planning Policy Framework and local plan.

Part 1: Other Relevant Information for Members

2.1 Five Year Housing Land Supply

- 2.1.1 Land supply is a key part of planning and links plan policies and sites with actual delivery. The need to demonstrate a 5yr rolling supply of sites, known as 5yr housing land supply (5YHLS), is an embedded part of the planning system.
- 2.1.2 When councils are unable to demonstrate a 5YHLS the National Planning Policy Framework 2023 (NPPF) presumption in favour of sustainable development - the so-called ‘tilted balance’ - is engaged. NPPF paragraph 11 (d) ii states that in these circumstances the development plan policies most important for determining the application are to be treated as out-of-date. Therefore, where the presumption applies, planning permission should be granted unless:
1. The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 2. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 2.1.3 Hillingdon Council is currently able to demonstrate a 5yr supply of deliverable housing sites. Therefore, the ‘tilted balance’ is not engaged.

2.2 Planning Appeals / Risk of Costs Award Against the Council

- 2.2.1 Members should be aware that in the event of an appeal, local planning authorities are at risk of an award of costs if they behave unreasonably with respect to the substance of the matter under appeal. For example, by

unreasonably refusing or failing to determine planning applications, or by unreasonably defending appeals.

- 2.2.2 A further example includes imposing a condition that is not necessary, relevant to planning and to the development, enforceable, nor precise or reasonable in all other respects (and thus does not comply with NPPF guidance on planning conditions and obligations). It should be noted that planning conditions can be appealed.
- 2.23 Another example includes failing to substantiate each reason for refusal on appeal. Therefore, should members determine to refuse an application (contrary to officer recommendation for approval) planning reasons for refusal should be provided.

2.3 Use of Planning Conditions

- 2.3.1 Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.
- 2.3.2 Planning conditions should only be imposed where members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

2.4 Planning Obligations

- 2.4.1 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL), planning obligations will be sought on a scheme-by-scheme basis. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 2.4.2 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful to request planning obligations that do not meet the following tests:
 - i. necessary to make the development acceptable in planning terms,
 - ii. directly related to the development, and
 - iii. fairly and reasonable related in scale and kind to the development.
- 2.4.3 The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely

necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests, the Council would have acted unlawfully and could be subject to a High Court challenge.

- 2.4.4 Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

2.5 Community Infrastructure Levy (CIL)

- 2.5.1 The Community Infrastructure Levy (CIL) allows local authorities to raise funds from developers undertaking new building projects in their area. The Community Infrastructure Levy (CIL) is a charge collected from new developments.
- 2.5.2 The CIL applies to all proposals that add 100 square metres of new floorspace or an extra dwelling. This includes bringing a vacant building back into use. The amount to pay is the increase in floorspace (m²) multiplied by the rate in the CIL charging schedule plus indexation.
- 2.5.3 The money raised from the Community Infrastructure Levy pays for the infrastructure required to support development. This includes transport schemes, flood defences, schools, health and social care facilities, parks, open spaces and leisure centres.
- 2.5.4 The London Borough of Hillingdon adopted its [CIL Charging Schedule](#) on 10 July 2014 and it is applied to new developments in the borough since 1 August 2014. The use types that are charged borough CIL is large format retail development (greater than 1,000sqm) outside of designated town centres; offices; hotels; residential dwellinghouses; and industrial storage and distribution.
- 2.5.5 The Mayor's CIL (MCIL)
- The Mayor's CIL applies to all qualifying developments approved on or after 1 April 2012. Hillingdon Council is a CIL collecting authority for the Mayor of London.
- 2.5.6 The Mayoral CIL 1 (MCIL 1) rate was £35 per sqm plus indexation and is used by the Mayor of London to fund the delivery of Crossrail.
- 2.5.7 For planning permissions granted from 1 April 2019, the Mayoral CIL 2 (MCIL 2) rate of £60 per square metre plus indexation applies. This rate may also apply to some phased planning permissions granted before then.

2.6 Environmental Impact Assessment

- 2.6.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) requires that an Environmental Impact Assessment (EIA) is undertaken, and an Environmental Statement (ES) produced for certain developments.
- 2.6.2 EIA is a procedure which serves to provide information about the likely significant effects of a proposed project to inform the decision-making process and whether the project should be allowed to proceed, and if so on what terms.
- 2.6.3 An overview of the EIA process is provided as part of government's [Planning Practice Guidance](#). An EIA is normally only necessary for a small proportion of projects.
- 2.6.4 An EIA Screening Opinion can be obtained from the council to determine whether a proposed development needs an EIA. Once it has been determined that an EIA is required, an EIA Scoping Opinion can be obtained from the Local Planning Authority to provide advice on the scope and content of the Environmental Statement (ES).

Report of the Head of Development Management and Building Control Committee Report

Case Officer: Rhian Thomas	27254/APP/2025/1529
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Date Application Valid:	02.06.25	Statutory / Agreed Determination Deadline:	09.10.25
Application Type:	Householder	Ward:	Colham and Cowley Ward.

Applicant: **Dr Ayazul Haq**

Site Address: **5 The Meads, Cowley, Uxbridge**

Proposal: **Erection of a single storey rear extension and double storey side extensions to both sides of property following the demolition of existing garage and removal of two chimney stacks (amended description)**

Summary of Recommendation: **GRANT planning permission subject to conditions**

Reason Reported to Committee: **Required under Part 3 of the Planning Scheme of Delegation (Petition received)**



Summary of Recommendation:

GRANT planning permission subject to the conditions set out in Appendix 1.

1 Executive Summary

- 1.1 The application seeks planning permission for the erection of a single storey rear extension and double storey side extensions to both sides of property following the demolition of existing garage and removal of two chimney stacks.
- 1.2 During the processing of the application, a petition in objection to the development was received requiring the determination at planning committee. The main issues which shall be addressed within this committee report relate to the impact to neighbouring properties in terms of loss of light, overshadowing and overbearing impact, the impact on the character and appearance of the surrounding area and existing property and parking impact.
- 1.3 Also during the processing of the application, revised drawings and an updated Sunlight and Daylight report were submitted to overcome officers' concerns.
- 1.4 The committee report seeks to provide a comprehensive assessment of the householder application and supporting documentation. All material planning considerations have been considered.
- 1.5 It is recommended that planning permission is granted subject to conditions (Appendix 1) by virtue that the development would not have a significant impact on the amenities of neighbouring properties, nor would it harm the character and appearance of the existing property and surrounding area. It also would not have a harmful impact on the highway network.

2 The Site and Locality

- 2.1 The application site comprises a two-storey detached property located within the cul-de-sac of The Meads, Cowley. Uxbridge. The property is linked to No.3 The Meads by attached garage structures.
- 2.2 The surrounding area is predominantly residential in character comprising similar two storey linked detached properties, many of which have benefited from extensions. To the north of the site lies Greenbelt land and to the west of the site is Cowley Church and Cemetery which lies within Cowley Church Conservation Area. Cowley Church is a Grade II* listed building. The site has a PTAL ranking of 2.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Figure 1: Location Plan (application site edged red)



Figure 2: Street View Image of the Application Property

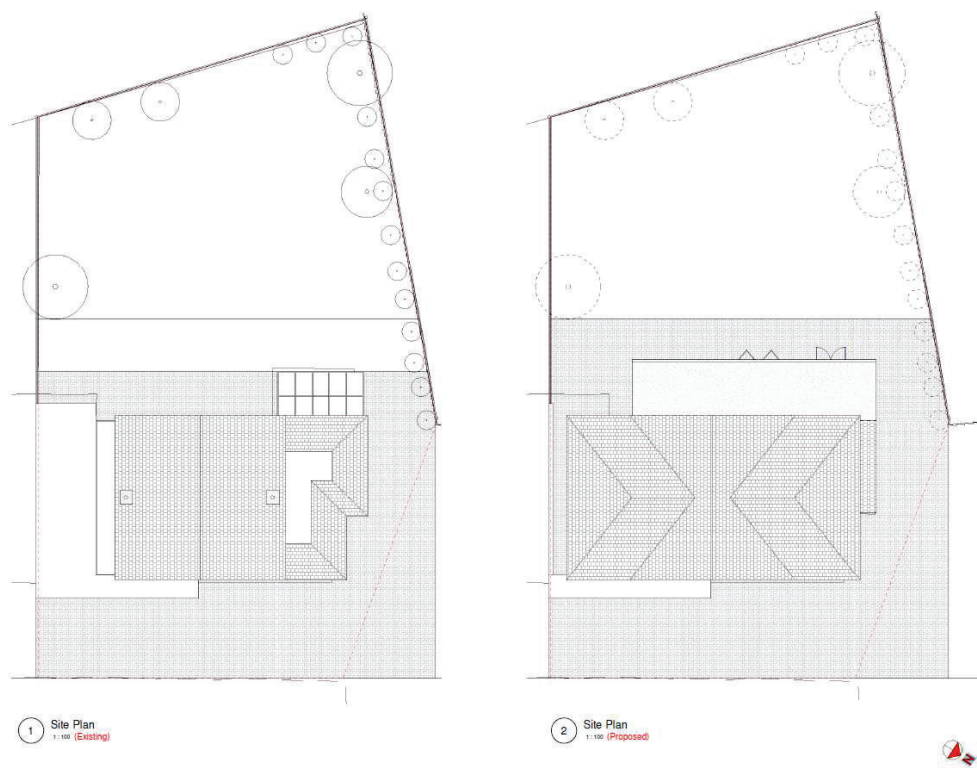


3 Proposal

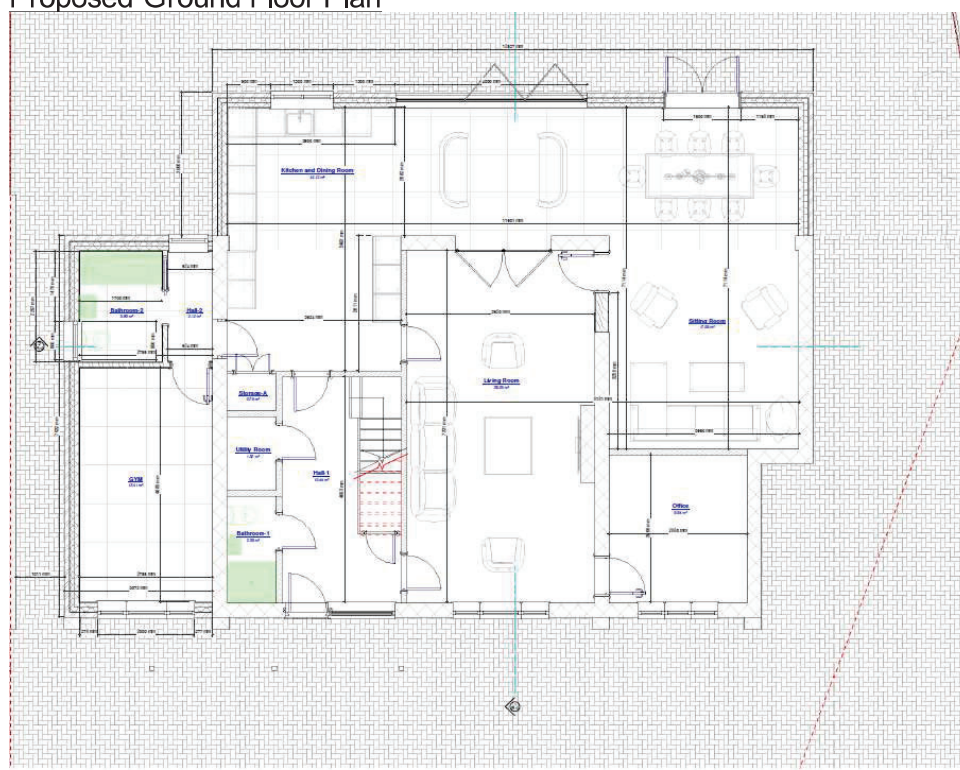
- 3.1 Planning permission is sought for the erection of a single storey rear extension and double storey side extensions to both sides of property following the demolition of existing garage and removal of two chimney stacks.
- 3.2 During the processing of the application, the description of the development was revised and amended drawings were sought and received. The amendments sought to reduce the width of the first-floor side extension on the northern elevation and amend the internal layout, reducing the overall number of bedrooms and removing the second staircase.
- 3.3 During the processing of the application, additional neighbouring properties within the cul-de-sac were consulted on the application.

Figure 3: Proposed Plan (please note – larger version of plan can be found in the Committee Plan Pack)

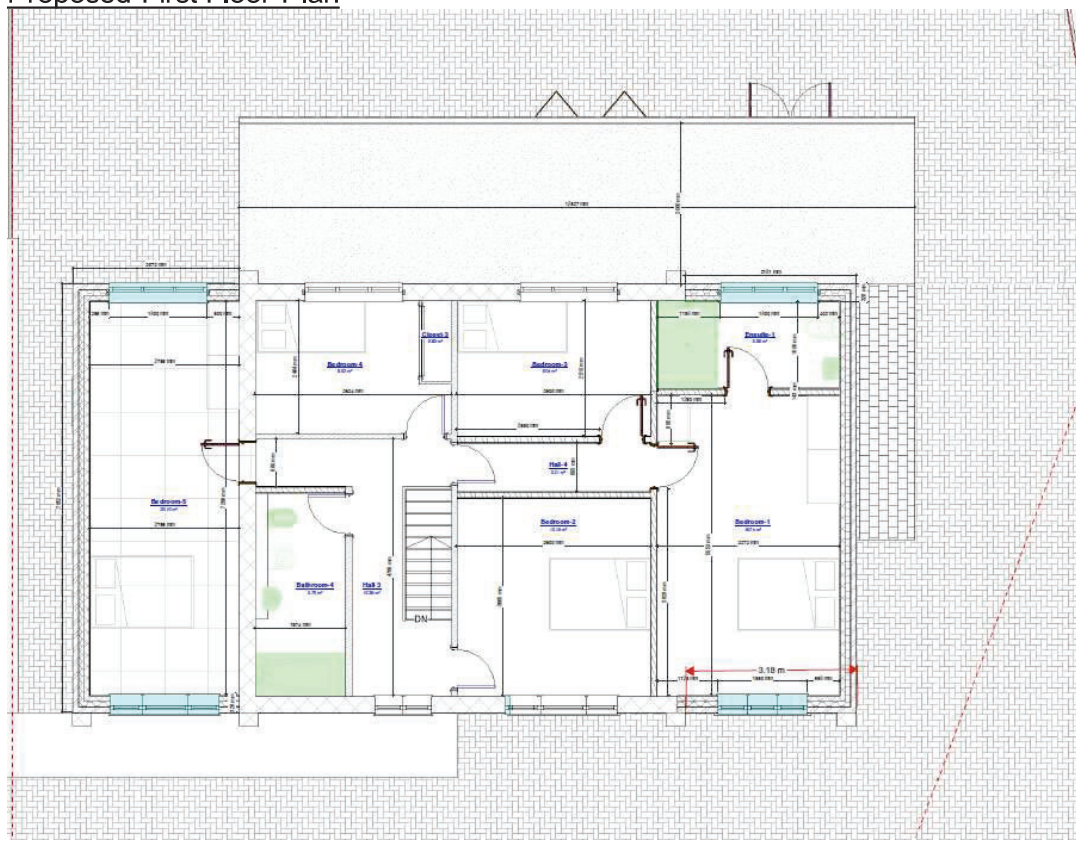
Existing and Proposed Site Plan



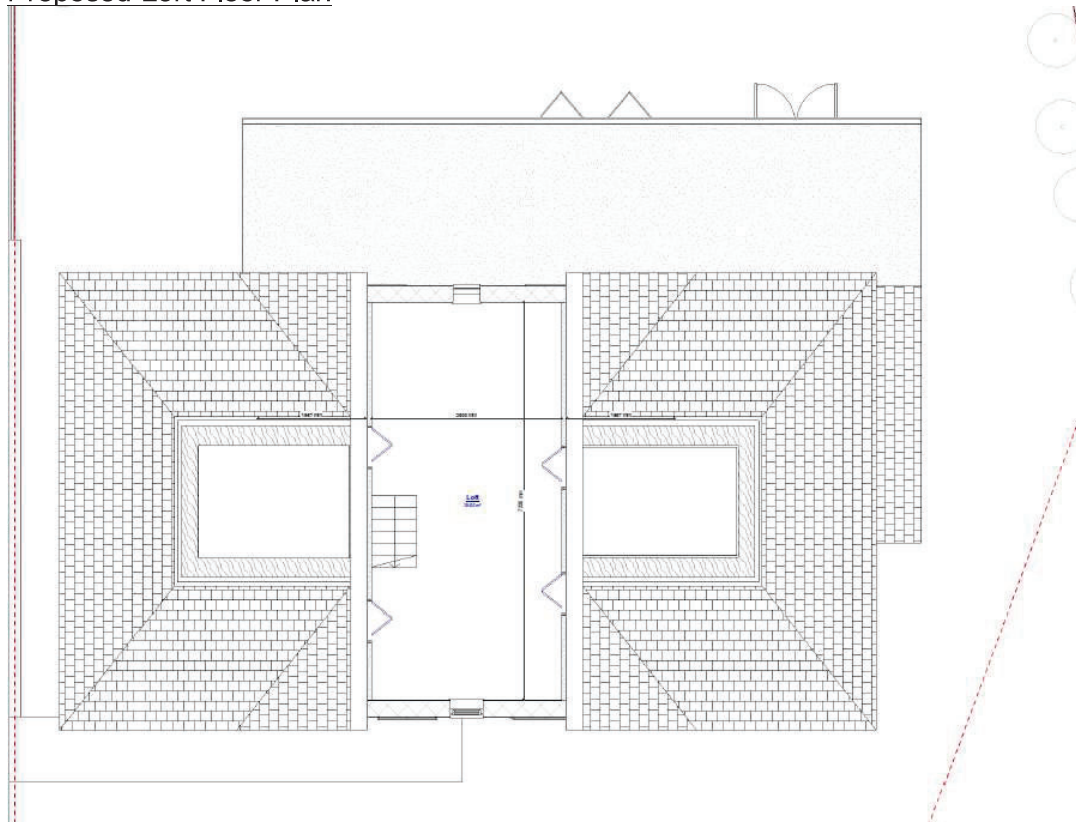
Proposed Ground Floor Plan



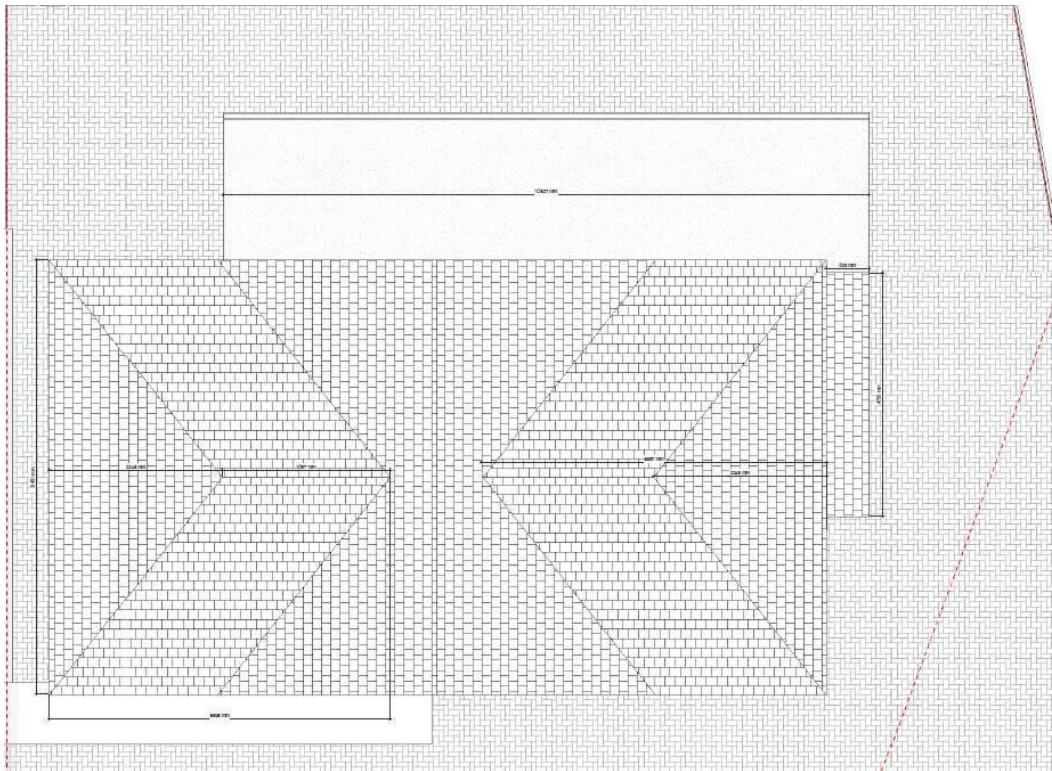
Proposed First Floor Plan



Proposed Loft Floor Plan



Proposed Roof Plan



Proposed Front and Rear Elevation



1 Front Elevation
1:50 (Proposed)

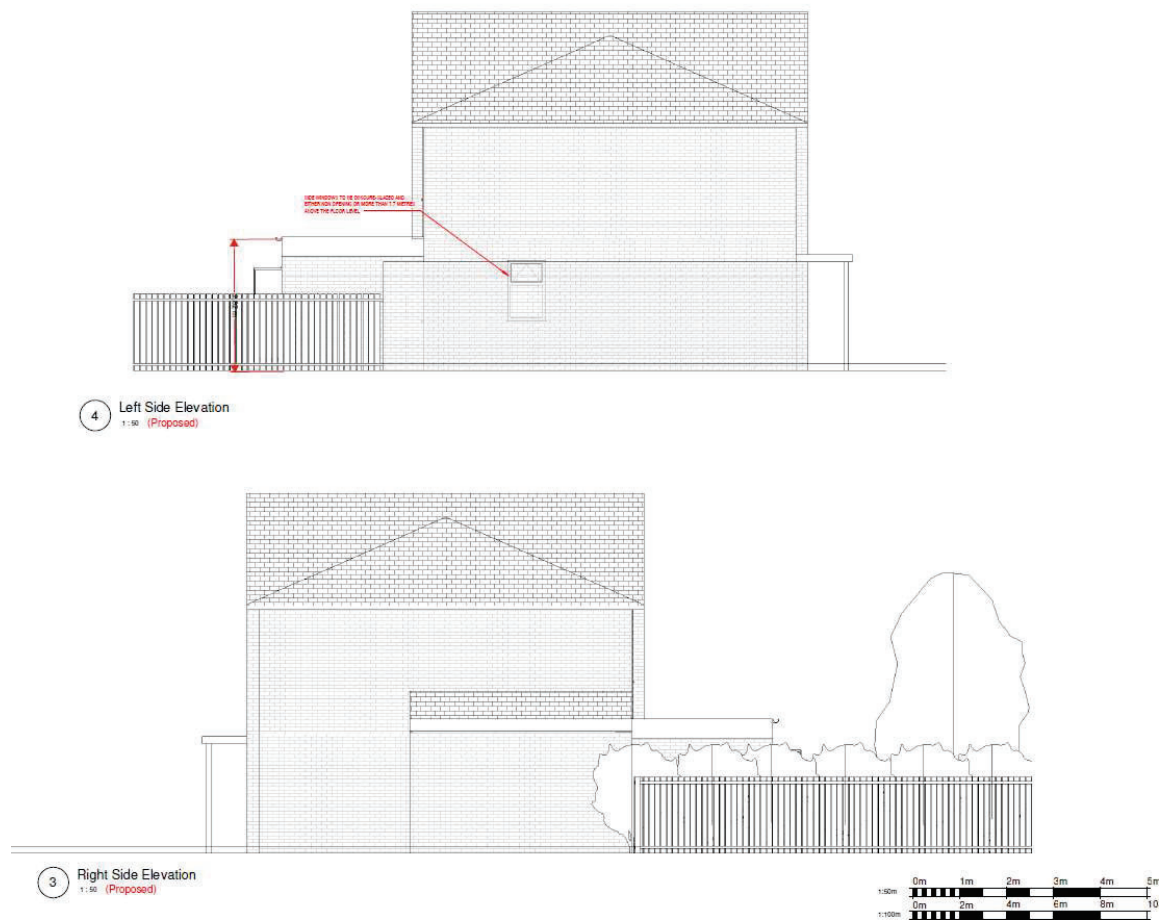


2 Rear Elevation
1:50 (Proposed)

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Proposed Side Elevations



4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.

5 Planning Policy

- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

- 6.1 3 neighbouring properties and St Laurence (Cowley) Residents Association were consulted on the application by letter dated 18/06/25. During the processing of the application, the description of development was amended and as such these neighbours were re-consulted for 14 days.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 6.2 5 additional neighbours within the cul-de-sac were consulted on the application for 21 days. The consultation period expired 11/08/25.
- 6.3 During the processing of the application, a site notice was displayed for 21 days and expired 13/09/25. This was due to a small section of land to the north of the site having no address to be notified.
- 6.4 Internal consultations were also sent out and a summary of the comments received are noted below in Table 2.
- 6.5 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A petition of 29 valid signatures has been received in objection to the application.	1. Negatively impact the amenity of neighbouring properties in terms of loss of sunlight and daylight, overshadowing and will impact the skyline view.	During the process of the application a BRE Sunlight and Daylight Assessment was received to assess the impact on the neighbouring properties. An updated Sunlight and Daylight Assessment Report was received on 09/09/25 due to a drafting error. This is discussed within section 7.19 to 7.27 of this report.
	2. Lack of communication to residents and no site notice has been displayed. The description of development was incorrect.	The LPA has followed the statutory requirements set out in Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order. A site notice was displayed outside of the site due to the fact that the owner of the land to the north could not be identified. Letters

		were also sent to the neighbouring properties.
	3. The development is not in character with the surrounding area.	This is discussed in sections 7.2 to 7.11 of this report.
	4. Concerns regarding the internal layout and number of bedrooms causing parking issues	During the process of the application, revised drawings were sought and received to amend the internal layout and reduce the number of bedrooms. Parking matters are discussed at sections 7.30 to 7.32 of this report.
	5. Concerns regarding devaluing of neighbouring properties	This is not a material planning consideration.
	6. The development does not conform to planning policies.	The development has been assessed against the relevant planning policies through this committee report.
12 letters of objections from neighbouring properties, non-neighbouring properties and 1 objection for a Cllr have been received. The applicant has also commented on the application.	I. Negatively impact the amenity of neighbouring properties in terms of loss of sunlight and daylight, overshadowing and will impact the skyline view. Concerns regarding the accuracy of the submitted Sunlight and Daylight Report.	During the process of the application a BRE Sunlight and Daylight Assessment was received to assess the impact on the neighbouring properties. An updated Sunlight and Daylight Assessment Report was received on 09/09/25 due to a drafting error. This is discussed within section 7.19 to 7.27 of this report.
	II. Overdevelopment of the existing dwelling	This is discussed at sections 7.2 to 7.11 of this report.
	III. Concerns regarding internal layout and	During the process of the application, revised

	number of bedrooms creating parking issues and increased noise and disturbance.	drawings were sought and received to amend the internal layout and reduce the number of bedrooms. Parking matters are discussed at sections 7.30 to 7.32 of this report.
	IV. Concerns the property will be sub-let or will be used as an HMO	The proposed development is for extensions to an existing C3 residential property. There is no change of use proposed within this application. Planning permission would be required for the change of use to a HMO as the site is located within an Article 4 area which removed permitted development rights for conversions to HMOs.
	V. Lack of communication to residents and no site notice has been displayed. The description of development was incorrect.	The LPA has followed the statutory requirements set out in Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order. A site notice was displayed outside of the site due to the fact that the owner of the land to the north could not be identified. Letters were also sent to the neighbouring properties.
	VI. The development is not in character with the surrounding area.	This is discussed at sections 7.2 to 7.11 of this report.
	VII. The development does not conform to planning policies	The development has been assessed against the relevant planning policies

		through this committee report.
	III. Concerns the development will create a precedent for similar schemes	Each application is assessed on its own merits.
	IX. Concerns regarding impact to mature trees, wildlife and the Conservation Area	This has been discussed at section 7.34

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Conservation and Urban Design Officer No objection, no impact on the setting of the Conservation Area. Please ensure the materials match the existing materials.	The comments are noted. A condition is attached requiring that the materials to be used match the existing materials.

7 Planning Assessment

Principle of Development

- 7.1 The site is located within the developed area of the Borough, where the extension and alteration of an existing residential property is acceptable in principle, subject to compliance with other relevant policies as set out in this report.

Design / Impact on the Character and Appearance of the Area

- 7.2 The proposed development involves the erection of a single storey rear extension and double storey side extensions to both sides of property following the demolition of existing garage and removal of two chimney stacks.
- 7.3 The application site comprises a two-storey linked detached property located within the cul-de-sac of The Meads, Cowley, Uxbridge. The existing property has a single storey side extension on the northern elevation and a garage structure on the southern elevation. To the front of the dwelling is an area of hardstanding used for off street parking and to the rear is an enclosed garden which acts as private amenity space. The surrounding area is comprised of two storey detached and linked detached properties of a similar style to the host. Many of which have benefitted from double storey side and rear extensions.

Figure 4 (surrounding context)

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

No.7 The Meads



No.4 The Meads



No. 2 The Meads



No. 1 The Meads

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press



- 7.4 During the processing of the application, revised drawings were sought and received to reduce the width of the northern double storey side extension and amend the internal layout of the property to decrease the number of bedrooms and remove the second staircase.
- 7.5 The proposed single storey rear extension would measure 3m in depth, 12.5m in width and approx. 2.8m in height characterised with a flat roof.
- 7.6 The proposed development would also include the erection of two double storey side extensions following the demolition of existing garage. The extensions would measure approx. 3.1m in width, 8m in depth and be characterised with hipped roofs set down from the main ridge. Whilst it is noted that the development would not strictly comply with Policy DMHD 1 of the Local Plan Part 2 (2020) as the side extensions would not be set back from the front elevation it should be noted that other properties within The Meads benefit from similar designed extensions.
- 7.7 It is acknowledged that the extensions would add additional bulk and mass to the property and increase its overall footprint, however it is important to note the surrounding context. Many properties within The Meads benefit from large extensions, including No. 2 The Meads. This neighbouring property benefits from two double storey side extensions of a similar design and size to the proposed development. The two double storey side extensions at No.2 were approved at different stages, the most recent approval for a first-floor extension was made under reference 30973/APP/2020/3676 dated 28-01-21, it is also important to note that this was determined under the Local Plan Part 2 (2020) policies. Figure 5

shows the street view image of No.2 The Meads compared to the proposed development at No.5.

- 7.8 From reviewing the permission at No.2 The Meads and the surrounding context, it is assessed that the proposed development would not be out of character within the street scene. It would be finished in materials that would match the existing dwelling, and a condition has been secured to ensure this, thereby ensuring that the extensions relate appropriately to the host dwelling and the surrounding context. A section of the side extension would project beyond the two-storey extension at ground floor level, however a similar projecting element exists at ground floor level; and is considered to be a modest addition that would not cause harm to the character and appearance of the surrounding area or existing property given its set back from the front elevation and minimal width.

Figure 5 (No.2 The Meads)



Proposed development at No. 5



- 7.9 The proposed rear extension is modest in depth and would not be visible from the street scene and as such is considered an acceptable addition. The development, whilst not strictly compliant with Policy DMHD 1 would not appear overly cramped within its plot given the set in from the side boundaries, it would not appear out of character within the street scene given existing development, such as at No.2 The Meads and as such refusal would not be justified on this basis.
- 7.10 During the processing of the application, revised drawings were received to amend the internal layout of the property and reduce the number of bedrooms. The proposed extensions would now provide a 5-bed single family dwelling. There is no indication on the drawings or application form that the development would be used as an HMO or sub-divided. It should also be noted that the site is located within an area covered by an Article 4 Direction which has removed permitted development rights for conversions to HMO's and as such planning permission would be required should an HMO be proposed in future.
- 7.11 Taking into consideration the above, it is considered that the proposal would respect the character and appearance of the surrounding area in compliance with Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan Part 2 – Development Management Policies (2020); Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies and Policies; Policy D3 of the London Plan (2021); and the relevant paragraphs of the NPPF (2024).

Heritage

- 7.12 The site itself is not located within any heritage designations, however to the west of the site lies Cowley Church (St Laurence) Conservation Area and the Church of St Laurence, a Grade II* Listed Building.
- 7.13 In line with Paragraph 212 of the NPPF (2024) consideration must be given to the impact of a proposed development on the significance of designated heritage assets and great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. This is similarly reflected within Policies DMHB1 and DMHB 2 of the Local Plan Part 2; and Policy HC1 of the London Plan.
- 7.14 Given the separation distance between the development and these designated heritage assets and accounting for the scope of the development it is not considered that the development would cause harm to the significance of these heritage assets.
- 7.15 The Council's Conservation Officer has been consulted on the application and has raised no objection to the development.

Impact on the Green Belt

- 7.16 Whilst the boundary of the Green Belt extends up to the site edge, the development itself would be located outside the parameters of the Green Belt and

the development would not therefore conflict with the relevant local and national policy provisions relating to development within the Green Belt.

Residential Amenity

- 7.17 Number 3 The Meads is located south of the application site and is attached to the host property by a ground floor garage structure. The proposed single storey rear extension would be located approx. 4.25m away from the shared boundary with this neighbouring property. Given this separation distance, its modest height and depth, the single storey extension would not cause harm to the amenities of this neighbour in terms of loss of light, overshadowing or overbearing impact. The proposed double storey side extension would be set off the boundary of this neighbouring property by approx. 1.1m, there are two upper floor side windows along the side elevation of No.3 that would face the development; however, these windows serve a bathroom and w/c and would be classed as non-habitable rooms. There would be one new ground floor side window which would face the direction of this neighbour; however, this would serve a bathroom and would face the existing garage at this neighbour. In addition to this, the window is shown to be obscurely glazed and non-opening to prevent any overlooking or loss of privacy.
- 7.18 Number 7 The Meads is located north of the application site and is separated from this neighbouring property. This neighbouring property benefits from a double storey side extension approved under reference 29507/APP/2017/4565. Due to the position of both properties, No.7's front elevation faces the side of the host property. The proposed double storey extension on the northern elevation would be located approx. 7.8m away from the front elevation of this neighbour.
- 7.19 During the processing of the application, the applicant submitted a revised BRE Sunlight and Daylight Assessment (Rev B dated 08/09/2025) by a consultant due to drafting errors with the original document. The assessment has followed the BRE 2022 Guidance (*Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice*), which is the industry standard for assessing daylight and sunlight impacts in the UK. It includes an assessment on the following factors:
- Vertical Sky Component (VSC)
 - Annual Probable Sunlight Hours (APSH)
 - No Sky Line (NSL)
 - Overshadowing
 - Daylight Factor (DF)
 - Illuminance Level (Lux)
- 7.20 The report uses IES VE (Integrated Environmental Solutions Virtual Environment) which is considered an accurate and reliable platform for modelling in architecture and planning. The report includes a 3D model of the site and surrounding context and has used the approved planning application reference 29507/APP/2017/4565 to accurately reflect the neighbouring property No.7 The Meads. As such, the report is considered acceptable, and the LPA are not in possession of any evidence to the contrary to disprove the finding within the report.
- 7.21 The study provides an assessment of the vertical sky component, annual probable sunlight hours, No Skyline (NSL) and an overshadowing assessment in relation to

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

No.3 and 7 The Meads. It should be noted that the assessment is based on the set of drawings before the revised layout was received. However, the previous design was closer in proximity to No. 7 and as such the assessment given is a worst-case scenario. It is not considered that a revised assessment is required given the development has been reduced in size.

- 7.22 In accordance with the 2022 BRE guidance (Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice), each main habitable-room window in an existing building should retain a Vertical Sky Component (VSC) of at least 27% following the proposed development. If the post-development VSC falls below 27%, it should remain at no less than 0.80 times its former value. The assessment concludes that the proposed development complies with this standard and will have no adverse impact on the daylight amenity of the neighbouring properties in the context of VSC and as such would not result in a noticeable reduction in daylight to the affected windows of the neighbouring dwellings as the VSC values remain above 27%, which is the threshold value specified in the 2022 BRE guidance.
- 7.23 In accordance with the 2022 BRE guidance (Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice), the No-Sky Line (NSL) is used to evaluate the distribution of daylight within a room. It divides the working plane into areas that can and cannot see the sky. Following development, if the area of the working plane that continues to receive direct skylight is reduced to less than 0.80 times (80%) of its former value, the occupants are likely to notice the resulting loss of daylight. Such a reduction will cause a significant portion of the room to appear gloomier and more reliant on artificial lighting. Pages 14 and 15 of the Daylight and Sunlight Assessment provide an assessment of the rooms within No.7 The Meads and concludes that there is no effect on the No Sky Line (NSL) for the mentioned rooms and therefore in compliance with the 2022 BRE Guidance: Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice.
- 7.24 In accordance with the 2022 BRE guidance (Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice), if a main habitable-room window faces within 90° of due south, it should retain at least 25% of Annual Probable Sunlight Hours (APSH) for the whole year, including 5% in the winter months. The assessment concludes that the Annual Probable Sunlight Hours (APSH) for the neighbouring property No. 7 remains within the acceptable limits defined by the BRE Guidelines ("Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice"). The analysis confirms that the proposed development at 5 The Meads will not cause a significant loss of sunlight to the main habitable rooms of the neighbouring dwellings. As such, it is concluded that the proposed development will have no adverse impact on the sunlight availability of the neighbouring properties in the context of APSH.
- 7.25 Regarding potential overshadowing of garden areas, the submitted Daylight and Sunlight Report includes an assessment of the impact of the proposed development on No.7 The Meads. To comply with guidance, at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sunlight on 21

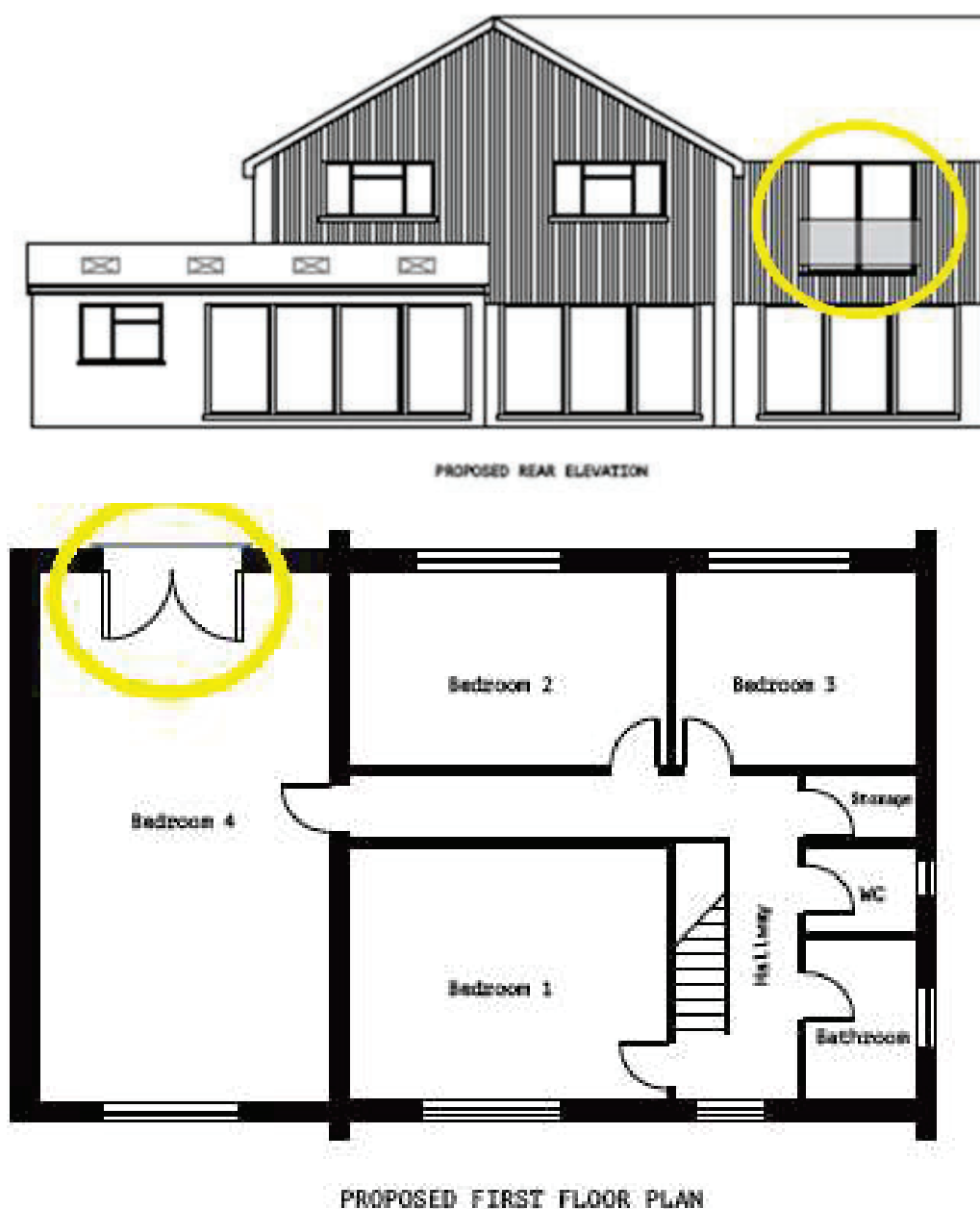
March is less than 0.8 times its former value, then the loss of light is likely to be noticeable. The assessment concludes that the front garden area will continue to receive more than two hours of direct sunlight on over 98% of the area on 21 March, exceeding the minimum threshold set out in the BRE 2022 Guidance. In addition to this, the front garden area of No.7 is not the primary external amenity space for the occupiers. The property contains a private rear garden which acts as the main amenity space area for the occupiers which would remain unaffected from the proposed development.

- 7.26 It should also be noted that the closest windows to the proposed development at No.7 The Meads is a ground floor study/office room and a first-floor bedroom (see Figure 6). As discussed in the above paragraphs, the submitted Sunlight and Daylight Report concludes that proposed development would not have a significant impact to the study room in compliance with the 2022 BRE Guidance: Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice. The first-floor bedroom within the extension to No.7 includes a Juliette balcony within the rear elevation of the property which allows additional light and outlook to be provided to this habitable room. (See Figure 7) As such it is considered that the development would not appear significantly overbearing in relation to this property, also accounting for the separation distance between the front elevation of No.7 The Meads and the proposed side extension to No.5 (approx. 7.8m). As such, it is concluded that the proposed development would not have an unacceptable impact on the amenities of No.7 The Meads in terms of loss of light or overshadowing.

Figure 6 (Site Photo taken by planning officer indicating the closest rooms within No.7 The Meads to the application site)



Figure 7 (Planning permission reference 29507/APP/2017/4565 showing first floor rear facing Juliet balcony of No. 7 The Meads)



The development would not contain any side windows facing this neighbour and as such, there would be no loss of privacy or overlooking.

- 7.27 Overall, the proposed development would have an acceptable impact on the amenities of neighbouring properties and complies with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Quality of Residential Accommodation (Internal and External)

Internal

- 7.28 It is considered that all of the proposed habitable rooms, and those altered by the proposed development, would maintain an adequate outlook and source of natural light, therefore complying with the requirements of Policy D6 of the London Plan (2021).

External

- 7.29 Table 5.3 of Policy DMHB 19 requires 4+ bedroom properties to have a minimum of 100sqm of private, well located external amenity space. Over 290sqm of private rear garden space would be retained post permission which accords with this standard.

Highways and Parking

- 7.30 Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity
- 7.31 The proposed development would involve the demolition of an existing garage structure. Appendix C of the Local Plan Part 2 (2020) requires garages to measure 3m x 6m internally. The existing garage has internal dimensions of approx. 2.65m x 3.6m showing that it is of an insufficient size to house a modern vehicle. As such, the development would not result in the loss of a parking space. The front of the property is laid to hardstanding and has two dropped kerbs to facilitate off street parking for at least 3 vehicles. The dwelling would be retained as a Class C3 residential dwelling, and it is not considered that there would be an increased demand in parking or result in additional parking stress or highway safety. As such the development would comply with Policy DMT 6 of the Local Plan Part 2 (2020).
- 7.32 Given the household nature of the development, it is not considered necessary for the submission of a Construction Management Plan. It should be noted that other developments approved along The Meads did not contain such condition.

Trees and Landscaping

- 7.33 The application site is not located within an area covered by a Tree protection order nor would the proposed development impact any on site trees. As such, the proposed development would comply with Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).
- 7.34 A condition has been secured to ensure the existing trees and hedges that are shown to be retained on the proposed plans are not felled or removed as these are considered to make a positive contribution to the site. In terms of the concerns raised regarding the potential impact to local wildlife, the site is not subject to any ecological or wildlife specific designations. As the application submitted is a

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Householder Application, in accordance with the NPPF the proposal is exempt from the provision of on-site biodiversity net gain. Given these two points and the condition pertaining to the retention of the existing trees shown on the submitted drawings as being retained, Officers have no concerns relating to the developments potential to impact local wildlife.

Air Quality

- 7.35 The site lies within the Hillingdon Air Quality Management Area; however, the proposal raises no significant issues in this regard due to the nature of the proposed development (householder development).

Drainage

- 7.36 The proposed development site is not located in Flood Zones 2 or 3. Nor is it located within a critical drainage area, or an area known for surface water flooding. As such, no additional information is required.

8 Other Matters

Human Rights

- 8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

- 8.3 Not applicable. The proposed development is not CIL liable.

9 Conclusion / Planning Balance

- 9.1 The proposal is considered to comply with the Development Plan and no material considerations indicate that a contrary decision should be taken. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1.

10 Background Papers

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingsdon.gov.uk.

APPENDICES

Planning Application

27254/APP/2025/1529

Appendix 1: Recommended Conditions and Informatives

Conditions

1. HO1 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2. HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

PL2 Rev 1
PL3 Rev 2
PL9 Rev 2
PL10 Rev 2
PL11 Rev 2
PL12 Rev 2
PL13 Rev 2
PL14 Rev 2
PL15 Rev 2

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), and the London Plan (2021).

3. HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4. HO7 No roof gardens

Access to the flat roof over the extension hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace,

balcony, patio or similar amenity area.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. HO5 **No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing numbers 3 and 7 The Meads.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6. HO6 **Obscure Glazing**

The ground floor side window facing number 3 The Meads shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

7. RES10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard

Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

Informatives

1. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

2. I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

Appendix 2: Relevant Planning History

27254/B/87/0301 5 The Meads Cowley Uxbridge

Erection of a single storey side extension and rear extension to garage.

Decision: 06-04-1987 Approved

Appendix 3: List of Relevant Planning Policies

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 6 Vehicle Parking

LPP D6 (2021) Housing quality and standards

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP T6 (2021) Car parking

NPPF12 -24 NPPF12 2024 - Achieving well-designed places

DMHB 1 Heritage Assets

DMHB 2 Listed Buildings

DMHB 4 Conservation Areas

LPP HC1 (2021) Heritage conservation and growth

NPPF16 -24 NPPF16 2024 - Conserving and enhancing the historic environment

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Report of the Head of Development Management and Building Control Committee Report

Case Officer: **Michael Briginshaw**

78343/APP/2025/719

Date Application Valid:	28.03.2025	Statutory / Agreed Determination Deadline:	09.10.2025
Application Type:	Full	Ward:	Wood End

Applicant: **Colt Data Centre Services**

Site Address: **Hayes Bridge Retail Park and Heathrow Interchange, Uxbridge Road**

Proposal (Summarised): **This hybrid planning application seeks permission for a four-phased redevelopment to deliver a data centre campus comprising:**
Full planning permission for a data centre building and associated infrastructure/works (Phase 1);
Outline planning permission for an Innovation Hub and infrastructure/works (Phase 2);
Outline planning permission for a data centre building and associated infrastructure/works (Phase 3); and
Outline planning permission for a data centre building and associated infrastructure/works (Phase 4). All matters are reserved for the Outline phases of development.

Summary of Recommendation: **GRANT planning permission subject to section 106 legal agreement and conditions**

Reason Reported to Committee: **Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**



Summary of Recommendation:

GRANT planning permission subject to the completion of a satisfactory section 106 legal agreement to secure the heads of terms set out below, and subject to the conditions as set out in Appendix 1.

Mayor of London Stage 2 Referral & S106 Legal Agreement Heads of Terms

It is recommended that delegated powers be given to the Director of Planning and Sustainable Growth to grant planning permission subject to the following:

A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

B) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

- i. Innovation Hub: To secure the Innovation Hub as genuinely affordable workspace (including peppercorn rents) with publicly accessible ancillary floorspace for sale of food and drink.
- ii. Public Art: To secure high quality public art as part of the Innovation Hub development, to be delivered in conjunction with Phase 2.
- iii. Air Quality Contribution: Financial contributions shall be paid to the Council to address air quality impacts arising from the development. £1,026,166 shall be paid for Phase 1 (LON6). The obligation shall secure the payment of contributions for Phases 2, 3 and 4 but these shall be calculated at the relevant reserved matters application stage. The contributions could rise to more depending on emission monitoring results in year 2 of operation of each phase of development and subsequent years, in accordance with the air quality conditions.
- iv. Architect Retention: Retention of the developer's architectural design team to the completion of the project.
- v. Carbon Offset Contribution: A financial contribution of £1,830,527 for Phase 1 (LON6). The obligation shall secure the payment of contributions for Phases 2, 3 and 4 but these shall be calculated at the relevant reserved matters application stage.
- vi. Travel Plan: A full Travel Plan to be approved in writing by the Local Planning Authority (for each phase).
- vii. Healthy Streets/Active Travel Zone Contribution: A financial contribution of £209,660 payable to cover all four phases.
- viii. Section 278 Agreement: A Section 278 agreement to implement the site highways works on Uxbridge Road consisting of the remodelling of the junction bellmouth to include a straight across toucan crossing for cyclists and pedestrians at the site entrance.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- ix. Employment/Construction Training Scheme: An Employment/Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD, including securement of end user jobs.
- x. Project Management & Monitoring Fee: A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

C) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

D) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval and agree any changes requested by the Greater London Authority.

E) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning and Sustainable Growth), delegated authority be given to the Director of Planning and Sustainable Growth to refuse planning permission for the following reason:

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of Affordable Workspace, Design (Public Art), Air Quality, Carbon Offsetting, Travel Planning, Highways Safety, Employment and Planning Obligations Monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

E) That if the application is approved, that the permission is subject to the Conditions as set out in Appendix 1.

1 Executive Summary

- 1.1 This hybrid planning application seeks permission for a four-phased redevelopment to deliver a data centre campus comprising Phase 1 for Full planning permission for data centre building LON6 and associated infrastructure/works; Phase 2 for Outline planning permission for an Innovation Hub and infrastructure/works; Phase 3 for Outline planning permission for data centre building LON7 and associated infrastructure/works; and Phase 4 for Outline planning permission for data centre building LON8 and associated infrastructure/works. All matters are reserved for the Outline phases of development.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 1.2 The development would demolish the existing and largely vacant low density out-of-town centre Hayes Bridge Retail Park and Heathrow Interchange Class B8 warehouses and replace them with a hyperscale data centre campus, to connect to an established data centre development on land at Tudor Works located to the south on Beaconsfield Road. The loss of the retail park and Class B8 warehouses is accepted and the Class B8 data centre development is an appropriate use within the Hayes Strategic Industrial Location. Data centres are now classed as Critical National Infrastructure and the significant uplift in floorspace would ensure the intensification of industrial capacity, which is supported by strategic policies. The proposed office floorspace would be ancillary to the primary data centre use and is therefore considered acceptable in principle.
- 1.3 The economic benefit of information and communications technology infrastructure is acknowledged and supported by national, regional and local planning policies. As noted under Paragraph 85 of the National Planning Policy Framework (2024), significant weight should be placed on the need to support economic growth and productivity. There would be substantial economic benefits arising from the proposed development in terms of employment. The national non-domestic rates (NNDR) and gross value added (GVA) increases are also significant. There is need for additional data capacity to be located within London to be as close as possible to its end users and support the broader economy. These benefits and considerations are given significant weight in the overall assessment of the planning balance.
- 1.4 Given the substantial power demand associated with data centres, the applicant has outlined the strategy in the Infrastructure Statement. The development requires 250MW of power, secured through two independent National Grid connections: Substation 1 (100MW) from Uxbridge Moor/Iver B and Bullsbrook Road Substation (Substation 2) (150MW) from North Hyde, with phased delivery between 2027 and 2029. Therefore, the development has secured a power supply, would not overburden the local grid capacity (by virtue of securing the power) and is not considered to result in detrimental impacts connected to energy infrastructure.
- 1.5 In terms of design, the proposed development is considered to significantly alter the skyline resulting in a “tall building” located outside of the suitable areas identified in the development plan. This creates a partial policy conflict with the location elements of policies D9 and DMHB10. However, the high quality of the design and elevational treatments are considered to soften its townscape impact and mitigate any potential harm. Furthermore, whilst the proposed development is larger in height and mass than much of the immediate surroundings, recent developments in the wider locality, including the connected data centre campus on land at Tudor Works (granted permission under ref. 38421/APP/2021/4045) and the Green Quarter in Southall, are creating a new townscape context of taller buildings. The proposed development also retains an industrial/technological aesthetic that respects the immediate area's emerging character. The elevational treatment aids the softening of the development and makes it more visually attractive.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 1.6 In order to offset the possible overbearing nature of the wider data centre development, the Innovation Hub (Phase 2) is proposed as the community piece to front the campus. Whilst this element of development is proposed in Outline, the Design Code and planning conditions would secure a high-quality form of development. Furthermore, a high-quality public art piece is proposed to complement the Innovation Hub use and would be secured by Section 106 legal agreement should the application be recommended for approval. In combination, the design would positively contribute to the industrial estate and townscape character. Subject to necessary planning conditions and obligations, the development would add real design and public benefit to the site, which would weigh in favour of the scheme in the planning balance.
- 1.7 Planning obligations are proposed to secure the Innovation Hub as genuinely affordable workspace in perpetuity, the provision of public art in conjunction with the Innovation Hub (Phase 2), the retention of the architects to ensure delivery of high quality design, travel plan, section 278 highways works for Uxbridge Road junction improvements (including a toucan crossing), employment and construction training schemes, and contributions towards air quality mitigation, carbon offsetting and healthy streets / active travel zone improvements.
- 1.8 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.
- 1.9 Due regard has been given to the comments received as part of the consultation process and it is concluded that the proposal complies with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1, a Section 106 legal agreement and Stage 2 referral to the Greater London Authority.

2 The Site and Locality

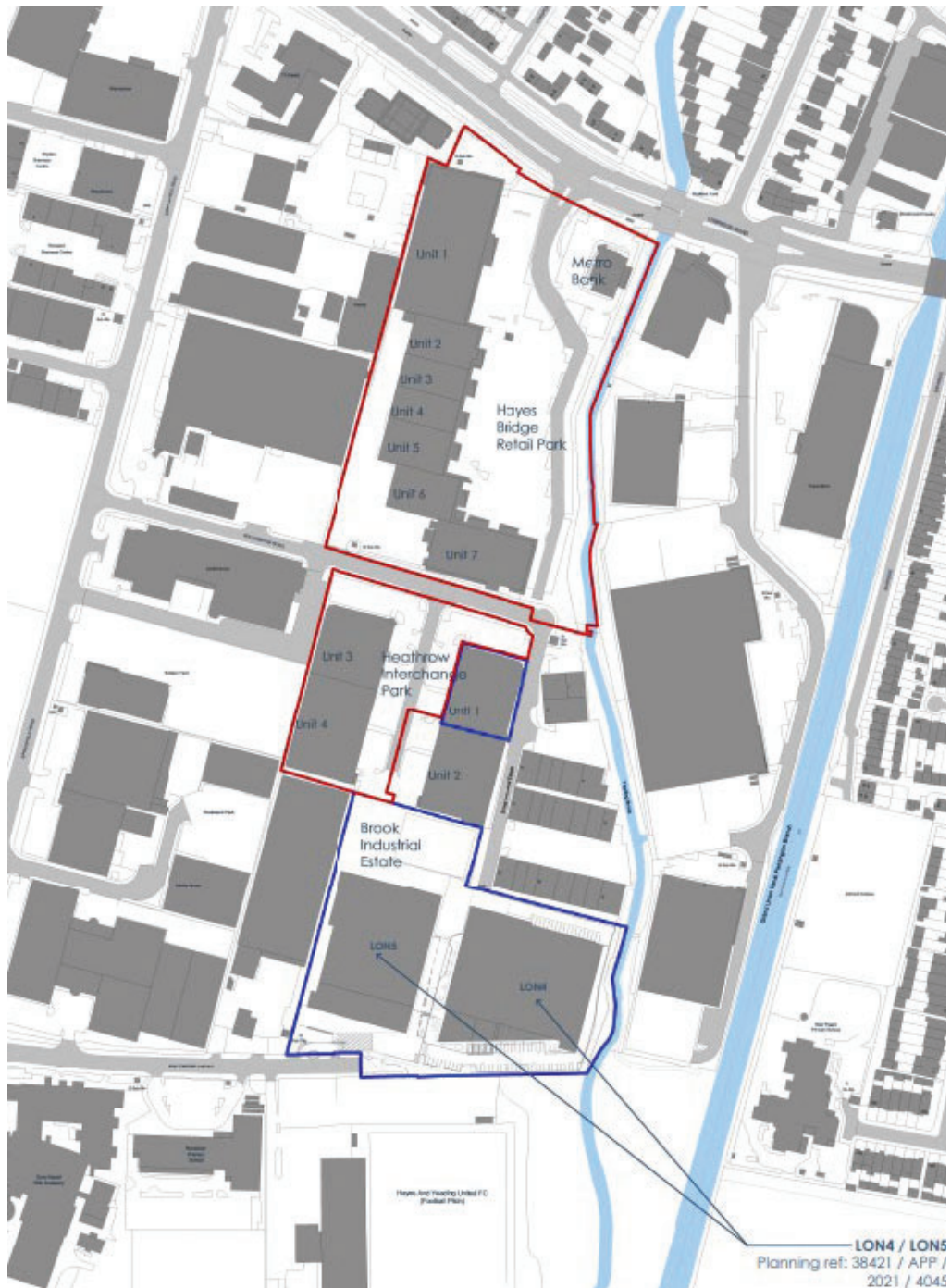


Figure 1: Location Plan (application site edged red)

- 2.1 The site comprises two land parcels, including the Hayes Bridge Retail Park site and Heathrow Interchange site. The sites are located on the eastern boundary of Hillingdon Borough in Hayes, bordering Southall in Ealing Borough. Uxbridge Road is the main thoroughfare into and out of the Borough and any proposal will impact on the initial perception of Hillingdon as a place. Please refer to Figure 1 for the site location plan.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press



Figure 2: View of the Hayes Bridge Retail Park Site from Uxbridge Road

- 2.2 The Hayes Bridge Retail Park site measures circa 3 hectares in area and comprises a large L-shaped building made up of seven retail units (most of which are vacant), a large car park to the front (northside) accessed from Uxbridge Road and service yard to the rear (southside) accessed from Bullsbrook Road. The Metro Bank site belongs to the same owner and sits in the north-eastern corner. The site is bound to the north by Uxbridge Road, to the east by the Yeading Brook river, to the south by Bullsbrook Road, and to the west by an undeveloped parcel of land which benefits from planning permission for a hotel (ref. 69827/APP/2021/1565) and the Hyatt Hotel beyond. Low rise residential properties form the character to the north of Uxbridge Road and are the closest sensitive receptors to the site. There is also a live planning application for the redevelopment of the site to deliver a flexible industrial warehouse development (Use Classes E(g)(iii), B2 or B8) (ref. 1911/APP/2022/1853). The Hillingdon Planning Committee has resolved to approve the application subject to completion of a satisfactory S106 legal agreement. Please refer to Figure 2 for a view of the site as seen from Uxbridge Road.



Figure 3: View of the Heathrow Interchange Site from Bullsbrook Road

- 2.3 The Heathrow Interchange site sits to the south of the Hayes Bridge Retail Park site and measures approximately 1.2 hectares in area. The site is accessed off Bullsbrook Road and comprises two linear industrial units, which share an open yard. Unit 2, which is the southern half of the eastern industrial unit, is outside of Colt's ownership and is not subject to the proposed development. The site is bound by Bullsbrook Road to the north, Brook Industrial Estate to the east, the Tudor Works site that Colt is redeveloping to deliver the two large data centre buildings (LON4 and LON5) to the south (as approved under permission ref. 38421/APP/2021/4045), and a business park to the west. Please refer to Figure 3 for a view of the Heathrow Interchange site as seen from Bullsbrook Road.
- 2.4 The sites are designated as part of the Springfield Road Strategic Industrial Location as part of the Local Plan. The sites form part of Flood Zone 2, the Ossie Garvin Air Quality Focus Area and the Hillingdon Air Quality Management Area. The Yeading Brook runs to the east of the site, beyond which is the Paddington Arm of the Grand Union Canal, both of which form part of London's Blue Ribbon Network. The adjoining Grand Union Canal is designated as a Site of Importance for Nature Conservation and forms part of the Canalside Conservation Area designated within Ealing Borough. Transport for London's webCAT planning tool confirms that the Public Transport Accessibility Level (PTAL) is very low and sits between 0 and 2, with the Hayes Bridge Retail Park site being more accessible than the Heathrow Interchange site.

3 Proposal

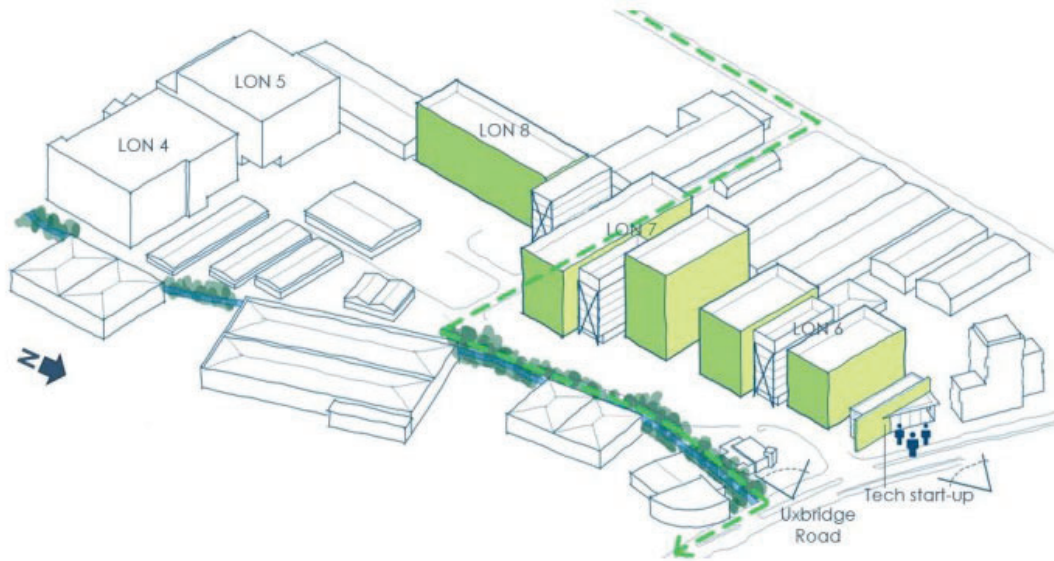


Figure 4: Proposed Site Massing Sketch (please note – a larger version of sketch can be found in the Design and Access Statement)

- 3.1 This hybrid planning application seeks permission for a four-phased redevelopment to deliver a data centre campus comprising of:

Phase 1 (LON6) - Full planning permission for (a) a data centre building; (b) energy, power, and water infrastructure; (c) site access and internal roads including a vehicular and pedestrian link between Uxbridge Road and Bullsbrook Road; (d) site security arrangements and security fencing; (e) hard and soft, green and blue, infrastructure; and (f) other ancillary and auxiliary forms of development;

Phase 2 (Innovation Hub) - Outline planning permission for (a) an Innovation Hub; (b) hard and soft, green and blue, infrastructure; and (c) other ancillary and auxiliary forms of development (all matters reserved);

Phase 3 (LON7) - Outline planning permission for (a) a data centre building; (b) energy, power, and water infrastructure; (c) internal roads; (d) site security arrangements and security fencing; (e) hard and soft, green and blue, infrastructure; and (f) other ancillary and auxiliary forms of development (all matters reserved); and

Phase 4 (LON8) - Outline planning permission for (a) a data centre building; (b) energy, power, and water infrastructure; (c) internal roads; (d) site security arrangements and security fencing; (e) hard and soft, green and blue, infrastructure; and (f) other ancillary and auxiliary forms of development (all matters reserved).

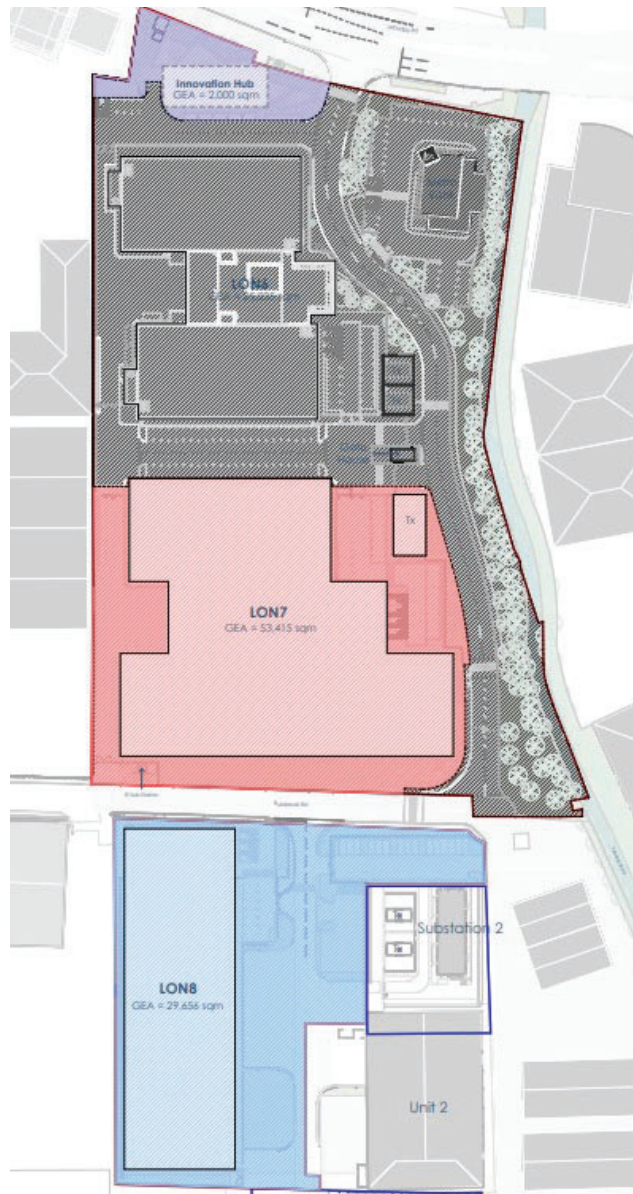


Figure 5: Proposed Parameter Site Plan (please note – a larger version of plan can be found in the Committee Plan Pack)

- 3.2 As can be seen in Figure 5 for the proposed site parameter plan, Full planning permission is sought for data centre LON6 which is located on the northern half of the Hayes Bridge Retail Park site. This also includes the access road and associated landscaping, and land adjoining the Yeading Brook.
- 3.3 Outline planning permission is sought for all of the remaining phases, including Phases 2, 3 and 4. Phase 2 seeks permission for an Innovation Hub which is classed as a Sui Generis use, for the purposes of creating and growing technology-based start-up businesses, while also acting as a space that can be used by the community on a more ad hoc basis. The space is proposed to be an affordable workspace and the intention is that it would be occupied by Brunel University, although it is noted that this is not guaranteed.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 3.4 Outline planning permission is sought for Phases 3 and 4 which comprises two further data centre buildings. LON7 is to be located on the southern half of the Hayes Bridge Retail Park site and LON8 is to be located on the Heathrow Interchange site.
- 3.5 As Phases 2, 3 and 4 are for Outline planning permission, the plans submitted relating to these phases are indicative and are supported by Parameter Plans and a Design Code. The Parameter Plans indicate the maximum extent of these elements of development and the Design Code sets out core design principles that the Outline phases must abide by when submitted for approval under the Reserved Matters stage of the planning application process. As such, these plans define the land use, and the maximum floorspace, heights, roof plans and landscape.
- 3.6 Using the Parameter Plans and supporting documentation, the proposal is summarised as follows:
- Phase 1 – LON6 (Full Planning Permission)
 - Land Use: Class B8
 - Floorspace: 24,114m² GIA / 25,235m² GEA
 - Height:
 - Data centre wings: up to 42m (72000+AOD)
 - Central office: up to 37m (67000+AOD)
 - Roof plan: to include amenity terrace, brown roof and PVs
 - Generators: 20 no. diesel generators
 - Phase 2 – Innovation Hub (Outline Planning Permission)
 - Land Use: Sui Generis
 - Floorspace: 2,000m² GEA
 - Height: Minimum 18m (48000+AOD) / Maximum 28m (58000+AOD)
 - Roof plan: to include amenity terrace
 - Generators: 0 (zero) diesel generators
 - Phase 3 – LON7 (Outline Planning Permission)
 - Land Use: Class B8
 - Floorspace: 53,415m² GEA
 - Height:
 - Data centre north: up to 56m (86000+AOD)
 - Data centre south: up to 47m (77000+AOD)
 - Central office: up to 41m (71000+AOD)
 - Roof plan: to include amenity terrace, brown roof and PVs
 - Generators: 38 no. diesel generators
 - Phase 4 – LON8 (Outline Planning Permission)
 - Land Use: Class B8
 - Floorspace: 29,656m² GEA
 - Height: up to 40m (70000+AOD)
 - Roof plan: to include amenity terrace
 - Generators: 15 no. diesel generators

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.



Figure 6: Photo of the LON4 data centre approved under planning permission ref. 38421/APP/2021/4045

- 4.2 The land at Tudor Works, Beaconsfield Road, application reference 38421/APP/2021/4045 (dated 25.11.22) granted permission for:

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

This is in effect the first part of the data centre campus, comprising LON4 and LON5. The development is currently being built out in phases, starting with LON4. Please see Figure 6 for a photo of LON4.

- 4.3 The Hayes Bridge Retail Park, Uxbridge Road, application reference 1911/APP/2022/1853 was resolved to grant at Planning Committee in December 2023 for:

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- Demolition of existing buildings and erection of a single commercial building for employment purposes Class E(g)iii, B2 and B8, along with ancillary offices, gatehouse, associated infrastructure including; service yard, car parking, drainage and hard and soft landscaping.

A Section 106 legal agreement has not been agreed and completed on this application and as such the application has not been approved. It is, however, a material planning consideration and establishes that the loss of the retail park and use of the site for B8 as acceptable.

- 4.4 Application references 71554/APP/2024/2490 (dated 16-10-24), 1911/APP/2025/398 (dated 20-03-25) and 71554/APP/2025/466 (dated 18-03-25) was granted consent under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of Units 1, 3 and 4 Heathrow Interchange and Hayes Bridge Retail Park. On the basis that demolition is carried out within 5 years of each respective permission, these applications have established the loss of these buildings as acceptable. It is understood that Unit 1 Heathrow Interchange has already been demolished.

Application reference 71554/APP/2025/47 granted consent for the redevelopment of the Unit 1 Heathrow Interchange site to deliver a substation in connection with the permitted and emerging data centre campus. This is a material planning consideration.

5 Planning Policy

- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

- 6.1 A total of 352 no. letters were sent to neighbouring properties on 31st March 2025, a site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 4th May 2025. One objection was received from a neighbouring property.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Representations	Summary of Issues Raised	Planning Officer Response
One letter of objection was received from a neighbouring property.	1. The development will erode the value of neighbouring businesses who have resided in Hillingdon for many years and contributed significant money to Council through taxes and business rates.	<p>The neighbouring business comments are noted and taken into consideration as part of the overall planning assessment.</p> <p>More specifically, it is noted that, whilst the proposal would sit within very close proximity to neighbouring businesses, the plans and proposed operation do not indicate a development which would significantly compromise the efficient operation of neighbouring businesses. Vehicle and pedestrian access would be maintained and any use (or misuse) of access rights are considered to be a civil matter.</p>

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
<p>Affinity Water:</p> <p>Water quality</p> <p>The site is not located within an Environment Agency defined groundwater Source Protection Zone (SPZ) or close to our abstractions. The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the</p>	<p>The Affinity Water comments are noted.</p>

<p>appropriate monitoring and remediation methods will need to be undertaken.</p> <p>For any works involving excavations below the chalk groundwater table (for example, piling or the implementation of a geothermal open/closed loop system), a ground investigation should first be carried out to identify appropriate techniques and to avoid displacing any shallow contamination to a greater depth, which could impact the chalk aquifer.</p> <p>For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction - guidance for consultants and contractors".</p> <p>Water efficiency</p> <p>Being within a water stressed area, we expect that the development includes water efficient fixtures and fittings. Measures such as rainwater harvesting and grey water recycling help the environment by reducing pressure for abstractions. They also minimise potable water use by reducing the amount of potable water used for washing, cleaning and watering gardens. This in turn reduces the carbon emissions associated with treating this water to a standard suitable for drinking and will help in our efforts to get emissions down in the borough.</p> <p>Infrastructure connections and diversions</p> <p>There are potentially water mains running through or near to part of proposed development site. If the development goes ahead as proposed, the applicant/developer will need to get in contact with our Developer Services Team to discuss asset protection or diversionary measures. This can be done through the My Developments Portal (https://affinitywater.custhelp.com/) or aw_developerservices@custhelp.com.</p> <p>Due to its location, Affinity Water will supply drinking water to the development in the event</p>	
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that it is constructed. Should planning permission be granted, the applicant is also advised to contact Developer Services as soon as possible regarding supply matters due to the increased demand for water in the area resulting from this development.	
<p>Canal and River Trust:</p> <p>The Heritage, Townscape and Visual Impact Assessment has included the canal within its assessment and it is clear that the proposals would be visible from the towpath and canal at various points within about a kilometre vicinity. However, these views would be generally seen set back behind intervening-built form, reducing the dominance of the proposals in the view. The retention of the band of trees along the brook to the east of the site would also contribute to mitigating the visual impact of the proposals from the canal. The current landscaping proposals for the site also appear appropriate and we would encourage the use of native species and Plants for Pollinators wherever possible.</p> <p>The Transport Assessment predicts a net reduction of travel to the site on foot or by bike and so the direct impacts from the development to the towpath would seem to be limited.</p>	The Canal and River Trust Comments are noted.
<p>Denham Aerodrome Safeguarding:</p> <p>No response received.</p>	n/a
<p>Ealing Council:</p> <p>Ealing Council acknowledged the request for comment but did not provide any comment.</p>	n/a
<p>Environment Agency:</p> <p>We have no objection to the proposed development; however, we would like to</p>	The Environment Agency comments are noted.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

highlight that this is in relation to Phase 1 of the development only. Further consultation would be required on phases 2, 3 and 4.	
<p>Greater London Authority (GLA) (Stage 1):</p> <p><u>Strategic issues summary</u></p> <p>Land use principles: The redevelopment of this SIL site to provide three data centres and a research 'Innovation Hub' is supported in land use terms.</p> <p>Data Centre Energy Infrastructure: Further information is sought on a number of key elements prior to determination, including but not limited to national grid connections.</p> <p>Urban design: Generally supportive of the design, layout and height in this location and welcome the provision of the design code.</p> <p>Transport: Further details are required on public realm and active travel improvement contributions and trip generation. The applicant is requested to reduce the level of car parking and increase the level and quality of cycle parking to comply with the London Plan.</p> <p>Other issues on energy, circular economy, whole-life carbon, and biodiversity also require resolution prior to the Mayor's decision making stage.</p> <p>Recommendation</p> <p>That Hillingdon Council be advised that the application does not yet fully comply with the London Plan for the reasons set out in paragraph 72. Outstanding matters relating to data centre energy infrastructure, transport and sustainable development should be addressed.</p>	<p>The GLA's Stage 1 comments are noted.</p> <p>Regarding data centre energy infrastructure, further information has been provided in respect of the site's connection to the national grid. Please refer to paras 7.13 to 7.18. Officers are satisfied that this has been sufficiently addressed, and any further clarification can be provided to the GLA as part of the Stage 2 referral process.</p> <p>Regarding transport, a revised Transport Assessment has been submitted. The level of car parking is acceptable for the data centre use proposed and a reason for refusal on the basis of car parking provision is not considered to be reasonable or robust. The detail of cycle parking is proposed to be secured under Conditions 27, 57, 87 and 117. The junction improvement works would be secured via a S278 highways agreement as per S106 HoT viii. A contribution towards active travel zone measures and healthy streets is also proposed to be secured under S106 HoT vii.</p> <p>Comments raised in respect of energy, circular economy, whole-life carbon, and</p>

	<p>biodiversity are addressed within the relevant parts of the report. References are listed as follows:</p> <ul style="list-style-type: none"> • Energy – paras 7.125 to 7.126. • Circular economy – paras 7.133 to 7.136. • Whole-life carbon – paras 7.123 to 7.124. • Biodiversity – paras 7.88 to 7.91. <p>Any further GLA comments on these matters can also be resolved via the Stage 2 referral process.</p>
<p>Greater London Archaeological Advisory Service (GLAAS):</p> <p>The proposed development would involve extensive groundworks including basements so there would likely be a high impact on any surviving deposits of archaeological interest. Mitigation will need to bear in mind the phased nature of the development and the importance of geoarchaeologists working with the geotechnical team to develop a Pleistocene geological deposit model to assess archaeological potential.</p> <p>Whilst opportunities for public benefit will depend to a degree on what is found there is potential for both on-site interpretation and/or engaging local schools in learning about Haye’s early prehistory with its deep time-depth story of climate and environmental change.</p> <p>A written scheme of investigation (WSI) should be secured by planning condition.</p>	<p>The GLAAS comments are noted. Please refer to paras 7.64 to 7.65 and Conditions 18, 48, 78 and 108.</p>
<p>Health and Safety Executive (HSE):</p>	<p>The HSE comments are noted.</p>

<p>The development is not a “relevant building” which requires consultation with HSE from a fire safety perspective as it does not contain residential or educational accommodation.</p> <p>Correspondence has also been received regarding the fuel safety case and indicates that HSE do not consider Control of Major Accident Hazards (COMAH) to be applicable.</p>	<p>It is also noted that the site is not located within the HSE High Pressure Gas Pipeline zone of consultation.</p>
<p>Heathrow Airport Safeguarding:</p> <p>The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to planning conditions for a Bird Hazard Management Plan for each phase.</p>	<p>The Heathrow Airport Safeguarding comments are noted. Please refer to paras 8.4 to 8.5 and Conditions 29, 59, 89, 119.</p>
<p>London Fire Brigade:</p> <p>No comment received.</p>	<p>n/a</p>
<p>Metropolitan Police (Secured by Design):</p> <p>No comment received.</p>	<p>n/a</p>
<p>Metropolitan Police (Counter Terrorism):</p> <p>No comment received.</p>	<p>n/a</p>
<p>Ministry of Defence (MoD):</p> <p>The proposed development would be considered to have no detrimental impact on the operation or capability of a Defence site or asset. The MOD, therefore, has no objection to the development proposed.</p>	<p>The MoD comments are noted.</p>
<p>National Air Traffic Services (NATS):</p> <p>The proposed development does not conflict with NATS safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.</p>	<p>The NATS comments are noted.</p>

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

<p>Thames Water:</p> <p>Waste Comments</p> <p>As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way.</p> <p>The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.</p> <p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments</p> <p>With regard to water supply, this comes within the area covered by the Affinity Water Company.</p>	<p>The Thames Water comments are noted.</p>
<p>Transport for London (TfL):</p> <ul style="list-style-type: none"> - Improvements to the site access agreed as part of the extant permission should be re-secured; - A reduction in the quantum of car parking at this site is sought; - A contribution towards improving the active travel environment beyond the red line boundary should be secured; 	<p>The Transport for London comments are noted.</p> <p>A revised Transport Assessment was submitted in response to the TfL comments.</p> <p>The Highways Authority consider the level of car</p>

<p>- An increase in the quantum of cycle parking provision is required to comply with the minimum standards identified within the London Plan is required;</p> <p>- A DSP, CLP, Travel Plan and PDMP should be secured through the appropriate mechanism.</p>	<p>parking to be acceptable for the data centre use proposed and a reason for refusal on the basis of car parking provision is not considered to be reasonable or robust.</p> <p>Please refer to paras 7.105 to 7.122 for consideration of transport matters.</p> <p>The detail of cycle parking is proposed to be secured under Conditions 27, 57, 87 and 117.</p> <p>A Delivery & Servicing Plan is to be secured for each phase, under Conditions 38, 69, 99 and 129.</p> <p>A Construction Environmental Management and Logistics Plan is to be secured for each phase, under Conditions 16, 46, 76, and 106.</p> <p>A Parking Design and Management Plan is to be secured for each phase, under Conditions 37, 68, 98, 128.</p> <p>A travel plan is to be secured for each phase, under S106 HoT vi.</p> <p>The Uxbridge Road junction improvement works would be secured via a S278 highways agreement as per S106 HoT viii. A contribution towards active travel zone measures and healthy streets is also proposed to be secured under S106 HoT vii.</p>
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<p>Transport for London Infrastructure Protection:</p> <p>No comment.</p>	n/a
Internal Consultation	
<p>Access Officer:</p> <p>No objection subject to a condition which secures details and provision of inclusive access, including ramped/level approaches, accessible toilets, types and dimensions of door width and lobby openings, and a fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999.</p>	<p>The Access Officer comments are noted.</p> <p>Matters relating to access are addressed in paras 7.52 to 7.53.</p> <p>Please refer to Conditions 26, 56, 86 and 116.</p>
<p>Air Quality Officer:</p> <p>The proposed data centre building (Class B8) with 74 no. emergency generators and associated flues is not air quality neutral as required by the London Plan, not air quality neutral as per LBH Air Quality Local Action Plan 2019-2024, and not air quality positive, as required by the LBH Local Action Plan. Therefore, further mitigation is required.</p> <p>The total level of mitigation required to the proposed development for pollutant emissions is based on the use of a CAT generator and equals £1,026,166 for Phase 1 (LON6). The contributions for Phases 2, 3 and 4 shall be calculated under a reserved matters application.</p> <p>This should be secured by S106 legal agreement.</p> <p>Conditions are also proposed for the following:</p> <ul style="list-style-type: none"> • Compliance with Air Quality Emissions • Backup Generator Fuel • Non-Road Mobile Machinery • Reducing Emissions from Demolition and Construction • Cleanest Generator and Fuel Technology 	<p>The Air Quality Officer comments are noted.</p> <p>Please refer to paras 7.76 to 7.81, S106 HoT i and Conditions 11, 12, 13, 14, 32, 33, 34, 35, 36, 44, 63, 64, 65, 66, 67, 75, 93, 94, 95, 96, 97, 105, 123, 124, 125, 126, 127, and 135.</p>

<ul style="list-style-type: none"> • SCR to achieve 95mg/Nm3 • Operating Regime for Backup Generators • Emission Reduction and Management Plan • Emissions Monitoring Plan • Backup Generator Emission Evidence 	
<p>Contaminated Land Officer:</p> <p>No objection subject to a planning condition securing further details.</p>	<p>The Contaminated Land Officer comments are noted.</p> <p>Conditions 17, 47, 77, 107 are proposed to be secured.</p>
<p>Economic Development Officer:</p> <p>An employment strategy and construction training scheme should be secured by S106 legal agreement.</p> <p>The long-term use of the innovation hub for its intended purpose should be secured through legal agreement with the developer, to ensure that the space retains its use as an innovation hub in perpetuity. This should include an obligation for the landowner to find a suitable replacement tenant that delivers the same level of community benefit, under similar rental terms, should Brunel University leave the space in the future.</p> <p>The Innovation Hub must be used for its intended purpose. Any café provisions should be open to the public. The developer is required to formalise the arrangement of peppercorn rent for similar future uses.</p> <p>All jobs created by end users must be promoted through local employment partners identified by LBH. Where 10 or more opportunities are available, the end user must work with LBH to establish a sector-based academy, providing short training programmes to help local residents access these roles.</p>	<p>The Economic Development Officer comments are noted. Please refer to Conditions 15 and 45 to secure the delivery of the Phase 2 Innovation Hub development in conjunction with the Phase 1 LON6 data centre development and the provision of publicly accessible floorspace for sale of food and/or drink (Classes E (a) and/or E (b)) as ancillary to the main use.</p>

<p>Flood and Water Management Specialist (Metis):</p> <p>No objection is raised subject to conditions securing the final details and implementation of the drainage strategy.</p>	<p>The Flood and Water Management Specialist comments are noted.</p> <p>Conditions 19, 20, 30, 49, 50, 60, 79, 80, 90, 109, 110, and 120 are proposed to be secured.</p>
<p>Head of Environmental Specialists (Sustainability):</p> <p>Conditions and a S106 obligation should be secured to ensure policy compliance for carbon emissions.</p> <p>A condition should be secured for the waste heat strategy as it is not clear how waste heat will be used.</p> <p>The water cycle strategy does not detail water consumption rates. A condition capturing more information and details linked to drainage would be sufficient to resolve this matter.</p>	<p>The Head of Environmental Specialists comments are noted.</p> <p>Conditions 31, 61, 91, and 121 are proposed to secure an updated energy strategy, including monitoring, recording and reporting plans for each phase.</p> <p>S106 HoT v is proposed to secure an updated energy strategy and carbon offset contribution.</p> <p>Conditions 21, 51, 81, and 111 are proposed to secure further details on waste heat.</p> <p>Conditions 19, 20, 30, 49, 50, 60, 79, 80, 90, 109, 110, and 120 are proposed to secure further details on the water cycle and drainage strategy.</p>
<p>Highways Authority:</p> <p>The car parking and cycle parking proposed is accepted.</p> <p>The Transport Assessment submitted reports that if all the existing retail units were trading then this and Heathrow Interchange Park would generate a daily total of 4,901no.</p>	<p>The Highways Authority comments are noted.</p> <p>Please refer to paras 7.105 to 7.122 for consideration of transport matters.</p>

<p>private car/van movements. This would fall to 1,002no. if the site was redeveloped as 3no. new data centres and an innovation hub, a reduction of 3,899no. daily private car/van trips. This decrease in private car or van trip generation is as would be expected and is welcomed by the Highway Authority as it would help alleviate road traffic congestion of the surrounding road network.</p> <p>Active Travel Zone Assessment</p> <p>The Highway Authority requires the developer to enter a Town and Country Planning Act s.106 legal agreement with the Council obliging them to enter a Highways Act s.278 agreement allowing them to remodel the junction bellmouth to include a straight across toucan crossing for cyclists and pedestrians at the site entrance.</p> <p>In addition to the above the Highway Authority requires the applicant to enter a s.106 agreement with the Council to fund the Active Travel Healthy Streets works listed below. Much of this originates from the applicants own Active Travel Zone assessment though the Council has added school road safety scheme works identified in a consultant's study. These works would improve road safety around Minet Junior, Infant and Nursery School, Avondale Drive and benefit to people walking along the Active Travel Zone assessment route No.2a which links Hayes and Harlington Station with the application site. The works include the installation of new Wig Wag warning signs; these are those signs that have the speed limit indicated together with flashing amber lights (the "wig-wags") that alternate back and forth.</p> <p>The cost of these works totals £209,660.</p> <p>Conclusions</p> <p>There are no highway objections to this proposal subject to securing the necessary planning conditions and S106 legal obligations.</p>	<p>The detail of cycle parking is proposed to be secured under Conditions 27, 57, 87 and 117.</p> <p>A Delivery & Servicing Plan is to be secured for each phase, under Conditions 38, 69, 99 and 129.</p> <p>A Construction Environmental Management and Logistics Plan is to be secured for each phase, under Conditions 16, 46, 76, and 106.</p> <p>A Parking Design and Management Plan is to be secured for each phase, under Conditions 37, 68, 98, 128.</p> <p>A travel plan is to be secured for each phase, under S106 HoT vi.</p> <p>The Uxbridge Road junction improvement works would be secured via a S278 highways agreement as per S106 HoT viii. A contribution towards active travel zone measures and healthy streets is also proposed to be secured under S106 HoT vii.</p>
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<p>Noise Specialist:</p> <p>Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to conditions which limit noise levels.</p>	<p>The Noise Specialist comments are noted.</p> <p>Matters relating to noise are addressed in paras 7.70 to 7.73 of the report.</p> <p>Please also refer to Condition 10.</p>
<p>Planning Policy Officer:</p> <p>Principle:</p> <p>The site is located within the off Springfield Road Industrial Area, which is designated as a Strategic Industrial Location (SIL) in both the London Plan (2021) and the Local Plan: Part 2. The precedent has been set on other sites within the borough that these are appropriate locations for new data centres and that they meet the definition provided within Paragraph 6.4.1 of the London Plan. The existing use does not meet the definition provided within Paragraph 6.4.1 of the London Plan. In addition, the London Plan supports the intensification of industrial uses in industrial areas. Therefore, no objection is raised to the principle of locating a data centre in this location.</p> <p>Power:</p> <p>The applicant has stated that a total of 250 MW has been secured in 3 phases from two different National Grid points. Initially (October 2027) 99 MW has been secured from North Hyde. An additional 51 MW would be supplied from October 2029. The remaining 100 MW will be supplied from Uxbridge Moor/Iver B from November 2029.</p> <p>Innovation Hub:</p> <p>The Innovation Hub / affordable workspace will need to be secured by S106 legal agreement.</p>	<p>The Planning Policy Officer comments are noted.</p> <p>Please refer to the following sections of the report for consideration of relevant matters:</p> <ul style="list-style-type: none"> • Principle of data centre development – paras 7.1 to 7.5 • Innovation hub – paras 7.6 to 7.8 • Power and energy infrastructure – paras 7.13 to 7.18

<p>Urban Design Officer:</p> <p>Overall the revised version of the Design Code is considered an improvement. The structure and choice of wording was altered positively and there is now a clear differentiation between obligation (must) and advice (should).</p> <p>The design of the Phase 1 element is acceptable on balance and the Design Code for Phase 2/3 is developed in accordance with Phase 1.</p> <p>Considering that the development occupies a strategic location, it is important that the development appears attractive during daytime as well as at nighttime. As the development comprises several tall buildings, forming a significant campus, a coherent signage strategy and lighting strategy is of essence. Furthermore, a clear signage strategy contributes towards the creation of a high-quality landmark development greeting Hillingdon's visitors and residents approaching from Ealing.</p> <p>The most important element of the campus is arguably the Innovation Hub, as this building fronts Uxbridge Road and will conceal the shear mass of the 11 storey data halls. The Design Code sets out a frame work for a high-quality approach, however an initial draft submission struggles to achieve the Code.</p>	<p>The Urban Design Officer comments are noted.</p> <p>Matters relating to design are addressed in paras 7.21 to 7.51 of the report.</p> <p>The final design details of the materials and landscape scheme are proposed to be secured by Conditions 23, 24, 25, 26, 27, 53, 54, 55, 56, 57, 83, 84, 85, 86, 87, 113, 114, 115, 116, and 117.</p>
<p>Waste Strategy Officer:</p> <p>No comments/ objections.</p>	<p>The Waste Strategy Officer comments are noted.</p>

7 Planning Assessment

Land Use Principles

Loss of Existing Uses and Proposed Data Centre Use

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 7.1 The application site is located within the Hayes Strategic Industrial Location (SIL) in the Hillingdon Local Plan. SILs are key locations for industrial, logistics, and digital infrastructure uses, ensuring that such areas continue to support London's economic and employment needs.
- 7.2 The development would demolish the existing and largely vacant low density out-of-town centre Hayes Bridge Retail Park and Heathrow Interchange Class B8 warehouses and replace them with a hyperscale data centre campus, to connect to an established data centre development on land at Tudor Works located to the south on Beaconsfield Road.
- 7.3 The Hayes Bridge Retail Park element of the site is an out-of-town centre retail park. The site is not a sequentially preferable location for main town centres uses and there are no policies in the Development Plan which requires the site to be retained as an out-of-town centre retail park.
- 7.4 Units 1, 3 and 4 Heathrow Interchange comprise B8 Class warehouse buildings, located within the designated SIL. Policy E4 of the London Plan (2021) recognises data centres as an emerging industrial-type activity that falls within the broader B8 (storage and distribution) classification. The loss of the warehouses and replacement within an appropriate SIL use is accepted.
- 7.5 Policy E7 of the London Plan (2021) encourages the intensification of industrial land, particularly in SILs, to optimise capacity while ensuring that existing industrial functions are not compromised. The proposed development would deliver 24,114m² floorspace (GIA) for the LON6 data centre (Phase 1), up to a maximum of 83,071m² for the LON7 and LON8 data centres (Phases 3 and 4) and up to 2,000m² for the Innovation Hub (Phase 2). As such, the development would appropriately intensify the use of the site in accordance with policy.

Innovation Hub

- 7.6 Policy E3 (Affordable workspace) of the London Plan (2021) states planning obligations may be used to secure affordable workspace (in the B Use Class) at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose.
- 7.7 The Innovation Hub (Sui Generis) is proposed for the purposes of creating and growing technology-based start-up businesses, whilst also acting as a space that can be used by the community on a more ad hoc basis. The space is proposed to be an affordable workspace and the intention is that it would be occupied by Brunel University, although it is noted that this is not guaranteed. The Innovation Hub would be ancillary to the data centre use and would not compromise the industrial functions of the SIL. As such, the land use principle is supported.
- 7.8 The proposed affordable workspace use is supported, particularly with reference to a potential partnership with Brunel University. It is considered that if the space is secured as genuinely affordable, as subsidised by Colt with long term peppercorn rents, then the proposal is supported in policy terms. This is

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

proposed to be secured by a Section 106 legal agreement (please refer to S106 HoT i).

Employment

- 7.9 It is noted that Policy E2 of the London Plan (2021) requires that B Use Class business uses should be fit for purpose. Policy E4 of the London Plan (2021) states that additional industrial capacity should be prioritised in locations that are accessible.
- 7.10 There are circa 100 full-time employees (FTE) if all retail and warehouse units are fully let. The Economic Impact Assessment (Dated March 2025) explains the economic impact and multiplier effects of data centres on the UK economy. Specifically, the proposal would increase the number of jobs generated on site to 232 FTE. It is also estimated that the development will generate 251 FTE net additional jobs per annum when accounting for multiplier effects of data centres. Jobs in data centres tend to be highly skilled and therefore command higher salaries compared to more traditional sites and industries. This job creation weighs in favour of the scheme in the planning balance.
- 7.11 Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. An employment strategy and construction training scheme is proposed to be secured by a Section 106 legal agreement under HoT ix.

Economy

- 7.12 The economic benefit of information and communications technology infrastructure is acknowledged and supported by national, regional and local planning policies. As noted under Paragraph 85 of the National Planning Policy Framework (2024), significant weight should be placed on the need to support economic growth and productivity. There will be substantial economic benefits arising from the proposed development in terms of employment. The national non-domestic rates (NNDR) and gross value added (GVA) increases are also significant. There is need for additional data capacity to be located within London to be as close as possible to its end users and support the broader economy. These benefits and considerations are given significant weight in the overall assessment of the planning balance.

Power Infrastructure

- 7.13 The NPPF (2024) emphasises the need for development to be supported by appropriate infrastructure. Policy D2 of the London Plan requires consideration

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

to be given to the impact on local infrastructure capacity where planning infrastructure capacity will be exceeded. Policy SI2 of the London Plan (2021) requires major developments to demonstrate how energy infrastructure will be integrated and supported.

- 7.14 The site is within the area of west London served by the Distribution Network Operator SSEN, which is currently subject to on-going electricity capacity constraints. It is understood that an agreement has been made with National Grid and SSEN to provide power to the site. In the Utility Statement the applicant states an SSEN 1000kVA supply will be located at the north of the site to provide 720kVA to Hayes Bridge Digital Park including the Innovation hub. The North Hyde National Grid connection made by the applicant to power the site is a connection to one of the known constrained grid supply points within the West London area.
- 7.15 As the development has secured a power supply, it is concluded that it would not overburden the local grid capacity (by virtue of securing the power which would not be possible otherwise). Based on the information available to Officers, the development is not considered to result in detrimental impacts connected to energy infrastructure.
- 7.16 The GLA have commented that stretch connections generate significant environmental impacts in construction in terms of emission of pollutants, noise, vibration, the creation of nuisances, and in the disposal of waste associated with the works. The LPA do not disagree, however, there is a difference of opinion as to how this matter is formally considered.
- 7.17 Stretch connections are typically carried out through permitted development rights. Whilst permitted development rights are not applicable to EIA development, the Applicant's position is that the stretch connections are not the "development", i.e. the development is what is proposed within the red line boundary.
- 7.18 All development requires some form of stretch connection one way or another. Only the specific context of those stretch connections would change whether it is EIA development and requires planning permission. For example, the relevant considerations could include length of the connections, the route of the connections and constraints on the land (including any sensitivities) which would be impacted by those connections. As such, the Applicant has been invited to confirm the stretch connection route in order to determine whether it is permitted development or EIA development. However, the matter does not form a robust reason for refusal and is not a matter which should prevent the application being considered by Committee, noting that the GLA Stage 2 referral process could also serve as a platform for further clarification on this point.

Design

- 7.19 This application seeks Full planning permission for data centre LON6 (Phase 1) which is located on the northern half of the Hayes Bridge Retail Park site. Outline

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

planning permission is sought for all of the remaining phases, including Phases 2, 3 and 4. Phase 2 seeks permission for an Innovation Hub which is classed as a Sui Generis use, for the purposes of creating and growing technology-based start-up businesses. Phases 3 and 4 comprises two further data centre buildings. LON7 is to be located on the southern half of the Hayes Bridge Retail Park site and LON8 is to be located on the Heathrow Interchange site.

- 7.20 As Phases 2, 3 and 4 are for Outline planning permission, the plans submitted relating to these phases are indicative and are supported by Parameter Plans and a Design Code. The Parameter Plans indicate the maximum extent that these elements of development and the Design Code sets out core design principles that the Outline phases must abide by when submitted for approval under the Reserved Matters stage of the planning application process. As such, these plans define the land use, and the maximum floorspace, heights, roof plans and landscape.

Tall Building

- 7.21 Policy D9 of the London Plan (2021) states that Development Plans should define what is a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than six storeys or 18m measured from ground to the floor level of the uppermost storey. Policy DMHB 10 of the Hillingdon Local Plan: Part 2 (2020) defines tall/high buildings and structures as substantially taller than their surroundings, causing a significant change to the skyline. Based on a Character Assessment, the Local Plan Part 2 confirms that Uxbridge and Hayes town centres are the most suitable locations for high buildings in the Borough.
- 7.22 The site lies within the Springfield Road Strategic Industrial Location and is currently occupied with a large sprawling collection of commercial units comprising wholesale retail. The existing retail buildings are laid out in an approximate L-shape, with a largely blank building facade fronting onto Uxbridge Road, in addition to an expansive car park. It is considered that the existing buildings are of a design and appearance which is typical of an out of centre retail park. Their design and form is not considered to be of high quality and makes a poor contribution to the street scene of Uxbridge Road in design terms. The site is currently accessed from the North off Uxbridge Road. A secondary access (for servicing and delivery vehicles) is located to the South off Bullsbrook Road. The site is bounded to the North by Uxbridge Road, to the East by Yeading Brook, to the South by Bullsbrook Road and to the West by industrial units.
- 7.23 The existing Hayes Bridge Retail Park development comprises a large footprint of buildings, measuring 7.5m at the eaves and 10m at the top of the pitched roof. The warehouse buildings immediately adjoining the site are large in footprint and measure circa 13m in height (equivalent to 4 stories). Further afield, the Hyatt Place Hotel covers a small footprint but measures 12 stories in height. There is also a consent (ref. 69827/APP/2021/1565) for a hotel on nos. 15-17 Uxbridge Road which again covers a small footprint but measures 14 stories in height. The land at Tudor Works site is currently being developed to deliver two large data

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

centre buildings measuring circa 38m in height (ref. 38421/APP/2021/4045). This forms part of the emerging townscape context for taller buildings.

- 7.24 In stark contrast to the industrial location, the area to the North of Uxbridge Road comprises 2 storey houses of fine urban grain.
- 7.25 Based on the detailed and outline Parameter Plans submitted, the proposed LON6, LON7, and LON8 data centre buildings and the Innovation Hub building would, at their maximum height exceed the minimum 18m threshold stated under Policy D9 of the London Plan (2021). As planning permission has already been granted on the land at Tudor Works site for two large data centre buildings measuring circa 38m in height (ref. 38421/APP/2021/4045), the proposed data centre campus would be perceived as forming part of an emerging townscape context. On balance, the development is considered to constitute tall buildings (for the purposes of Policy D9) as it would be substantially taller than the surroundings and would impact the skyline. The proposal for tall buildings outside of the Hayes and Uxbridge Town Centre locations represent a minor policy conflict. However, this is not a fundamental issue as long as the remaining parts of Policy D9 are addressed, in respect of the visual, functional, environmental and cumulative impacts of the development.
- 7.26 A Townscape and Visual Impact Assessment (TVIA) accompanies the submission and includes views from various viewing locations, mainly from surrounding streets close to the site where the proposal would be mostly visible. The views assessment demonstrates that the proposal would not appear dominant within the context and as such would not pose a significant adverse impact to immediate, mid-range and long-range townscape views.
- 7.27 Regarding functional impacts, the internal and external design, construction detailing, maintenance requirements, fire safety, transport and aviation safeguarding have been considered and addressed in detail as part of the planning application submission.
- 7.28 Regarding environmental impacts, the proposed development would comply with BRE guidelines in the main, with the majority of neighbours remaining unaffected or experiencing a limited degree of impact. There would be some reductions to individual residential windows and rooms along Uxbridge Road. The shortcomings are summarised in para 7.67 of the report regarding the impact of the development on neighbouring properties.
- 7.29 The above shortcomings identified against the BRE guidelines are agreed to be minor and within the parameters of acceptability given the context of the site, as well as the planning policy requirement to intensify development on sites identified as SIL. It is also noted that the impact on all other properties, including the Hyatt Hotel, are compliant with BRE guidelines.
- 7.30 Further, the development is likely to create a microclimate comfortable environment for pedestrians in most of the neighbouring area, with no significant deterioration in the microclimate expected. The provision of additional

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

landscaping features can be used as mitigation to obstruct and dissipate winds. If recommended for approval, a final detailed Microclimate and Wind report for each phase of the development, alongside confirmation of mitigation measures would be secured via Conditions 22, 52, 82 and 112.

- 7.31 The impact of the proposed development on the noise environment is considered in paras 7.70 to 7.73 of the report.
- 7.32 The cumulative visual, functional and environmental impacts have been considered and have been factored into the overall planning assessment.

Impact on the Character and Appearance of the Area

- 7.33 Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these policies seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character. These aims are also supported by the NPPF (2024) at chapter 12.
- 7.34 Uxbridge Road, together with Bath Road, form the two most important historic movement corridors in Hillingdon Borough. The published 2013 Hillingdon Townscape Characterisation study analysed Uxbridge Road and states: 'It continues to be a focus for thousands of residents living to the north and south of it - primarily as a transport connection, but also as a location for shops and services.'
- 7.35 Given its significance for both residents and visitors travelling through Uxbridge Road, Officers expect development to make a positive design contribution in order to strengthen the corridor. Whilst there are existing instances along this corridor which are poorly designed, development must aspire improvement and existing poor urban design examples aren't a precedent to follow for safety, environmental, urban design and transport reasons.
- 7.36 Officers have worked proactively with the Applicant Team in order to achieve a form of design which establishes a positive street presence and relationship with the public realm. Each element of the development is considered in the relevant sections below.

Phase 1 – LON6 Data Centre (Full Planning Permission):

- 7.37 The detailed plans and documentation supporting the application submission confirm that Phase 1 would comprise the LON6 data centre, which can be summarised as follows:
- Land Use: Class B8
 - Floorspace: 24,114m² GIA / 25,235m² GEA
 - Height:

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- Data centre wings: up to 42m (72000+AOD)
- Central office: up to 37m (67000+AOD)
- Roof plan: to include amenity terrace, brown roof and PVs
- Generators: 20 no. diesel generators

- 7.38 The LON6 data centre would be located on the northern half of the Hayes Bridge Retail Park site and would be the most visible of the three data centres when travelling along Uxbridge Road. The expression of the facades and use of materiality is a key consideration on this part of the site.
- 7.39 The proposed LON6 building includes a colourful structure at ground level as an approach to expressing the base of the building. The middle of the building includes a horizontal louvre system with vertical fins, distinguishing the middle and crown of the building by changing the pattern and colour of materials. The office element also sits within the middle of the data centre and provides a natural form of façade activation.
- 7.40 The security fencing around the data centre building is not supported from a visual perspective but it is recognised that the data centre use of the development requires very specific security measures in order to meet the requirements of hyperscale data centre operators. As a compromise, amendments were submitted to integrate the material precedent established by LON6 with the ancillary transformer and gatehouse buildings. The amended proposal also includes signage to complement the wayfinding strategy.
- 7.41 It is concluded that the material palette compliments that of the adjacent LON4 and LON5 data centre buildings, to ensure design continuity, use of high-quality materials and establishing a “family of buildings”. This design principle is secured within the Design Code, requiring that LON7 and LON8 accord with the established design precedent.
- 7.42 Details of the proposed materials, lighting scheme (both within the façade and external to the building), signage, and landscape scheme shall be secured by Conditions 23, 24, 25, and 27. Subject to such conditions, the development shall secure an acceptable level of design quality to mitigate against any harm perceived from the bulk and mass of the building.

Phase 2 – Innovation Hub (Outline Planning Permission):

- 7.43 The Parameter Plans and documentation supporting the application submission confirm that Phase 2 would comprise the Innovation Hub, which can be summarised as follows:
- Land Use: Sui Generis
 - Floorspace: 2,000m² GEA
 - Height: Minimum 18m (48000+AOD) / Maximum 28m (58000+AOD)
 - Roof plan: to include amenity terrace
 - Generators: 0 (zero) diesel generators

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 7.44 This development would be sited on the northern section of the site, facing the public realm. In effect, this part of the development would become the face of the development as viewed by Hillingdon residents to the north of Uxbridge Road as well as commuters into the borough from Ealing. Uxbridge Road is one of the main thoroughfares into the borough and as such, places a significant emphasis on the need to achieve a high-quality form of development on this piece of the site.
- 7.45 The Design Code establishes that the Innovation Hub must:
- measure between 18m and 28m;
 - utilise high quality design in the facades;
 - provide transparency in the north and east facades to show activity within;
 - act as a counterpoint to the solid facades of the data centre wings;
 - use planting and soft landscaping to create a buffer between the building and Uxbridge Road;
 - create a destination through public art feature; and
 - provide suitable screening to the LON6 data centre building.
- 7.46 Notably, a public art feature is proposed to be secured via a Section 106 legal agreement. This would ensure the delivery of some form of public art to complement the community benefit element of development, including a piece of art on the eastern corner of the Innovation Hub plot or alternatively a piece of art on the Innovation Hub itself.
- 7.47 Details of the proposed materials, lighting scheme (both within the façade and external to the building), signage, and landscape scheme shall be secured by Conditions 53, 54, 55, and 57. Subject to such conditions, the development shall secure an acceptable level of design quality to mitigate against any harm perceived from the bulk and mass of the wider data centre campus.

Phases 3 and 4 – LON7 and LON8 Data Centres (Outline Planning Permission):

- 7.48 The Parameter Plans and documentation supporting the application submission confirm that Phases 3 and 4 would comprise the LON7 and LON8 data centre buildings, which can be summarised as follows:
- Phase 3 – LON7 (Outline Planning Permission)
 - Land Use: Class B8
 - Floorspace: 53,415m² GEA
 - Height:
 - Data centre north: up to 56m (86000+AOD)
 - Data centre south: up to 47m (77000+AOD)
 - Central office: up to 41m (71000+AOD)
 - Roof plan: to include amenity terrace, brown roof and PVs
 - Generators: 38 no. diesel generators

- Phase 4 – LON8 (Outline Planning Permission)
 - Land Use: Class B8
 - Floorspace: 29,656m² GEA
 - Height: up to 40m (70000+AOD)
 - Roof plan: to include amenity terrace
 - Generators: 15 no. diesel generators

7.49 LON7 is to be located on the southern half of the Hayes Bridge Retail Park site and LON8 is to be located on the Heathrow Interchange site. The Parameter Plans establish that the LON7 building would be the tallest of the buildings, measuring up to 56m in height. The Design Code secures the design of the roofscape to provide a varied and therefore more visually appealing skyline when viewed from mid-range to long-range views. The Design Code also requires that LON7 and LON8 must follow the principles established by LON6, including:

- Splitting out the building into three distinct elements;
- Provision of a coloured structural frame at ground level;
- Use of aluminium louvre/panels with vertical expression;
- The colour of LON7 is to be darker than LON6 and for the colour of LON8 to match the lighter colour of LON6;
- Provision of the crown of the building with vertical expression and distinction from the middle of the building by using lighter coloured elements;
- Expression of flues and chimneys;
- Expression of office wings, to be located on the north and east elevations; and
- Provision of amenity terraces on the upper level of the office wings.

7.50 Details of the proposed materials, lighting scheme (both within the façade and external to the building), signage, and landscape scheme shall be secured by Conditions 83, 84, 85, 87, 113, 114, 115, and 117. Subject to such conditions, the LON7 and LON8 data centre developments shall secure an acceptable level of design quality to mitigate against any harm perceived from the bulk and mass of the wider data centre campus.

7.51 In conclusion, the development is considered to be acceptable in visual terms, subject to securing acceptable mitigation and design detail through conditions. Subject to planning conditions, the development is considered to accord with the requirements of Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), Policy D3 of the London Plan (2021), and paragraph 131 of the NPPF (2024).

Accessibility

7.52 Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design.

- 7.53 The Council's Access Officer has been consulted and confirmed that there are no fundamental accessibility issues, subject to conditions which secure the detail of the building entrances, accessible facilities and provision of evacuation lifts. It is noted that proposed plans for LON6 secure accessible parking provision close to the building entrance. The final details for the Innovation Hub, LON7 and LON8 would be secured under the submission of the relevant reserved matters/ conditions applications. Subject to Conditions 26, 56, 86 and 116, the development is considered accord with the requirements of Policy D5 of the London Plan (2021).

Security

- 7.54 Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. This is supported by Policy D11 of the London Plan (2021).
- 7.55 The proposal makes security provisions, including the provision of fences to secure the site. The access road which runs north-south through the site would be overlooked by the office spaces proposed, creating an eyes on street effect, to complement the feeling of safety on the site. Conditions 40, 71, 101, and 131 are proposed to secure secured by design accreditation. Subject to this condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

Fire Safety

- 7.56 Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal would function in fire safety terms.
- 7.57 A Fire Statement has been submitted and has been prepared by a suitably qualified third-party assessor. This demonstrates consideration of fire safety principles early in the development process. The Health and Safety Executive and London Fire Brigade have been consulted and not provided any specific comments on the proposal. The GLA have confirmed that the information submitted is sufficient and acceptable. Conditions 39, 70, 100, and 130 are proposed to secure the final detailed Fire Statement. Subject to this condition, the proposed would accord with the requirements of Policy D12 of the London Plan (2021).

Heritage

- 7.58 The application site does not contain any designated heritage assets and it does not form part of a Conservation Area. In Hillingdon, the nearest listed building is Bulls Bridge and the nearest locally listed building is the Toll House near Bulls Bridge. Both are located in the Bulls Bridge Conservation Area which is sited

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

circa 1600m to the South-West. In Ealing the closest listed buildings to the site are Church of St George (Grade II) approximately 600m East of the site at Tudor Road and the Grade II listed water tower at the Southall Gas Works site approximately 1000m to the South-East. The closest Locally listed buildings are Nos. 49-53 Northcote Avenue (the Northcote Arms) which is 900m to the East.

- 7.59 The setting of the heritage assets identified above would not be affected by the development due to the distance and the intervening buildings and vegetation between the buildings and Bulls Bridge Conservation Area.
- 7.60 The heritage asset that would be most affected by the development would be the Ealing Canalside Conservation Area (in particular the southwestern part) and its setting. The Canalside Conservation Area is not in the London Borough Hillingdon but in the neighbouring London Borough of Ealing. The Canalside Conservation Area Southwest Part covers the stretch of the canal comprising the towpath on the western side and extends to the centre of the canal.
- 7.61 The effects of the proposed development on the Canalside Conservation Area are shown in Views 2, 6 and 10 of the Heritage, Townscape and Visual Impact Assessment. The GLA state that, due to the height and mass, the proposals are considered to cause very low level of less than substantial harm (in Views 2 and 6 only) to the significance of the conservation area, due to the introduction of a further urbanising element in the tree-lined landscape of the canal.
- 7.62 Paragraph 215 of the NPPF (2024) states that, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 7.63 It is considered that the economic, employment and community benefits delivered by the development, including the provision of the Innovation Hub building which is intended to create and grow technology-based start-up businesses as well as provision of a space for use by the community, are significant. Given that the harm to the Canalside Conservation Area is on the very low level of less than substantial harm, the public benefits of the scheme are considered to outweigh any such harm. As such, the proposed development would not be considered contrary to Policy DMHB 4 of the Hillingdon Local Plan: Part 2 (2020) and Policy HC1 of the London Plan (2021).

Archaeology

- 7.64 Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service (GLAAS), will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts.
- 7.65 The application site does not form part of an Archaeological Priority Area but is accompanied by an archaeological desk-based assessment. The proposed development would involve extensive groundworks including basements so

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

there would likely be a high impact on any surviving deposits of archaeological interest. As such, GLAAS have requested that a written scheme of investigation (WSI) is submitted and approved prior to commencement of development. Conditions 18, 48, 78, and 108 are proposed to secure the WSI and subject to such a condition, the development would accord with the requirements of Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

Residential Amenity

Impact on Neighbours

- 7.66 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.67 Neighbouring properties are located on the opposite side of Uxbridge Road, circa 40m from the northern site boundary. Accordingly, the application is supported by a Daylight and Sunlight Report which assesses the impact of the development on neighbouring properties. The proposed development would comply with BRE guidelines in the main, with the majority of neighbours remaining unaffected or experiencing a limited degree of impact. There would be some reductions to individual residential windows and rooms along Uxbridge Road. The shortcomings are summarised as follows:
- 30-32 Uxbridge Road
 - Daylight: single window reduced to 0.66 (below 0.8 BRE target)
 - Sunlight: single room reduced to 0.68
 - 34-36 Uxbridge Road
 - Daylight: single window reduced to 0.72
 - Sunlight: fully compliant
 - 18-20 Uxbridge Road
 - Daylight: single window reduced to 0.78
 - Sunlight: fully compliant
 - 10-12 Uxbridge Road
 - Daylight: single window reduced to 0.61
 - Sunlight: single room reduced to 0.69
 - 6-8 Uxbridge Road
 - Daylight: two windows reduced to 0.58 and 0.73
 - Sunlight: fully compliant
- 7.68 The above shortcomings identified against the BRE guidelines are agreed to be minor and within the parameters of acceptability given the context of the site, as well as the planning policy requirement to intensify development on sites identified as SIL. It is also noted that the impact on all other properties, including the Hyatt Hotel, are compliant with BRE guidelines.
- 7.69 Based on the size and siting of the proposed development, it is not considered likely that such a proposal would have a significant detrimental impact on the

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

amenity, daylight and sunlight of adjacent properties. As such, the development is not considered contrary to Policy DMHB 11, Part B, of the Hillingdon Local Plan: Part 2 (2020).

Environmental Issues

Noise

- 7.70 Policy D14 of the London Plan (2021) states that development should reduce, manage and mitigate noise to improve health and quality of life. This can be done by separating noise generating uses from noise sensitive uses. Mitigation can also be secured through screening, layout, orientation, uses and materials. This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).
- 7.71 At its closest point, the Innovation Hub and LON6 data centre would be located a short distance to the north of residential properties. These represent a constraint on the permitted noise environment of any future use.
- 7.72 The Council's Noise Specialist has been consulted and confirms that sufficient information has been submitted regarding noise related impacts. No objection has been raised subject to securing the necessary noise restrictions during normal operation and emergency scenarios via planning condition.
- 7.73 Condition 10 is proposed to restrict the permissible noise levels in order to protect the amenity of neighbouring residents. Subject to such conditions, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

Odour

- 7.74 Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality.
- 7.75 It is noted that paragraph 201 of NPPF (2024) states that the focus of planning decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

Air Quality

- 7.76 Policies SI 1 of the London Plan (2021), EM8 of the Hillingdon Local Plan: Part 1 (2012) and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard and improve air quality in order to protect existing and new sensitive receptors. These aims are also supported by the NPPF (2024) at chapter 15.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 7.77 The application site is located within the Hillingdon Air Quality Management Area and the Ossie Garvin Air Quality Focus Area, one of Hillingdon's most sensitive Focus Areas which is known for poor air quality and high human exposure. Although the area surrounding the site is predominantly industrial, residential development is sited a short distance to the north of the site.
- 7.78 In order to meet the electrical demand for the proposed data centre in the event of a grid failure, the proposed development requires 74 no. diesel backup generators. The application submission does indicate that hydrogenated vegetable oil (HVO) is proposed to be used as fuel instead of diesel as long as it is available. The generators are also proposed to be fitted with selective catalytic reduction (SCR) technology to achieve restricted NO_x emission concentrations.
- 7.79 As confirmed by the Council's Air Quality Officer, the proposed development is not air quality neutral or air quality positive. The worst-case scenario damage cost has been calculated, and it is proposed that part of this cost is paid upfront to mitigate impacts from 'day one' of operation. The total level of mitigation required to the proposed development for pollutant emissions is based on the use of CAT generators and equals £1,026,166 for Phase 1 (LON6). This could rise depending on the performance of the generators and monitoring results. The contributions for Phases 2, 3 and 4 shall be calculated under a reserved matters/ conditions application. Section 106 HoT iii is proposed to secure the damage cost required to mitigate the impact of the proposed development on local air quality.
- 7.80 Conditions 11, 12, 13, 14, 32, 33, 34, 35, 36, 44, 63, 64, 65, 66, 67, 75, 93, 94, 95, 96, 97, 105, 123, 124, 125, 126, 127, and 135 are proposed to secure air quality mitigation measures for each phase of development. These conditions address the following matters:
- Compliance with Air Quality Emissions
 - Backup Generator Fuel
 - Non-Road Mobile Machinery
 - Reducing Emissions from Demolition and Construction
 - Cleanest Generator and Fuel Technology
 - SCR to achieve 95mg/Nm³
 - Operating Regime for Backup Generators
 - Emission Reduction and Management Plan
 - Emissions Monitoring Plan
 - Backup Generator Emission Evidence
- 7.81 Subject to such planning obligations and conditions, the proposal is not considered contrary to Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy SI 1 of the London Plan (2021).

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Trees and Landscaping

- 7.82 Policies G1 and G5 of the London Plan (2021), DMEI 1, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these policies seek to safeguard existing trees and deliver high quality landscaping in order to enhance amenity, biodiversity and green infrastructure. These aims are also supported by the NPPF (2024) at chapter 12.
- 7.83 The Arboricultural Impact Assessment submitted confirms that 32no. trees of individual distinction, 5no. groups of trees/ shrubs and the partial clearance of a further 3no. groups of shrubs is proposed to facilitate the development. No Category A trees are proposed to be removed, 5 no. Category B trees are proposed to be removed and the remainder of trees to be removed are Category C or U. The plans submitted confirm that at least 34 trees are proposed to be planted in Phase 1, to be located along the access road and within the secure lines of the LON6 data centre.
- 7.84 The proposed site layout and the distribution of massing and footprint are largely driven by the proposed capacity, business case, and performance requirements of the data centre use. As a result, the landscaping is highly residual in nature. Consequently, the public benefits of the proposed greening are limited, requiring that high quality is achieved. The potential to locate landscaping outside the proposed fence line is limited by security concerns, including Secured by Design guidance, noting that trees can be used as a climbing aid.
- 7.85 The final details of hard and soft landscaping are proposed to be secured by Conditions 27, 57, 87, and 117 to ensure that the landscape scheme to be delivered is high quality and retained in the long term. Subject to this condition, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Urban Greening Factor

- 7.86 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target Urban Greening Factor (UGF) score for commercial development is 0.3 but excludes B8 uses.
- 7.87 Whilst the development is classified as a B8 use, it is not a traditional B8 use and as such, the UGF target score should not be completely disregarded. The development reports an UGF score of 0.29 for Phase 1 (LON6) which falls short of the target score by 0.01. The site wide UGF is reported at 0.23, falling short of the target by 0.07. Noting that Phases 2, 3, and 4 are outline in nature, this shall be considered in further detail under the relevant reserved matters / conditions applications where any potential increases can be explored. Given the context of the scheme, the proposed UGF is considered to be acceptable within the overall planning balance.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Biodiversity

- 7.88 The Environment Act 2021 has established that all planning permissions granted in England have to deliver at least 10% BNG from January 2024. Paragraph 187 of the NPPF (2024) also states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).
- 7.89 The site is located partially within the Yeading Brook, Minet Country Park and Hitherbroom Park Site of Importance for Nature Conservation (SINC), identified as being of Borough Importance.
- 7.90 The Biodiversity Net Gain Assessment submitted states that the development would deliver a net gain of 0.44 habitat units (equivalent to a net gain of 10.65%), 0.57 hedgerow units (equivalent to a net gain of 98.57%), and 0.09 watercourse units (equivalent to a net gain of 11.66%). The trading rules have not been satisfied due to the removal of trees, including 5 no. Category B trees. It is noted that the applicant seeks to satisfy the trading rules through offsite habitat compensation, with 66 new trees in moderate condition identified as required to address the trading issue.
- 7.91 The final details of a Biodiversity Net Gain Scheme which maximises net gains in biodiversity value for the development would be secured by Conditions 28, 58, 88, and 118. Subject to such conditions, the proposal is considered to accord with the NPPF (2024), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flood Risk

- 7.92 Policy EM6 of the Local Plan: Part 1 (2012) outlines that the Council will require new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework (NPPF). Policy DMEI 9 of the Local Plan: Part 2 (2020) outlines that development proposals in Flood Zones 2 and 3 will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. The approach in the Development Plan is consistent with Policy SI 12 of the London Plan (2021) and the NPPF (2024).
- 7.93 The Local Plan: Part 2 (2020) was adopted in January 2020 and included a site allocation document. The site is not allocated within the Development Plan. The application site is located within Flood Zone 2 and there are parts of the site which are liable for surface water flooding.
- 7.94 In line with Annex 3 of the NPPF (2024), development proposals for data centres could fall under the 'essential infrastructure' classification, noting that data

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

centres have recently been designated as Critical National Infrastructure. Notwithstanding, it is important to note, in terms of a sequential test, data centres should be located in SILs first as the most appropriate location for such uses. It is considered that the sequential test is passed and that the exceptions test does not apply.

- 7.95 Contingency measures to protect the development from flooding are required. The development would have suitably elevated site and finished floor levels. A safe route of access and egress is established and a flood warning and evacuation plan would be employed by the operator. Alongside sustainable drainage measures, the development would not increase the risk of flooding.
- 7.96 Condition 6 requires compliance with the submitted Flood Risk Assessment (and proposed finished floor level). Subject to this condition, the proposed development is considered to accord with Policy SI 12 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020).

Drainage

- 7.97 Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).
- 7.98 The proposal has sufficiently demonstrated the use of the drainage hierarchy and is proposing rainwater harvesting tank, green roofs, small pond, tree pits, rain gardens, permeable surfacing, and geocellular storage tanks. The Council's Flood and Water Management Specialist has confirmed no objection to the proposed drainage strategy, subject to the necessary planning conditions.
- 7.99 Conditions 19, 30, 49, 60, 79, 90, 109, and 120 have been recommended to secure the final details and implementation of the drainage scheme. Subject to these conditions, the scheme would accord with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 13 of the London Plan (2021).

Water Infrastructure

- 7.100 Policy SI 5 of the London Plan (2021) sets out water infrastructure requirements for commercial forms of development, including achieving at least the BREEAM excellent standard for the 'Wat 01' water category¹⁶⁰ or equivalent, measures to reduce water use, provide adequate wastewater infrastructure capacity and minimise the potential for misconnections between foul and surface water networks.

- 7.101 Generally, data centres are known to be a significant consumer of water as part of the cooling requirements. This matter requires consideration and as such, Affinity Water, Thames Water and the Greater London Authority have been consulted. During the consultation process, neither Affinity Water and Thames Water raised any fundamental issues with the proposal in respect of water quality, efficiency, and related infrastructure. However, as confirmed by the Greater London Authority, insufficient information has been submitted in respect of the BREEAM standards for Wat 01 credits and water metering and saving measures.
- 7.102 It is important to determine whether the submission of insufficient information needs to be resolved prior to determination or post approval via way of condition. The information requested is not of a unique nature and the information provided shows compliance with policy to the extent necessary at this stage of the process. Whilst it is accepted further information is necessary there is nothing to suggest that this would not be forthcoming. Securing the information by way of condition would satisfy the requirements of the planning policy. Subject to the Conditions 20, 50, 80, and 110, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Land Contamination

- 7.103 Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that development on potentially contaminated sites shall assess conditions and demonstrate that the site can be safely remediated. Planning conditions and S106 legal agreements can be used to secure the appropriate level of detail required.
- 7.104 A Preliminary Risk Assessment has been submitted for consideration and is considered to be sufficient and acceptable for the initial stage of the planning process. Conditions 17, 47, 77, and 107 are proposed to secure further details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Transport

- 7.105 Policies T4, T6 and T6.2 of the London Plan (2021), and policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety. These aims are also supported by the NPPF (2024) at chapter 9, including paragraph 116 which states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Proposed Operation

- 7.106 This application seeks permission for redevelopment of the site to deliver a data centre campus. The operation would be 24 hours a day, seven days per week and would employ between 232 staff.

Staff and Visitor Car Parking

- 7.107 Policy T6.2 of the London Plan (2021) states that car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments.
- 7.108 Applying car parking standards set out within relevant planning policy on the proposed data centre development would require that an unnecessarily large number of car parking spaces are provided. To guard against over provision, the number of car parking spaces needed has been determined based on forecast occupancy linked to the office space provided.
- 7.109 The proposal would provide 153 parking spaces in total, including 11 accessible bays (7% of total provision) and 8 (5% of total provision) active EV charging spaces, with passive provision for all remaining spaces. Of the total 153 car parking spaces proposed across the site, 43 are proposed to be provided for the LON6 building and the remaining 110 spaces split between LON7, LON8 and the Innovation Hub buildings. The Highways Authority have confirmed that the number of spaces proposed is acceptable.

Disabled Person Car Parking

- 7.110 Policy T6.5, Table 10.6, of the London Plan (2021) states that 5% of all car parking spaces should be provided as designated disabled persons parking bays and 5% should be provided as enlarged parking bays which are capable of being converted to disabled persons parking. This would require the provision of 8no. disabled persons parking bays and 8 no. enlarged bays across the site. As Phases 2, 3, and 4 are subject to reserved matters / details conditions, the focus is on Phase 1 which would provide 4 designated disabled persons parking. This is accepted and proposed to be secured under Conditions 27, 57, 87, and 117.

Electric Vehicle Charging Points (EVCPs)

- 7.111 Policy T6.2 of the of the London Plan (2021) states that car parking provision for office development or industrial should include appropriate provision for electric or other Ultra-Low Emission vehicles.
- 7.112 A total of 8no. active charging points are proposed, with passive provision for all remaining spaces. This is accepted and proposed to be secured under Conditions 27, 57, 87, and 117.

Cycle Parking

- 7.113 A total of 40 cycle parking spaces (20 Sheffield stands) are proposed for LON6. These spaces would be split evenly between internal and external stores to cater for short and long stay journeys. The facilities would accommodate cargo bike deliveries as well as potential visitors. They would be conveniently located and visible to cyclists. The specific provision of cycle parking for the outline elements of the proposal (LON7, LON8 and the Innovation Hub) would be considered at the reserved matters and detailed conditions stages.
- 7.114 The Highway Authority notes that the number of cycle parking spaces to be provided is based on the specific needs of the data centre and is accepted. The details of the proposed cycle parking are proposed to be secured by Conditions 27, 57, 87, and 117.

Parking Design and Management Plan

- 7.115 Accessible car parking provision and passive electric vehicle charging facilities have been proposed, requiring that these provisions are reviewed and uplifted in accordance with demand. The detail of a parking design and management plan is proposed to be secured under Conditions 37, 68, 98, and 128.

Trip Generation

- 7.116 The Transport Assessment submitted to support the application reports that if all the existing retail units were trading then this and Heathrow Interchange Park would generate a daily total of 4,901no. private car/van movements. This would fall to 1,002no. if the site was redeveloped as 3no. new data centres and an innovation hub, a reduction of 3,899no. daily private car/van trips. This decrease in private car or van trip generation is as would be expected and is welcomed by the Highway Authority as it would help alleviate road traffic congestion of the surrounding road network.

Healthy Streets and Active Travel Zone Assessment

- 7.118 In order to encourage and enable active travel and reduce dependency on the private car for trip making to and from the site, the Highway Authority have identified a £209,660 contribution towards healthy streets and active travel zone improvements. This is proposed to be secured under S106 HoT vii.
- 7.119 A S278 highways agreement is also proposed to secure the identified Uxbridge Road junction works, including a toucan crossing, to better facilitate active travel. This is proposed to be secured under S106 HoT viii.

Travel Plan

- 7.120 A detailed and finalised Travel Plan is proposed to be secured through the proposed S106 legal agreement, listed under S106 HoT vi.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Construction Logistics Plan and Service Delivery Plan

- 7.121 Having regard to comments received from TfL and the Highway Authority, a Construction Logistics Plan and a Service Delivery Plan are proposed to be secured under Conditions 16, 38, 46, 69, 76, 99, 106, and 129 respectively.

Transport Conclusion

- 7.122 Subject to the necessary planning conditions and obligations, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

Sustainable Development

Whole-Life Carbon Cycle

- 7.123 Policy SI 2, Part F, of the London Plan (2021) states that development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
- 7.124 The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment as required. Conditions 43, 74, 104, and 134 would secure the submission of a post-construction assessment to report on the development's actual WLC emissions. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

CO2 Emissions

- 7.125 Policy SI 2 of the London Plan (2021) and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the development proposed. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these policies seek to secure major development proposals as net zero-carbon by reducing greenhouse gas emissions in operation and minimising energy demand in accordance with the energy hierarchy. These aims are also supported by the NPPF (2024) at chapter 14.
- 7.126 The Energy Statement states that the development would achieve 39% savings across the site (including all phases) and Phase 1 would achieve 42% savings on site, exceeding the minimum planning policy requirement of 35%. This is achieved by high efficiency systems, photovoltaic panels and water source heat pump solution. Conditions 31, 61, 91, and 121 are proposed to secure the finalised energy strategy, alongside detail on monitoring, to ensure compliance with the requirements. A S106 planning obligation is proposed under HoT v to secure £1,830,527 contribution to make Phase 1 net zero-carbon, with the contributions for the remaining phases to be calculated under the relevant

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

reserved matters applications. Subject to such conditions and planning obligations, the development would accord with Policy SI 2 of the London Plan (2021).

Energy Infrastructure

- 7.127 Policy SI 3 of the London Plan (2021) states that major development proposals should make provisions to connect into district heating networks, thereby utilising secondary heat sources.
- 7.128 The development is proposed to facilitate a future connection to a district heating scheme for export of low-grade heat should one become available. Planning Conditions 21, 51, 81, and 111 are proposed to secure this commitment, ensuring compliance with Policy SI 3 of the London Plan (2021).

Overheating

- 7.129 Policy SI 4 of the London Plan (2021) states that development should minimise adverse impacts on the urban heat island and reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.
- 7.130 Section 8 of the Energy and Sustainability Statement submitted confirms compliance with the cooling hierarchy. For the non-domestic detailed (Phase 1) and outline (Phases 2, 3 and 4) elements, the area weighted average (MJ/m²) and total (MJ/year) cooling demand for the actual and notional building has been provided and the applicant has demonstrated that the actual building's cooling demand is lower than the notional.
- 7.131 As requested by the Greater London Authority, Conditions 62, 92, and 122 are proposed to ensure that final acceptable details are submitted, including the provision of active cooling which is lower than the notional in (MJ/m²), to assess the overheating risk for any naturally ventilated non-domestic spaces, and investigate the risk of overheating using the DSY 2 & 3 weather files, in accordance with CIBSE TM52 methodology for the London Design Summer Year 1 (DSY1) weather file: 2020s, High emission, 50% percentile scenario.
- 7.132 Subject to condition, the development is considered to accord with the requirements of Policy SI 4 of the London Plan (2021).

Circular Economy

- 7.133 Policy SI 7 and Policy D6 of the London Plan (2021) require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food. Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) supports this policy from a design perspective.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 7.134 Specifically, Policy SI 7, Part B, of the London Plan (2021) states that referable applications should submit Circular Economy Statements to promote circular economy outcomes and aim to be net zero-waste. Policy EM11 of the Hillingdon Local Plan: Part 1 (2012) also supports these objectives.
- 7.135 A Waste Management Plan has been submitted for consideration and includes dedicated areas for bin storage and collection. The Council's Waste Strategy Officer has not raised any concerns, and the detail submitted is deemed to be sufficient and acceptable.
- 7.136 A Circular Economy Statement has been submitted for consideration. Whilst the GLA have requested that further information is submitted, it is considered that these matters can be resolved post-committee as part of the GLA Stage 2 referral process. A post-construction circular economy monitoring report is also proposed to be secured by Conditions 42, 73, 103, and 133. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

Digital Connectivity

- 7.137 Policy SI 6 of the London Plan (2021) requires that development provides ducting space for full fibre connectivity.
- 7.138 The proposed development would provide additional digital infrastructure in line with London Plan Policy SI 6.

8 Other Matters

Health

- 8.1 Officers have been made aware of resident concerns on other data centre sites that the proposed data centre poses health risks related to electromagnetic fields (EMF) exposure. Data centres emit non-ionizing EMFs, primarily from electrical infrastructure, servers, and networking equipment. It is understood that EMF levels outside data centres are typically well within international safety guidelines, such as those set by the International Commission on Non-Ionizing Radiation Protection (ICNIRP) and IEEE. Most EMFs are contained within the facility and shielding and distance reduce exposure significantly. As such, the impact on nearby residents would not be harmful.
- 8.2 Paragraph 123 of the NPPF (2024) is also noted and states, in the context of communications infrastructure, that Local Planning Authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure. Please refer to other relevant sections of the report for consideration of other health impacts, including paras 7.76 to 7.81 for consideration of air quality impacts.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 8.3 A Health Impact Assessment has also been submitted which concludes that there are no adverse health and wellbeing impacts. Subject to the necessary conditions and planning obligations, Officers do not disagree with this conclusion.

Airport Safeguarding

- 8.4 Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.
- 8.5 The site is located outside of the 3km perimeters for Heathrow Airport and RAF Northolt. The National Air Traffic Services, Heathrow Airport Ltd and the Ministry of Defence have been consulted and have confirmed no safeguarding objections, subject to securing a Bird Hazard Management Plan. Conditions 29, 59, 89, and 119 are proposed accordingly and subject to such a condition, the proposal would comply with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Impact Assessment

- 8.6 Legislation pertaining to Environment Impact Assessments are set out under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (or the EIA Regulations).
- 8.7 The following schedules should be considered when assessing the development in respect of the EIA Regulations:
- Schedule 1(2)(1) Thermal power stations and other combustion installations with a heat output of 300 megawatts or more
 - Schedule 2(10a) Industrial Estate Development
 - Schedule 2(10b) Urban Development Projects
 - Schedule 2(6c) Storage Facilities for petroleum, petrochemical and chemical products
 - Schedule 2(3a) Industrial installations for the production of electricity, steam and hot water
 - Schedule 2(3e) Surface storage of fossil fuels
 - Schedule 2(13b) Changes and extensions to Schedule 2 developments
- 8.8 The development proposal is on a site which measures circa 4.4ha which is below the 5ha threshold. However, when considered in combination with the adjacent data centre site to the south (which is already permitted and under development), the total area of both developments exceeds this. The data centre development to the south does not form part of the proposed development and benefits from planning consent under application ref. 38421/APP/2021/4045.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

However, given that the Applicant is the same and given the potential for cumulative impacts, it was agreed that the proposed development would qualify as EIA development and as such an Environment Statement (ES) has been submitted.

- 8.9 A formal scoping exercise was not undertaken, but during discussions it was agreed that the matters to be scoped-in were climate change and air quality. The ES submitted sets out environmental information about the scheme, including a description of the development, its predicted environmental impacts and the measures intended to mitigate any adverse impacts. It is provided to allow a wider public understanding of the environmental effects of the project. The consideration of technical matters, including climate change and air quality have been considered and are set out within paras 7.76 to 7.81 (air quality) and paras 7.123 to 7.138 (sustainability) of this Committee Report. Subject to the relevant mitigation secured by planning conditions and obligations, any adverse impacts identified are not considered to be significant.

Human Rights

- 8.10 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.11 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

Planning Obligations

- 8.12 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL), planning obligations will be sought on a scheme-by-scheme basis. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 8.13 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:
- i. necessary to make the development acceptable in planning terms;

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- ii. directly related to the development; and
- iii. fairly and reasonable related in scale and kind to the development.

- 8.14 The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.
- 8.15 On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions for the matters outlined in the Heads of Terms contained in the Summary of Recommendation section at the beginning of this report.

Community Infrastructure Levy

- 8.16 Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.
- 8.17 In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.
- 8.18 The liability payable for Phase 1 is as follows (subject to indexation):
Hillingdon CIL: £143,094.45
Mayoral CIL: £1,233,214.00
- 8.19 The liability payable for Phases 2, 3, and 4 would be determined as part of the submission of the relevant reserved matters applications.
- 8.20 However, please note that this has been calculated based on the information available to the officer. The final amount will be reviewed post determination by the Council's Planning Obligations Team and set out to the liable party in line with the CIL Regulations.

9 Conclusion / Planning Balance

- 9.1 This hybrid planning application seeks permission for a four-phased redevelopment to deliver a data centre campus (Use Class B8), comprising Full planning permission for data centre building LON6 and Outline planning permission for an Innovation Hub and two data centre buildings (LON7 and LON8), with all matters reserved for later determination. The development is

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

considered acceptable in land use terms and the economic benefit of data centre development is acknowledged and supported by national, regional, and local planning policies. The development has secured a power supply, would not overburden the local grid capacity and is not considered to result in detrimental impacts connected to energy infrastructure.

- 9.2 The proposed development is considered to alter how the site is perceived within the wider townscape, but it is important to acknowledge that the development would connect to the approved and existing Hayes Bridge Digital Park data centre campus. The high-quality design and elevational treatments, including the Innovation Hub to front onto Uxbridge Road, are considered to soften its townscape impact and mitigate any perceived harm. The proposed development retains an industrial/technological aesthetic that respects the immediate area's emerging character.
- 9.3 In order to offset the possible overbearing nature of the wider data centre development, the Innovation Hub (Phase 2) is proposed as the community piece to front the campus. Whilst this element of development is proposed in Outline, the Design Code and planning conditions would secure a high-quality form of development. Furthermore, a high-quality public art piece is proposed to complement the Innovation Hub use and would be secured by Section 106 legal agreement should the application be recommended for approval. In combination, the design would positively contribute to the industrial estate and townscape character. Subject to necessary planning conditions and obligations, the development would add real design and public benefit to the site, which would weigh in favour of the scheme in the planning balance.
- 9.4 Planning obligations are proposed to secure the Innovation Hub as genuinely affordable workspace in perpetuity, the provision of public art in conjunction with the Innovation Hub (Phase 2), the retention of the architects to ensure delivery of high quality design, travel plan, section 278 highways works for Uxbridge Road junction improvements (including a toucan crossing), employment and construction training schemes, and contributions towards air quality mitigation, carbon offsetting and healthy streets / active travel zone improvements.
- 9.5 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.
- 9.6 Due regard has been given to the comments received as part of the consultation process and it is concluded that the proposal complies with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1, a Section 106 legal agreement and Stage 2 referral to the Greater London Authority.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

10 Background Papers

Relevant published policies and documents considered in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillington.gov.uk.

APPENDICES

Planning Application

78343/APP/2025/719

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM1 Full and Outline - Time Limit

Full and Outline (Hybrid) - Time Limit

Full Planning Permission: The development subject to Full Planning Permission (Phase 1) hereby permitted shall be begun before the expiration of three years from the date of this permission.

Outline Planning Permission: The development subject to Outline Planning Permission (Phases 2, 3, and 4) hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the reserved matters to be approved for each phase, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

2. COM2 Outline - Reserved Matters

Outline - Reserved Matters

Phase 2: For the land shaded purple in LONUX-NWA-PL-ZZ-DR-A-12801 Rev. P02 (including the Innovation Hub and associated land), the submission of applications for the reserved matters (being scale, layout, appearance, landscaping and access) shall be submitted to the Local Planning Authority before the expiration of one year from the date of this permission and approved in writing before any development on that phase begins.

Phase 3: For the land shaded orange in LONUX-NWA-PL-ZZ-DR-A-12801 Rev. P02 (including LON7 and associated land), the submission of applications for the reserved matters (being scale, layout, appearance, landscaping and access) shall be submitted to the Local Planning Authority before the expiration of three years from the date of this permission and approved in writing before any development on that phase begins.

Phase 4: For the land shaded blue in LONUX-NWA-PL-ZZ-DR-A-12801 Rev. P02 (including LON8 and associated land), the submission of applications for the reserved matters (being scale, layout, appearance, landscaping and access) shall be made to the Local Planning Authority before the expiration of five years from the date of this permission and approved in writing before any development on that phase begins.

REASON

To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

3. NONSC Full and Outline - Phasing

Full and Outline (Hybrid) - Phasing

The development hereby permitted shall not be carried out except in complete accordance with the phasing shown on pages 6 and 7 of approved document "LONUX-NWA-SW-XX-RP-A-00002 Rev. P02 Design Code (Dated 8th August 2025)".

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. COM4 Full - Accordance with Approved Plans

Full - Accordance with Approved Plans

The Phase 1 development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:-

Site Location Plan:

LONUX-NWA-SW-ZZ-DR-A-10200 Rev. P01 Site Location Plan;

Site:

LON6-NWA-PL-ZZ-DR-A-12220 Rev. P02 LON6 - Site Plan;
LON6-MWL-DC-ZZ-DR-LD-10200 P02 LON6 Landscape Masterplan;
LON6-MWL-DC-ZZ-DR-LD-10202 P01.03 LON6 Metro Bank Landscape Vignette;
LON6-MWL-DC-ZZ-DR-LD-10201 Rev. P02 LON6 Urban Greening Factor;
LON6-MWL-DC-ZZ-DR-LD-10203 P02 LON6 Yeading Brook Landscape Vignette;
LONUX-CDL-ZZ-XX-RP-E-00001 Rev. P01 External Lighting Plan;

Floor Plans:

LON6-NWA-PL-ZZ-DR-A-12222 Rev. P01 LON6 Basement & Ground Floor Plans;
LON6-NWA-PL-ZZ-DR-A-12223 Rev. P01 LON6 First & Second Floor Plans;
LON6-NWA-PL-ZZ-DR-A-12224 Rev. P01 LON6 Third & Fourth Floor Plans;
LON6-NWA-PL-ZZ-DR-A-12225 Rev. P02 LON6 - Fifth & Sixth Floor Plans;
LONUX-NWA-PL-ZZ-DR-A-12201 Rev. P02 Site Plan - Roof Level;

Elevations:

LON6-NWA-PL-ZZ-DR-A-12421 Rev. P02 LON6 - Elevations - South & West;
LON6-NWA-PL-ZZ-DR-A-12422 Rev. P02 LON6 - Elevations - North & East;
LON6-NWA-PL-ZZ-DR-A-12423 Rev. P02 LON6 - Detailed Elevation East;
LON6-NWA-PL-ZZ-DR-A-12424 Rev. P02 LON6 - Detailed Elevation North;
LON6-NWA-PL-ZZ-DR-A-12425 Rev. P02 LON6 - Detailed Elevation West;
LONUX-NWA-PL-00-DR-A-12230 Rev. P02 LON6 Transformers;
LONUX-NWA-PL-00-DR-A-12231 Rev. P02 Gate House;
LONUX-NWA-PL-ZZ-DR-A-12400 Rev. P02 Site Context Elevations; and

Sections:

LON6-NWA-PL-ZZ-DR-A-12430 Rev. P02 LON6 - Sections.

Thereafter the development hereby permitted shall be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

5. NONSC Outline - Accordance with Parameter Plans

Outline - Accordance with Parameter Plans

The Phase 2, 3 and 4 development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted Parameter Plans, numbers:-

LONUX-NWA-PL-ZZ-DR-A-12801 Rev. P02 Parameter Site Plan - Plots/Blocks;
LONUX-NWA-PL-ZZ-DR-A-12802 Rev. P02 Parameter Site Plan - Heights (Site Plan);
LONUX-NWA-PL-ZZ-DR-A-12803 Rev. P02 Parameter Site Section - Heights (Longitudinal Section);
LONUX-NWA-PL-ZZ-DR-A-12806 Rev. P02 Parameter Site Plan - Basement;
LONUX-NWA-PL-ZZ-DR-A-12807 Rev. P02 Parameter Site Plan - Land use;
LONUX-NWA-PL-ZZ-DR-A-12809 Rev. P02 Parameter Site Plan - Landscape; and
LONUX-NWA-PL-ZZ-DR-A-12810 Rev. P02 Parameter Site Plan - Roof Plan.

Thereafter the development hereby permitted shall be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

6. COM5 Full and Outline - Compliance with Documentation

Full and Outline (Hybrid) - Compliance with Documentation

The development hereby permitted shall be completed in accordance with the specified supporting plans and/or documents:

Planning:

Planning Statement(Dated March 2025);
Hayes Digital Park Innovation Hub Outline Strategy (Dated March 2025);
Economic Impact Assessment (Dated March 2025);

Health Impact Assessment Rev. 3 (Dated March 2025);
LONUX-CDL-ZZ-XX-RP-Y-00002 Rev. P01 LON6 Utility Statement (Dated 14th March 2025);
Infrastructure Statement (Dated February 2025);

Environment Impact Assessment:

Environmental Statement (Dated March 2025);
EIA Non-Technical Summary (Dated March 2025);

Design and Heritage:

LONUX-NWA-SW-XX-RP-A-00002 Rev. P02 Design Code (Dated 8th August 2025);
Design and Access Statement Rev. P02 Part 1 of 4 (Dated 8th August 2025);
Design and Access Statement Rev. P02 Part 2 of 4 (Dated 8th August 2025);
Design and Access Statement Rev. P02 Part 3 of 4 (Dated 8th August 2025);
Design and Access Statement Rev. P02 Part 4 of 4 (Dated 8th August 2025);
Heritage, Townscape, and Visual Impact Assessment (Part 1) (Dated March 2025);
Heritage, Townscape, and Visual Impact Assessment (Part 2) (Dated March 2025);
Heritage, Townscape, and Visual Impact Assessment (Part 3) (Dated March 2025);
Heritage, Townscape, and Visual Impact Assessment (Part 4) (Dated March 2025);
Supplementary HTVIA Technical Note (Dated July 2025);
Archaeological Desk-Based Assessment (Dated February 2025);
LONUX-MWL-PL-XX-RP-LD-12003 P02 Site Wide Landscape Design Statement (Dated 6th August 2025);
LONUX-MWL-SW-ZZ-RP-LD-12000 P02 Outline Landscape Maintenance and Management Plan (Dated 6th August 2025);
LONUX-CDL-ZZ-XX-RP-Y-00001 Rev. P01 LON6 Fire Statement (Dated 14th March 2025);

Environmental:

LONUX-CDL-ZZ-XX-RP-Z-00004 Rev. P01 LON6 Microclimate & Wind Assessment (Dated 14th March 2025);
LONUX-ARUP-PL-XX-RP-Z-00006 Rev. P01 Geotechnical Desk Study Report (Dated 14th March 2025);
LONUX-ARUP-PL-XX-RP-Z-00007 Rev. P01 Ground Contamination Preliminary Risk Assessment (Dated 14th March 2025);
12157_AIA.002 Rev A Arboriculture Impact Assessment (Dated March 2025);
12157 TCP 01 Tree Constraints Plan;
Ecological Appraisal (Dated February 2025);
12157 TS 01 BS 5837:2012 Tree Schedule;
6599 Daylight and Sunlight Report (Dated 18th February 2025);
CL-6159-RPT-003 V1.0 OLS Safeguarding Assessment (Dated 11th March 2025);
CL-6159-RPT-002 V1.0 Technical Safeguarding Assessment (Dated 11th March 2025);
Biodiversity Net Gain Assessment (Dated March 2025);
LONUX-CDL-ZZ-XX-RP-Z-00005 Rev. P01 Noise Impact Assessment (Dated 14th March 2025);

2025);

LONUX-CDL-PL-XX-TI-YA-00001 Rev. P01 Technical Note - Outline noise planning condition comment (Dated 6th June 2025);

Sustainability:

LIH1-CDL-B-XX-RP-Z-00001 Rev. P01 Innovation Hub - BREEAM New Construction V6 - Pre-Assessment (Dated 14th March 2025);

LONUX-CDL-DC-XX-RP-Z-00001 Rev. P01 LON6 - BREEAM 2010 - Data Centre v1.1 (Dated 14th March 2025);

LONUX-CDL-ZZ-XX-RP-Z-00008 Rev. P01 LON6 Water Cycle Strategy (Dated 14th March 2025);

LONUX-ARUP-PL-XX-RP-Z-00008 Rev. P01 Flood Risk Assessment (Dated 14th March 2025);

LONUX-ARUP-SW-LP-RP-C-52001 Rev. P01 Drainage Strategy (Dated 14th March 2025); Circular Economy Statement Rev. 2 (Dated March 2025);

Whole Life Carbon Assessment Rev. 3 (Dated March 2025);

LONUX-CDL-ZZ-XX-RP-Z-00002 Rev. P01 Energy and Sustainability Statement (Dated 21st March 2025);

LONUX-CDL-ZZ-XX-RP-Z-00001 Rev. P01 Air Quality Appendix (Dated 14th March 2025);

Transport:

LONUX-ARUP-PL-XX-RP-Z-00005 Rev. P02 Transport Assessment (Dated 5th August 2025);

LONUX-ARUP-PL-XX-RP-Z-00004 Rev. P01 Framework Travel Plan (Dated 14th March 2025);

LONUX-ARUP-PL-XX-RP-Z-00003 Rev. P01 Delivery, Servicing and Waste Management Plan (Dated 14th March 2025); and

LONUX-ARUP-PL-XX-RP-Z-00001 Rev. P01 Outline Construction Management Plan (Dated 14th March 2025).

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

7. NONSC Full and Outline - Restrict Use Class

Full and Outline (Hybrid) - Restrict Use to Data Centre and Innovation Hub Use

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development shall not be used for any purpose other than as a data centre (Class B8) for Phases 1, 3 and 4, and as an Innovation Hub (mixed-use Sui Generis, including Classes B2, B8, E(g), F.1 (e) and F.2(b)) for Phase 2.

REASON

To ensure that the provisions of the development are secured to the data centre use proposed to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on the local highway network and air quality, in accordance with Policies DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

8. NONSC Full and Outline - Restrict Enlargement

Full and Outline (Hybrid) - Restrict Enlargement

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

9. NONSC Full and Outline - Restrict Addition of Floorspace

Full and Outline (Hybrid) - Restrict Addition of Floorspace

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional structural internal mezzanine floorspace that can be used for storage, excluding that intended to be used for a data centre, shall be created in excess of that area expressly authorised by this permission.

REASON

To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

10. NONSC Full and Outline - Noise Limits

Full and Outline (Hybrid) - Noise Limits

For the lifetime of the development hereby permitted the rating level (L_{Ar},Tr) of noise caused by its normal operation shall not exceed the following limits;

- Residential receptors: 40 dB L_{Ar} 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB L_{Ar} 1 hour for any one-hour period between 0700 and 2300
- Hotel receptors: 52 dB L_{Ar} 15 min for any fifteen-minute period between 2300 and 0700, and 57 dB L_{Ar} 1 hour for any one-hour period between 0700 and 2300
- School receptors: 45 dB L_{Ar} 1 hour for any one-hour period between 0700 and 2300
- Recording /Film Studio receptors: 50 dB L_{Ar} 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB L_{Ar} 1 hour for any one-hour period between 0700 and 2300

These limits shall be determined one metre free field external to the facade of the applicable permanent receptors listed above and assessed in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014. During an emergency the above rating value limits shall be increased by 10 dB.

REASON

To safeguard the noise environment and the amenity of neighbours, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

11. NONSC Full and Outline - Air Quality Emissions

Full and Outline (Hybrid) - Air Quality Emissions

The development shall be operated in complete accordance with the air quality emissions set out in Table 3-4 (Generator process conditions) of approved document reference "LONUX-CDL-ZZ-XX-RP-Z-00001 Rev. P01 Air Quality Appendix (Dated 14th March 2025)", which confirms that the following emissions shall not be exceeded:

- (i) Emissions per generator per year: Total annual emissions per backup generator shall not exceed 0.096948 tonnes of NO_x/year and not exceed 0.006228 tonnes of PM_{2.5}/ year.
- (ii) Total emissions per year: Total annual emissions for the total 74 generators shall not exceed 7.174152 tonnes of NO_x/year and not exceed 0.460872 tonnes of PM_{2.5}/ year.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

12. NONSC Full and Outline - Backup Generator Testing Hours

Full and Outline (Hybrid) - Backup Generator Testing Hours

The routine testing of equipment designed to operate only in an emergency shall only be carried out on any normal working day Monday to Friday, between the hours of 0800 and 2000, with the duration and frequency stipulated by the Operating Regime (including testing and maintenance), not to exceed an average of 20 hours per year per generator, unless agreed otherwise in writing by the Local Planning Authority.

REASON

To safeguard the noise environment and the amenity of neighbours, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

13. NONSC Full and Outline - Backup Generator Fuel

Full and Outline (Hybrid) - Backup Generator Fuel

The generators shall be fuelled by hydrotreated vegetable oil (HVO) or an alternative fuel with an equivalent or lower level of pollutant emissions only, except where undertaking best endeavours, the operator has been unable to obtain a supply of HVO or an alternative low emission fuel.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

14. NONSC Full and Outline - Non-Road Mobile Machinery

Full and Outline (Hybrid) - Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>.

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per

requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

15. NONSC Phase 1: LON6 Occupation

Phase 1: LON6 Occupation

- (i) The Phase 1 Data Centre LON6 development shall not be occupied until the Phase 2 Innovation Hub has been completed to at least Category A fit-out standard.
- (ii) Prior to the occupation of Phase 1 Data Centre LON6, evidence of Category A fit-out completion for the Phase 2 Innovation Hub shall be submitted to and approved in writing by the Local Planning Authority.
- (iii) If the Phase 2 Innovation Hub has not been occupied within 8 months of the occupation of the Phase 1 Data Centre LON6, the Phase 2 Innovation Hub shall be fit out to at least Category A+ standard within 12 months of the occupation of the Phase 1 Data Centre LON6. Within 1 month of completion, evidence of Category A+ fit-out completion for the Phase 2 Innovation Hub shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure the delivery of the Innovation Hub early in the development programme, in order to mitigate the impacts of LON6 and to deliver the social and community benefit secured as part of the Innovation Hub development, in accordance with Policies DMHB 11 and DMCI 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy E3 of the London Plan (2021).

16. NONSC Phase 1: LON6 - CEM&LP

Phase 1: LON6 - Construction Environmental Management and Logistics Plan

Prior to the commencement of Phase 1 development, a Construction Environmental Management and Logistics Plan for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Ministry of Defence and Heathrow Airport Safeguarding). This plan shall detail:

- i. The phasing of the works;
- ii. The hours of work;
- iii. On-site plant and equipment;
- iv. Measures to mitigate noise and vibration;
- v. Measures to mitigate impact on air quality;
- vi. Waste management;
- vii. Site transportation and traffic management, including:
 - (a) HGV Routing enforcement;

- (b) Signage;
- (c) Vehicle types and sizes;
- (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks);
- (e) Frequency of visits;
- (f) Parking of site operative vehicles;
- (g) On-site loading/unloading and wheel washing arrangements
 - (h) Use of an onsite banksman (if applicable)
 - (i) Use of consolidation centres to reduce HGV movements.
 - (j) Achieve FORS Gold standard and 5* Direct Vision Standard.
 - (k) Encourage use of active travel.
- viii. The arrangement for monitoring and responding to complaints relating to demolition and construction;
- ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting);
- x. Measures to avoid and mitigate impacts to the Yeading Brook Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

The Phase 1 construction works shall be carried out in strict accordance with the approved plan.

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

17. NONSC Phase 1: LON6 - Contaminated Land

Phase 1: LON6 - Contaminated Land

- (i) The Phase 1 development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA). All works which form

part of any required remediation scheme shall be completed before any part of the Phase 1 development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

- (a) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and
- (b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.
- (ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.
- (iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the Phase 1 development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

18. NONSC Phase 1: LON6 - Written Scheme of Investigation

Phase 1: LON6 - Written Scheme of Investigation

Prior to the commencement of Phase 1, a written scheme of investigation (WSI) for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Greater London Archaeological Advisory Service). For land that is included within the WSI, no demolition below modern ground level or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:-

A.The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B.Where appropriate, details of a programme for delivering related positive public benefits

C.The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

REASON

To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) and the National Planning Policy Framework (2024).

19. NONSC Phase 1: LON6 - Drainage Scheme Details

Phase 1: LON6 - Sustainable Drainage Scheme Details

Prior to commencement (except for demolition, ground and enabling work) of Phase 1 development (excluding demolition and site clearance), a scheme for the provision of sustainable water management for Phase 1 shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for the entire site area for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and the depth of the flooding confirmed. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

Thereafter the Phase 1 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 9 and DME1 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

20. NONSC Phase 1: LON6 - Water Infrastructure Details

Phase 1: LON6 - Water Infrastructure Details

Prior to the commencement of Phase 1 development (not including demolition and site clearance), water infrastructure details for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. This detail shall:-

- i) achieve at least the BREEAM excellent standard for the 'Wat 01' water category 160 or equivalent;
- ii) incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;

- iii) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided; and
- iv) take action to minimise the potential for misconnections between foul and surface water networks.

Thereafter the Phase 1 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure compliance with Policy SI 5 of the London Plan (2021).

21. NONSC Phase 1: LON6 - District Heating Network

Phase 1: LON6 - District Heating Network

Prior to the commencement of Phase 1 development (not including demolition and site clearance), the final detailed district heat network scheme for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. This shall accord with the heating hierarchy set out in Policy SI 3 of the London Plan (2021) and shall detail the provision of a single point of connection to allow future connection to a district heating network, including space for heat exchangers, a safeguarded pipe route to the site boundary, and sufficient space in cross section for primary district heating pipes where proposed routes are through utility corridors.

Thereafter the Phase 1 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure compliance with Policy SI 3 of the London Plan (2021).

22. NONSC Phase 1: LON6 - Microclimate and Wind

Phase 1: LON6 - Wind and Microclimate

Prior to commencement of the Phase 1 development (excluding demolition and site clearance), the final and detailed Microclimate and Wind Report for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail mitigation measures where appropriate.

Thereafter the Phase 1 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

In order to ensure that microclimate and wind conditions have been mitigated against where necessary so as to not compromise the comfort and enjoyment of the development and surrounding areas around the building, in accordance with Policy D9 of the London Plan

(2021).

23. NONSC Phase 1: LON6 - Materials

Phase 1: LON6 - Materials

Prior to the commencement of above ground construction works for Phase 1 (with the exception of the installation of the building's structural steel framework), details and samples of materials and external surfaces (including drawings and sections annotated with materials and finishes) for the LON6 data centre development (including ancillary development elements) shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- (i) Mock up sample panels of the primary facades at a scale and location to be agreed with the Local Planning Authority. This shall be accompanied by a schedule of all materials to be used in the external elevations of the buildings.
- (ii) Materials for the other remaining facades (not covered by part (i)) shall be submitted as a sample board with an accompanied schedule of materials. Details shall include, but is not limited to, the following:-
 - (a) Metal facade parapet and middle;
 - (b) Junction detail ground floor steel frame louvres above;
 - (c) Glazing systems;
 - (d) External doors;
 - (e) Balustrades;
 - (f) Roof terraces including floor finishes;
 - (g) Ground floor frontages including entrances, glazing and signage zones, infill panels on plant rooms/bike stores, commercial/workspace frontages (1:50 @ A3);
 - (h) Parapets, roof edges, rooftop plant screening, lift over runs;
 - (i) Key junctions/bonds between materials/finishes; and
 - (j) All items which are fixed to the facade e.g. fins/louvers, rainwater goods, lighting, signage, CCTV, alarms.

Thereafter the Phase 1 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

24. NONSC Phase 1: LON6 - Lighting

Phase 1: LON6 - Lighting

Prior to the commencement of above ground construction works for the Phase 1 (with the

exception of the installation of the building's structural steel framework), details of the lighting scheme (both within/on the facades and external to the building) for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. This shall detail Lux levels (including colour temperature). The scheme shall also detail how the lighting will be perceived in both daytime and nighttime scenarios.

Thereafter the Phase 1 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure that the development presents a satisfactory high quality appearance and does not adversely impact neighbouring residents, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). To ensure that biodiversity within the ecological corridor is not adversely impacted by the proposed lighting, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

25. NONSC Phase 1: LON6 - Signage

Phase 1: LON6 - Signage

Notwithstanding the approved plans and prior to the commencement of above ground construction works for the Phase 1 (with the exception of the installation of the building's structural steel framework), details of the signage for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the Phase 1 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.

REASON

To ensure that the development provides sufficient wayfinding and presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

26. NONSC Phase 1: LON6 - Inclusive Access

Phase 1: LON6 - Inclusive Access

Prior to commencement of Phase 1 development (with the exception of the installation of the building's structural steel framework), details of inclusive access measures to building entrances and facilities within the Phase 1 development to meet the needs of people with disabilities shall be submitted to and approved in writing by the Local Planning Authority.

This shall include details of;

- ramped/level approaches;
- accessible toilets;
- types and dimensions of door width and lobby openings; and
- fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999.

Thereafter the Phase 1 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure an accessible and inclusive development for everyone and safeguard fire safety, in accordance with Policies D5 and D12 of the London Plan (2021).

27. NONSC Phase 1: LON6 - Landscape Scheme

Phase 1: LON6 - Landscape Scheme

Prior to commencement of works for Phase 1 (with the exception of the installation of the building's structural steel framework), a landscape scheme for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Ministry of Defence and Heathrow Airport Safeguarding). The scheme shall include:-

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100 or appropriate alternative scale) with at least 34 new trees to be planted, including pollution absorbing species
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, tree pit designs and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage (showing secure and sheltered provision for 40 no. bicycles, including access provisions, in accordance with London Cycling Design Standards)

2.c Full details of the means of enclosure and boundary treatments, including product details with materials and finish

2.d Car Parking Layouts, including:

- 43 no. car parking spaces of which 4 no. would be allocated as a disabled persons space, served by 8no. active fast charging electric vehicle charging points and passive electric vehicle charging infrastructure for all remaining spaces.

2.e Hard Surfacing Materials (including the external areas and amenity areas which would be accessible to disabled people, including wheelchair users)

2.f External Lighting (including Lux levels and colour temperature, with external lighting to be angled downwards, and light directed into the site, and it should not provide flood lighting to the Yeading Brook corridor to show consideration for bats and other nocturnal species).

2.g Other structures

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes

seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground

5.b Proposed finishing levels or contours

6. Confirmation of the final Urban Greening Factor score

Thereafter the Phase 1 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5, T6, T6.2 and T7 of the London Plan (2021).

28. NONSC Phase 1: LON6 - Biodiversity Net Gain

Phase 1: LON8 - Biodiversity Net Gain

Prior to commencement of Phase 1 above ground works, a Biodiversity Gain Plan for the Phase 1 development shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include the following information:

- the post-development biodiversity value of the onsite habitat for the phase of the development (which is the subject of the Plan);
- the post-development biodiversity value of the onsite habitat for each other phase of development (whether begun or otherwise);
- any registered offsite biodiversity gain allocated to the entire development and the biodiversity value of that gain for the development prior to submission of the phase plan;
- any registered offsite biodiversity gain which is proposed to be allocated to the entire development and the biodiversity value of that gain in relation to the development;
- any biodiversity credits purchased for the entire development prior to submission of the phase plan;
- any biodiversity credits proposed to be purchased for the entire development;
- name and address of the person completing, and (if different) the person submitting the plan;
- description of the development and planning permission reference number (which the person submitting the plan considers is relevant to the phase of development);
- post-development plans for the phase of development showing the location of existing onsite habitat (including any irreplaceable habitats) and drawn to an identified scale and showing the direction of North;
- a completed biodiversity metric calculation tool(s) stating the publication date of the

biodiversity metric used and showing the calculation of the pre-development and post-development biodiversity values;

- information about the steps taken or to be taken to minimise the adverse effect of the phase of development on the biodiversity of the onsite habitat;
- arrangements for the maintenance and monitoring of significant onsite habitat enhancements;
- a description of how the Biodiversity Gain Hierarchy will be followed and where to the extent any actions in that hierarchy are not followed, the reasons if not (except for irreplaceable habitats); and
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The approved Biodiversity Gain Plan shall be strictly adhered to, and the Phase 1 development shall commence and operate in accordance with it.

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Section 15 of the National Planning Policy Framework, Policy G6 of The London Plan (2021), and Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020).

29. NONSC Phase 1: LON6 - Bird Hazard Management Plan

Phase 1: LON6 - Bird Hazard Management Plan

Prior to the commencement of above ground construction works for Phase 1, a Bird Hazard Management Plan (BHMP) for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Ministry of Defence, Heathrow Airport Safeguarding and National Air Traffic Services). The Bird Hazard Management Plan should contain, but not be limited to:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards around an Aerodrome'.

The Phase 1 Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

To limit the potential of the site to attract and support populations of those bird species that may cause detriment to aviation safety, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

30. NONSC Phase 1: LON6 - Drainage Scheme Verification

Phase 1: LON6 - Drainage Scheme Verification

Prior to the first occupation of the Phase 1 development, evidence (photographs and installation contracts) shall be submitted to demonstrate that the Phase 1 sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

31. NONSC Phase 1: LON6 - EMRRP

Phase 1: LON6 - Energy Monitoring, Recording and Reporting Plan

Prior to first occupation of the Phase 1 development, a final and detailed Energy Strategy and Energy Monitoring, Recording and Reporting Plan for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions (achieving at least 42% for Phase 1) from the regulated energy load in accordance with the approved energy strategy.

The Phase 1 development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

32. NONSC Phase 1: LON6 - Generator and Fuel Technology

Phase 1: LON6 - Cleanest Generator and Fuel Technology

Prior to first occupation of the Phase 1 development, evidence that the cleanest backup emergency generators and cleanest fuel available to service the generators in the market

will be deployed for the Phase 1 development, shall be submitted to and approved in writing by the Local Planning Authority. This should include a note explaining why alternative cleaner types of backup generators and fuel have not been chosen as emergency engines.

Thereafter the Phase 1 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

33. NONSC Phase 1: LON6 - SCR

Phase 1: LON6 - SCR

Prior to first occupation of the Phase 1 development, evidence that the Phase 1 backup generators are to be fitted with selective catalytic reduction (SCR) technology to achieve a NOx emission concentration of 95mg/Nm³ as maximum (at normalized conditions: 273.15 K, 101.3 kPa, and corrected for water vapor content (dry gas) and oxygen concentration of 5%) is to be submitted to and approved in writing by the Local Planning Authority. Evidence is to include, but is not restricted to, a written warranty and supporting documentation by the equipment manufacturers that this NOx emission concentration is to be achieved, within 20 minutes of generator start-up.

Thereafter the Phase 1 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

34. NONSC Phase 1: LON6 - Generator Operating Regime

Phase 1: LON6 - Generator Operating Regime

Prior to first occupation of the Phase 1 development, an Operating Regime for the Phase 1 development (provided by the operator and supported by a manufacturer report), specifying the testing and maintenance regime and annual hours, shall be submitted to and approved

in writing by the Local Planning Authority. The number of testing hours is to not exceed an average of 20 hours per generator per year and shall avoid AM and PM peak hours. Best endeavours should be made to coordinate testing in such a way that testing of nearby data centre backup generators are not all at the same time.

Thereafter the Phase 1 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

35. NONSC Phase 1: LON6 - ERMP

Phase 1: LON6 - Emission Reduction and Management Plan

Prior to occupation of the Phase 1 development, an Emission Reduction and Management Plan (ERMP) for the Phase 1 development, shall be submitted to and approved in writing by the Local Planning Authority. This shall outline and commit to a programme for carrying out a viability study to review emissions performance and alternative options for the diesel backup units, with clear time scales, to be submitted no later than year 19 and implemented no later than year 20. The viability study shall be based on the BAT (best available technology) principle giving weight to sustainability principles and aligned with the objectives of the Borough on improving air quality. This shall include but is not limited to the following:

- (i) A review of options for reducing NO_x and PM_{2.5} emissions impacts for the National Grid power failures;
- (ii) A review of options for reducing NO_x and PM_{2.5} emissions for the testing regimes;
- (iii) A review of options for reducing NO_x and PM_{2.5} emissions by improved SCR systems /alternative retrofitting systems
- (iv) A review of options for reducing NO_x and PM_{2.5} emissions by alternative fuels
- (v) A feasibility study including benefit analysis for potential upgrades of the backup generators or other changes to infrastructure (e.g. SCR), type of fuel, generator type and operational regimes on site that could reduce emissions over time; alternative emergency backup solutions are to be also evaluated, e.g. fuel cells , etc.
- (vi) Use of the above information to propose appropriate changes in the generators type, selection of generators or other potential options for decreasing emissions over time no later than year 21; and
- (vii) Proposal of an appropriate timescale for improvements.

Thereafter the Phase 1 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

36. NONSC Phase 1: LON6 - Emissions Monitoring Plan

Phase 1: LON6 - Emissions Monitoring Plan

Prior to first occupation of the Phase 1 development, an Emissions Monitoring Plan (EMP) for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall detail the proposals for the implementation of flue gas monitoring to meet the requirements of Condition 11. The EMP must include all backup generators and shall be in place from the start of operations.

Thereafter the Phase 1 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

37. NONSC Phase 1: LON6 - Parking Design and Management Plan

Phase 1: LON6 - Parking Design and Management Plan

Prior to the first occupation of the Phase 1 development, a Parking Design and Management Plan for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should ensure that parking spaces are allocated appropriately, are leased and are not sold. The plan shall also outline how the number active electric vehicle charging points shall be activated (from passive) over time.

Thereafter the Phase 1 development shall be implemented and operated in accordance with the approved details.

REASON

To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

38. NONSC Phase 1: LON6 - Delivery & Servicing Plan

Phase 1: LON6 - Delivery, Servicing and Waste Management Plan

Prior to the first occupation of the Phase 1 development, details of a final Delivery, Servicing and Waste Management Plan for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the Phase 1 development shall be implemented and operated in accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

39. NONSC Phase 1: LON6 - Fire Statement

Phase 1: LON6 - Fire Statement

Prior to the first occupation of the Phase 1 development, the final comprehensive Fire Statement for Phase 1 shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

Thereafter the Phase 1 development shall be implemented in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

40. NONSC Phase 1: LON6 - Secured by Design

Phase 1: LON6 - Secured by Design

The Phase 1 development shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No Phase 1 building shall be occupied until accreditation has been achieved unless otherwise agreed in writing by the Local Planning

Authority.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the wellbeing of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

41. NONSC Phase 1: LON6 - Trees to be Retained

Phase 1: LON6 - Trees to be Retained

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion or the occupation of the Phase 1 development, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the Phase 1 development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

42. NONSC Phase 1: LON6 - Circular Economy

Phase 1: LON6 - Circular Economy

Prior to first occupation of the Phase 1 development, a post-construction monitoring report for the Phase 1 development should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at:

circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the Phase 1 development.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials, in accordance with Policy SI 7 of the London Plan (2021).

43. NONSC Phase 1: LON6 - Whole Life Carbon

Phase 1: LON6 - Whole Life-Cycle Carbon Assessment

Prior to the first occupation of the Phase 1 development, the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance for the Phase 1 development.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the Phase 1 development.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings, in accordance with Policy SI 2 of the London Plan (2021).

44. NONSC Phase 1: LON6 - Generator Emission Evidence

Phase 1: LON6 - Generator Emission Evidence

Within one year of first occupation of the Phase 1 development, details of the Phase 1 emergency backup generators shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall demonstrate that the backup generators are of the same emission levels as described in Table 3-4 (Generator process conditions) of approved document reference "LONUX-CDL-ZZ-XX-RP-Z-00001 Rev. P01 Air Quality Appendix (Dated 14th March 2025)", submitted to support the planning Application (as secured under Condition 11) or cleaner.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of

the London Plan (2021) and the National Planning Policy Framework (2024).

45. NONSC Phase 2: Innovation Hub - Use

Phase 2: Innovation Hub - Use

The Phase 2 Innovation Hub development shall:-

- (i) provide at least 50% of its total floorspace for the purposes of Class E(g), Class B2, and/or Class B8;
- (ii) provide no more than 15% of its total floorspace for sale of food and drink (Classes E(a) and/or E(b) as an ancillary use to the main use); and
- (iii) provide at least 50m² of unfettered and publicly accessible floorspace for sale of food and drink (Classes E(a) and/or E(b) as an ancillary use to the main use).

REASON

To ensure that the Phase 2 development maximises shared use of the facility and benefits the local community, in accordance with Policy DMCI 2 of the Hillingdon Local Plan: Part 2 (2020).

46. NONSC Phase 2: Innovation Hub - CEM&LP

Phase 2: Innovation Hub - Construction Environmental Management and Logistics Plan

Prior to the commencement of Phase 2 development, a Construction Environmental Management and Logistics Plan for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Ministry of Defence and Heathrow Airport Safeguarding). This plan shall detail:

- i. The phasing of the works;
- ii. The hours of work;
- iii. On-site plant and equipment;
- iv. Measures to mitigate noise and vibration;
- v. Measures to mitigate impact on air quality;
- vi. Waste management;
- vii. Site transportation and traffic management, including:
 - (a) HGV Routing enforcement;
 - (b) Signage;
 - (c) Vehicle types and sizes;
 - (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks);
 - (e) Frequency of visits;
 - (f) Parking of site operative vehicles;
 - (g) On-site loading/unloading and wheel washing arrangements
 - (h) Use of an onsite banksman (if applicable)
 - (i) Use of consolidation centres to reduce HGV movements.
 - (j) Achieve FORS Gold standard and 5* Direct Vision Standard.
 - (k) Encourage use of active travel.

- viii. The arrangement for monitoring and responding to complaints relating to demolition and construction;
- ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting);
- x. Measures to avoid and mitigate impacts to the Yeading Brook Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

The Phase 2 construction works shall be carried out in strict accordance with the approved plan.

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DME1 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

47. NONSC Phase 2: Innovation Hub - Contaminated Land

Phase 2: Innovation Hub - Contaminated Land

(i) The Phase 2 development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the Phase 2 development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the Phase 2 development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority..

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

48. NONSC Phase 2: Innovation Hub - Written Scheme of Investigation

Phase 2: Innovation Hub - Written Scheme of Investigation

Prior to the commencement of Phase 2, a written scheme of investigation (WSI) for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Greater London Archaeological Advisory Service). For land that is included within the WSI, no demolition below modern ground level or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:-

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B.Where appropriate, details of a programme for delivering related positive public benefits

C.The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

REASON

To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) and the National Planning Policy Framework (2024).

49. NONSC Phase 2: Innovation Hub - Drainage Scheme Details

Phase 2: Innovation Hub - Drainage Scheme Details

Prior to commencement (except for demolition, ground and enabling work) of Phase 2 development (excluding demolition and site clearance), a scheme for the provision of sustainable water management for Phase 2 shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for the entire site area for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

v. Exceedance routes - provide a plan showing the route surface water will take through the

development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and the depth of the flooding confirmed. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

Thereafter the Phase 2 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

50. NONSC Phase 2: Innovation Hub - Water Infrastructure Details

Phase 2: Innovation Hub - Water Infrastructure Details

Prior to the commencement of Phase 2 development (not including demolition and site clearance), water infrastructure details for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. This detail shall:-

- i) achieve at least the BREEAM excellent standard for the 'Wat 01' water category 160 or equivalent;
- ii) incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
- iii) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided; and
- iv) take action to minimise the potential for misconnections between foul and surface water networks.

Thereafter the Phase 2 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure compliance with Policy SI 5 of the London Plan (2021).

51. NONSC Phase 2: Innovation Hub - District Heating Network

Phase 2: Innovation Hub - District Heating Network

Prior to the commencement of Phase 2 development (not including demolition and site clearance), the final detailed district heat network scheme for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. This shall accord with the heating hierarchy set out in Policy SI 3 of the London Plan (2021) and shall detail the provision of a single point of connection to allow future connection to a district heating network, including space for heat exchangers, a safeguarded pipe route to the site boundary, and sufficient space in cross section for primary district heating pipes where proposed routes are through utility corridors.

Thereafter the Phase 2 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure compliance with Policy SI 3 of the London Plan (2021).

52. NONSC Phase 2: Innovation Hub - Microclimate and Wind

Phase 2: Innovation Hub - Microclimate and Wind

Prior to commencement of the Phase 2 development (excluding demolition and site clearance), the final and detailed Microclimate and Wind Report for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail mitigation measures where appropriate.

Thereafter the Phase 2 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

In order to ensure that microclimate and wind conditions have been mitigated against where necessary so as to not compromise the comfort and enjoyment of the development and surrounding areas around the building, in accordance with Policy D9 of the London Plan (2021).

53. COM7 Phase 2: Innovation Hub - Materials

Phase 2: Innovation Hub - Materials

Prior to the commencement of above ground construction works for Phase 2 (with the exception of the installation of the building's structural steel framework), details and samples of materials and external surfaces (including drawings and sections annotated with materials and finishes) for the Innovation Hub development (including ancillary development elements) shall be submitted to and approved in writing by the Local Planning Authority. This shall

include:

(i) Mock up sample panels of the primary facades at a scale and location to be agreed with the Local Planning Authority. This shall be accompanied by a schedule of all materials to be used in the external elevations of the buildings.

(ii) Materials for the other remaining facades (not covered by part (i)) shall be submitted as a sample board with an accompanied schedule of materials. Details shall include, but is not limited to, the following:-

- (a) Metal facade parapet and middle;
- (b) Glazing systems;
- (c) External doors;
- (d) Balustrades;
- (e) Roof terraces including floor finishes;
- (f) Ground floor frontages including entrances, glazing and signage zones, infill panels on plant rooms/bike stores, commercial/workspace frontages (1:50 @ A3);
- (g) Parapets, roof edges, rooftop plant screening, lift over runs;
- (h) Key junctions/bonds between materials/finishes;
- (i) All items which are fixed to the facade e.g. fins/louvers, rainwater goods, lighting, signage, CCTV, alarms; and
- (j) Public art.

Thereafter the Phase 2 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

54. NONSC Phase 2: Innovation Hub - Lighting

Phase 2: Innovation Hub - Lighting

Prior to the commencement of above ground construction works for the Phase 2 (with the exception of the installation of the building's structural steel framework), details of the lighting scheme (both within/on the facades and external to the building) for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. This shall detail Lux levels (including colour temperature) and include a mock-up sample panel provided at a scale and location to be agreed with the Local Planning Authority. The scheme shall also detail how the lighting will be perceived in both daytime and nighttime scenarios.

Thereafter the Phase 2 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure that the development presents a satisfactory high quality appearance and does not adversely impact neighbouring residents, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). To ensure that biodiversity within the ecological corridor is not adversely impacted by the proposed lighting, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

55. NONSC Phase 2: Innovation Hub - Signage

Phase 2: Innovation Hub - Signage

Prior to the commencement of above ground construction works for the Phase 2 (with the exception of the installation of the building's structural steel framework), details of the signage for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the Phase 2 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.

REASON

To ensure that the development provides sufficient wayfinding and presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

56. NONSC Phase 2: Innovation Hub - Inclusive Access

Phase 2: Innovation Hub - Inclusive Access

Prior to commencement of works for Phase 2 (with the exception of the installation of the building's structural steel framework), details of inclusive access measures to building entrances and facilities within the Phase 2 development to meet the needs of people with disabilities shall be submitted to and approved in writing by the Local Planning Authority.

This shall include details of;

- ramped/level approaches;
- accessible toilets;
- types and dimensions of door width and lobby openings; and
- fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999.

Thereafter the Phase 2 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON:

To ensure an accessible and inclusive development for everyone and safeguard fire safety, in accordance with Policies D5 and D12 of the London Plan (2021).

57. NONSC Phase 2: Innovation Hub - Landscape Scheme

Phase 2: Innovation Hub - Landscape Scheme

Prior to commencement of works for Phase 2 (with the exception of the installation of the building's structural steel framework), a landscape scheme for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Ministry of Defence and Heathrow Airport Safeguarding). The scheme shall include:-

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100) with new trees to be planted, including pollution absorbing species

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, tree pit designs and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage (showing secure and sheltered provision for bicycles, including access provisions, in accordance with London Cycling Design Standards)

2.c Full details of the means of enclosure and boundary treatments, including product details with materials and finish

2.d Car Parking Layouts, including:

- car parking spaces with allocated for disabled persons space, served by active fast charging electric vehicle charging points and passive electric vehicle charging infrastructure for all remaining spaces.

2.e Hard Surfacing Materials (including the external areas and amenity areas which would be accessible to disabled people, including wheelchair users)

2.f External Lighting (including Lux levels and colour temperature, with external lighting to be angled downwards, and light directed into the site, and it should not provide flood lighting to the Yeading Brook corridor to show consideration for bats and other nocturnal species).

2.g Other structures

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground

5.b Proposed finishing levels or contours

6. Confirmation of the final Urban Greening Factor score

Thereafter the Phase 2 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5, T6, T6.2 and T7 of the London Plan (2021).

58. NONSC Phase 2: Innovation Hub - Biodiversity Net Gain

Phase 2: LON8 - Biodiversity Net Gain

Prior to commencement of Phase 2 above ground works, a Biodiversity Gain Plan for the Phase 2 development shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include the following information:

- the post-development biodiversity value of the onsite habitat for the phase of the development (which is the subject of the Plan);
- the post-development biodiversity value of the onsite habitat for each other phase of development (whether begun or otherwise);
- any registered offsite biodiversity gain allocated to the entire development and the biodiversity value of that gain for the development prior to submission of the phase plan;
- any registered offsite biodiversity gain which is proposed to be allocated to the entire development and the biodiversity value of that gain in relation to the development;
- any biodiversity credits purchased for the entire development prior to submission of the phase plan;
- any biodiversity credits proposed to be purchased for the entire development;
- name and address of the person completing, and (if different) the person submitting the plan;
- description of the development and planning permission reference number (which the person submitting the plan considers is relevant to the phase of development);
- post-development plans for the phase of development showing the location of existing onsite habitat (including any irreplaceable habitats) and drawn to an identified scale and showing the direction of North;
- a completed biodiversity metric calculation tool(s) stating the publication date of the biodiversity metric used and showing the calculation of the pre-development and post-development biodiversity values;
- information about the steps taken or to be taken to minimise the adverse effect of the phase of development on the biodiversity of the onsite habitat;
- arrangements for the maintenance and monitoring of significant onsite habitat enhancements;
- a description of how the Biodiversity Gain Hierarchy will be followed and where to the extent any actions in that hierarchy are not followed, the reasons if not (except for irreplaceable habitats); and

- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The approved Biodiversity Gain Plan shall be strictly adhered to, and the Phase 2 development shall commence and operate in accordance with it.

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Section 15 of the National Planning Policy Framework, Policy G6 of The London Plan (2021), and Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020).

59. NONSC Phase 2: Innovation Hub - Bird Hazard Management Plan

Phase 2: Innovation Hub - Bird Hazard Management Plan

Prior to the commencement of above ground construction works for Phase 2, a Bird Hazard Management Plan (BHMP) for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Ministry of Defence, Heathrow Airport Safeguarding and National Air Traffic Services). The Bird Hazard Management Plan should contain, but not be limited to:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards around an Aerodrome'.

The Phase 2 Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

To limit the potential of the site to attract and support populations of those bird species that may cause detriment to aviation safety, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

60. NONSC Phase 2: Innovation Hub - Drainage Scheme Verification

Phase 2: Innovation Hub - Drainage Scheme Verification

Prior to the first occupation of the Phase 2 development, evidence (photographs and installation contracts) shall be submitted to demonstrate that the Phase 2 sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in

accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

61. NONSC Phase 2: Innovation Hub - EMRRP

Phase 2: Innovation Hub - Energy Monitoring, Recording and Reporting Plan

Prior to first occupation of the Phase 2 development, a final and detailed Energy Strategy and Energy Monitoring, Recording and Reporting Plan for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions (achieving at least 39% site-wide) from the regulated energy load in accordance with the approved energy strategy.

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

62. NONSC Phase 2: Innovation Hub - Overheating

Phase 2: Innovation Hub - Overheating

Prior to first occupation of the Phase 2 development, the final Overheating Strategy for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

- 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
- 2) minimise internal heat generation through energy efficient design;
- 3) manage the heat within the building through exposed internal thermal mass and high ceilings;

- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and
- 6) provide active cooling systems.

Thereafter the Phase 2 development shall be implemented and operated in accordance with the approved details.

REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 of the London Plan (2021).

63. NONSC Phase 2: Innovation Hub - Generator and Fuel Technology

Phase 2: Innovation Hub - Generator and Fuel Technology

(A) Prior to first occupation of the Phase 2 development, evidence that the cleanest backup emergency generators and cleanest fuel available to service the generators in the market will be deployed for the Phase 2 development, shall be submitted to and approved in writing by the Local Planning Authority. This should include a note explaining why alternative cleaner types of backup generators and fuel have not been chosen as emergency engines.

(B) If the use of back-up generators is not applicable to Phase 2, confirmation of this shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the Phase 2 development. Any such approval issued by the Local Planning Authority shall satisfy the requirements of this condition in full.

Thereafter the Phase 2 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

64. NONSC Phase 2: Innovation Hub - SCR

Phase 2: Innovation Hub - SCR

(A) Prior to first occupation of the Phase 2 development, evidence that the Phase 2 backup generators are to be fitted with selective catalytic reduction (SCR) technology to achieve a NO_x emission concentration of 95mg/Nm³ as maximum (at normalized conditions: 273.15 K, 101.3 kPa, and corrected for water vapor content (dry gas) and oxygen concentration of 5%)

is to be submitted to and approved in writing by the Local Planning Authority. Evidence is to include, but is not restricted to, a written warranty and supporting documentation by the equipment manufacturers that this NOx emission concentration is to be achieved, within 20 minutes of generator start-up.

(B) If the use of back-up generators is not applicable to Phase 2, confirmation of this shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the Phase 2 development. Any such approval issued by the Local Planning Authority shall satisfy the requirements of this condition in full.

Thereafter the Phase 2 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

65. NONSC Phase 2: Innovation Hub - Generator Operating Regime

Phase 2: Innovation Hub - Generator Operating Regime

(A) Prior to first occupation of the Phase 2 development, an Operating Regime for the Phase 2 development (provided by the operator and supported by a manufacturer report), specifying the testing and maintenance regime and annual hours, shall be submitted to and approved in writing by the Local Planning Authority. The number of testing hours is to not exceed an average of 20 hours per generator per year and shall avoid AM and PM peak hours. Best endeavours should be made to coordinate testing in such a way that testing of nearby data centre backup generators are not all at the same time.

(B) If the use of back-up generators is not applicable to Phase 2, confirmation of this shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the Phase 2 development. Any such approval issued by the Local Planning Authority shall satisfy the requirements of this condition in full.

Thereafter the Phase 2 development shall be implemented and operated in accordance with the approved details.

66. NONSC Phase 2: Innovation Hub - ERMP

Phase 2: Innovation Hub - ERMP

(A) Prior to occupation of the Phase 2 development, an Emission Reduction and

Management Plan (ERMP) for the Phase 2 development, shall be submitted to and approved in writing by the Local Planning Authority. This shall outline and commit to a programme for carrying out a viability study to review emissions performance and alternative options for the diesel backup units, with clear time scales, to be submitted no later than year 19 and implemented no later than year 20. The viability study shall be based on the BAT (best available technology) principle giving weight to sustainability principles and aligned with the objectives of the Borough on improving air quality. This shall include but is not limited to the following:

- (i) A review of options for reducing NOx and PM2.5 emissions impacts for the National Grid power failures;
- (ii) A review of options for reducing NOx and PM2.5 emissions for the testing regimes;
- (iii) A review of options for reducing NOx and PM2.5 emissions by improved SCR systems /alternative retrofitting systems
- (iv) A review of options for reducing NOx and PM2.5 emissions by alternative fuels
- (v) A feasibility study including benefit analysis for potential upgrades of the backup generators or other changes to infrastructure (e.g. SCR), type of fuel, generator type and operational regimes on site that could reduce emissions over time; alternative emergency backup solutions are to be also evaluated, e.g. fuel cells , etc.
- (vi) Use of the above information to propose appropriate changes in the generators type, selection of generators or other potential options for decreasing emissions over time no later than year 21; and
- (vii) Proposal of an appropriate timescale for improvements.

(B) If the use of back-up generators is not applicable to Phase 2, confirmation of this shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the Phase 2 development. Any such approval issued by the Local Planning Authority shall satisfy the requirements of this condition in full.

Thereafter the Phase 2 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

67. NONSC Phase 2: Innovation Hub - Emissions Monitoring Plan

Phase 2: Innovation Hub - Emissions Monitoring Plan

(A) Prior to first occupation of the Phase 2 development, an Emissions Monitoring Plan (EMP) for Phase 2 shall be submitted to and approved in writing by the Local Planning

Authority. The EMP shall detail the proposals for the implementation of flue gas monitoring to meet the requirements of Condition 11. The EMP must include all backup generators and shall be in place from the start of operations.

(B) If the use of back-up generators is not applicable to Phase 2, confirmation of this shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the Phase 2 development. Any such approval issued by the Local Planning Authority shall satisfy the requirements of this condition in full.

Thereafter the Phase 2 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

68. NONSC Phase 2: Innovation Hub - Parking Design and Management Plan

Phase 2: Innovation Hub - Parking Design and Management Plan

Prior to the first occupation of the Phase 2 development, a Parking Design and Management Plan for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should ensure that parking spaces are allocated appropriately, are leased and are not sold. The plan shall also outline how the number active electric vehicle charging points shall be activated (from passive) over time.

Thereafter the Phase 2 development shall be implemented and operated in accordance with the approved details.

REASON

To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

69. NONSC Phase 2: Innovation Hub - Delivery & Servicing Plan

Phase 2: Innovation Hub - Delivery, Servicing and Waste Management Plan

Prior to the first occupation of the Phase 2 development, details of a final Delivery, Servicing

and Waste Management Plan for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the Phase 2 development shall be implemented and operated in accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

70. NONSC Phase 2: Innovation Hub - Fire Statement

Phase 2: Innovation Hub - Fire Statement

Prior to the first occupation of the Phase 2 development, the final comprehensive Fire Statement for Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

Thereafter the Phase 2 development shall be implemented in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

71. NONSC Phase 2: Innovation Hub - Secured by Design

Phase 2: Innovation Hub - Secured by Design

The Phase 2 development shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No Phase 2 building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

72. NONSC Phase 2: Innovation Hub - Trees to be Retained

Phase 2: Innovation Hub - Trees to be Retained

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion or the occupation of the Phase 2 development, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the Phase 2 development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

73. NONSC Phase 2: Innovation Hub - Circular Economy

Phase 2: Innovation Hub - Circular Economy

Prior to first occupation of the Phase 2 development, a post-construction monitoring report for the Phase 2 development should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the Phase 2 development.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials, in accordance with Policy SI 7 of the London Plan (2021).

74. NONSC Phase 2: Innovation Hub - Whole Life Carbon

Phase 2: Innovation Hub - Whole Life-Cycle Carbon Assessment

Prior to the first occupation of the Phase 2 development, the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance for the Phase 2 development.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the Phase 2 development.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings, in accordance with Policy SI 2 of the London Plan (2021).

75. NONSC Phase 2: Innovation Hub - Generator Emission Evidence

Phase 2: Innovation Hub - Generator Emission Evidence

(A) Within one year of first occupation of the Phase 2 development, details of the Phase 2 emergency backup generators shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall demonstrate that the backup generators are of the same emission levels as described in Table 3-4 (Generator process conditions) of approved document reference "LINUX-CDL-ZZ-XX-RP-Z-00001 Rev. P01 Air Quality Appendix (Dated 14th March 2025)", submitted to support the planning Application (as secured under Condition 11) or cleaner.

(B) If the use of back-up generators is not applicable to Phase 2, confirmation of this shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the Phase 2 development. Any such approval issued by the Local Planning Authority shall satisfy the requirements of this condition in full.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and the National Planning Policy Framework (2024).

76. NONSC Phase 3: LON7 - CEM&LP

Phase 3: LON7 - Construction Environmental Management and Logistics Plan

Prior to the commencement of Phase 3 development, a Construction Environmental

Management and Logistics Plan for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Ministry of Defence and Heathrow Airport Safeguarding). This plan shall detail:

- i. The phasing of the works;
- ii. The hours of work;
- iii. On-site plant and equipment;
- iv. Measures to mitigate noise and vibration;
- v. Measures to mitigate impact on air quality;
- vi. Waste management;
- vii. Site transportation and traffic management, including:
 - (a) HGV Routing enforcement;
 - (b) Signage;
 - (c) Vehicle types and sizes;
 - (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks);
 - (e) Frequency of visits;
 - (f) Parking of site operative vehicles;
 - (g) On-site loading/unloading and wheel washing arrangements
 - (h) Use of an onsite banksman (if applicable)
 - (i) Use of consolidation centres to reduce HGV movements.
 - (j) Achieve FORS Gold standard and 5* Direct Vision Standard.
 - (k) Encourage use of active travel.
- viii. The arrangement for monitoring and responding to complaints relating to demolition and construction;
- ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting);
- x. Measures to avoid and mitigate impacts to the Yeading Brook Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

The Phase 3 construction works shall be carried out in strict accordance with the approved plan.

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DME1 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). Also, to ensure that construction work and

construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

77. NONSC Phase 3: LON7 - Contaminated Land

Phase 3: LON7 - Contaminated Land

(i) The Phase 3 development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the Phase 3 development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the Phase 3 development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority..

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

78. NONSC Phase 3: LON7 - Written Scheme of Investigation

Phase 3: LON7 - Written Scheme of Investigation

Prior to the commencement of Phase 3, a written scheme of investigation (WSI) for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Greater London Archaeological Advisory Service). For land that is included within the WSI, no demolition below modern ground level or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:-

A.The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B.Where appropriate, details of a programme for delivering related positive public benefits

C.The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

REASON

To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) and the National Planning Policy Framework (2024).

79. NONSC Phase 3: LON7 - Drainage Scheme Details

Phase 3: LON7 - Drainage Scheme Details

Prior to commencement (except for demolition, ground and enabling work) of Phase 3 development (excluding demolition and site clearance), a scheme for the provision of sustainable water management for Phase 3 shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for the entire site area for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and the depth of the flooding confirmed. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

Thereafter the Phase 3 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

80. NONSC Phase 3: LON7 - Water Infrastructure Details

Phase 3: LON7 - Water Infrastructure Details

Prior to the commencement of Phase 3 development (not including demolition and site clearance), water infrastructure details for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. This detail shall:-

- i) achieve at least the BREEAM excellent standard for the 'Wat 01' water category¹⁶⁰ or equivalent;
- ii) incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
- iii) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided; and
- iv) take action to minimise the potential for misconnections between foul and surface water networks.

Thereafter the Phase 3 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure compliance with Policy SI 5 of the London Plan (2021).

81. NONSC Phase 3: LON7 - District Heating Network

Phase 3: LON7 - District Heating Network

Prior to the commencement of Phase 3 development (not including demolition and site clearance), the final detailed district heat network scheme for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. This shall accord with the heating hierarchy set out in Policy SI 3 of the London Plan (2021) and shall detail the provision of a single point of connection to allow future connection to a district heating network, including space for heat exchangers, a safeguarded pipe route to the site boundary, and sufficient space in cross section for primary district heating pipes where proposed routes are through utility corridors.

Thereafter the Phase 3 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure compliance with Policy SI 3 of the London Plan (2021).

82. NONSC Phase 3: LON7 - Microclimate and Wind

Phase 3: LON7 - Microclimate and Wind

Prior to commencement of the Phase 3 development (excluding demolition and site clearance), the final and detailed Microclimate and Wind Report for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail mitigation measures where appropriate.

Thereafter the Phase 3 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

In order to ensure that microclimate and wind conditions have been mitigated against where necessary so as to not compromise the comfort and enjoyment of the development and surrounding areas around the building, in accordance with Policy D9 of the London Plan (2021).

83. NONSC Phase 3: LON7 - Materials

Phase 3: LON7 - Materials

Prior to the commencement of above ground construction works for Phase 3 (with the exception of the installation of the building's structural steel framework), details and samples of materials and external surfaces (including drawings and sections annotated with materials and finishes) for the LON7 data centre development (including ancillary development elements) shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- (i) Mock up sample panels of the primary facades at a scale and location to be agreed with the Local Planning Authority. This shall be accompanied by a schedule of all materials to be used in the external elevations of the buildings.
- (ii) Materials for the other remaining facades (not covered by part (i)) shall be submitted as a sample board with an accompanying schedule of materials. Details shall include, but is not limited to, the following:-
 - (a) Metal facade parapet and middle;
 - (b) Junction detail ground floor steel frame louvres above;
 - (c) Glazing systems;
 - (d) External doors;
 - (e) Balustrades;
 - (f) Roof terraces including floor finishes;
 - (g) Ground floor frontages including entrances, glazing and signage zones, infill panels on plant rooms/bike stores, commercial/workspace frontages (1:50 @ A3);
 - (h) Parapets, roof edges, rooftop plant screening, lift over runs;
 - (i) Key junctions/bonds between materials/finishes; and
 - (j) All items which are fixed to the facade e.g. fins/louvres, rainwater goods, lighting, signage, CCTV, alarms.

Thereafter the Phase 3 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

84. NONSC Phase 3: LON7 - Lighting

Phase 3: LON7 - Lighting

Prior to the commencement of above ground construction works for the Phase 3 (with the exception of the installation of the building's structural steel framework), details of the lighting scheme (both within/on the facades and external to the building) for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. This shall detail Lux levels (including colour temperature) and include a mock-up sample panel provided at a scale and location to be agreed with the Local Planning Authority. The scheme shall also detail how the lighting will be perceived in both daytime and nighttime scenarios.

Thereafter the Phase 3 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure that the development presents a satisfactory high quality appearance and does not adversely impact neighbouring residents, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). To ensure that biodiversity within the ecological corridor is not adversely impacted by the proposed lighting, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

85. NONSC Phase 3: LON7 - Signage

Phase 3: LON7 - Signage

Prior to the commencement of above ground construction works for the Phase 3 (with the exception of the installation of the building's structural steel framework), details of the signage for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the Phase 3 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.

REASON

To ensure that the development provides sufficient wayfinding and presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

86. NONSC Phase 3: LON7 - Inclusive Access

Phase 3: LON7 - Inclusive Access

Prior to commencement of works for Phase 3 (with the exception of the installation of the building's structural steel framework), details of inclusive access measures to building entrances and facilities within the Phase 3 development to meet the needs of people with disabilities shall be submitted to and approved in writing by the Local Planning Authority.

This shall include details of;

- ramped/level approaches;
- accessible toilets;
- types and dimensions of door width and lobby openings; and
- fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999.

Thereafter the Phase 3 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON:

To ensure an accessible and inclusive development for everyone and safeguard fire safety, in accordance with Policies D5 and D12 of the London Plan (2021).

87. NONSC Phase 3: LON7 - Landscape Scheme

Phase 3: LON7 - Landscape Scheme

Prior to commencement of works for Phase 3 (with the exception of the installation of the building's structural steel framework), a landscape scheme for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Ministry of Defence and Heathrow Airport Safeguarding). The scheme shall include:-

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100) with new trees to be planted, including pollution absorbing species
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, tree pit designs and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage (showing secure and sheltered provision for bicycles, including access provisions, in accordance with London Cycling Design Standards)
- 2.c Full details of the means of enclosure and boundary treatments, including product details with materials and finish
- 2.d Car Parking Layouts, including:

- car parking spaces with allocated for disabled persons space, served by active fast charging electric vehicle charging points and passive electric vehicle charging infrastructure for all remaining spaces.

2.e Hard Surfacing Materials (including the external areas and amenity areas which would be accessible to disabled people, including wheelchair users)

2.f External Lighting (including Lux levels and colour temperature, with external lighting to be angled downwards, and light directed into the site, and it should not provide flood lighting to the Yeading Brook corridor to show consideration for bats and other nocturnal species).

2.g Other structures

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground

5.b Proposed finishing levels or contours

6. Confirmation of the final Urban Greening Factor score

Thereafter the Phase 3 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5, T6, T6.2 and T7 of the London Plan (2021).

88. NONSC Phase 3: LON7 - Biodiversity Net Gain

Phase 3: LON8 - Biodiversity Net Gain

Prior to commencement of Phase 3 above ground works, a Biodiversity Gain Plan for the Phase 3 development shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include the following information:

- the post-development biodiversity value of the onsite habitat for the phase of the development (which is the subject of the Plan);
- the post-development biodiversity value of the onsite habitat for each other phase of development (whether begun or otherwise);
- any registered offsite biodiversity gain allocated to the entire development and the

biodiversity value of that gain for the development prior to submission of the phase plan;

- any registered offsite biodiversity gain which is proposed to be allocated to the entire development and the biodiversity value of that gain in relation to the development;
- any biodiversity credits purchased for the entire development prior to submission of the phase plan;
- any biodiversity credits proposed to be purchased for the entire development;
- name and address of the person completing, and (if different) the person submitting the plan;
- description of the development and planning permission reference number (which the person submitting the plan considers is relevant to the phase of development);
- post-development plans for the phase of development showing the location of existing onsite habitat (including any irreplaceable habitats) and drawn to an identified scale and showing the direction of North;
- a completed biodiversity metric calculation tool(s) stating the publication date of the biodiversity metric used and showing the calculation of the pre-development and post-development biodiversity values;
- information about the steps taken or to be taken to minimise the adverse effect of the phase of development on the biodiversity of the onsite habitat;
- arrangements for the maintenance and monitoring of significant onsite habitat enhancements;
- a description of how the Biodiversity Gain Hierarchy will be followed and where to the extent any actions in that hierarchy are not followed, the reasons if not (except for irreplaceable habitats); and
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The approved Biodiversity Gain Plan shall be strictly adhered to, and the Phase 3 development shall commence and operate in accordance with it.

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Section 15 of the National Planning Policy Framework, Policy G6 of The London Plan (2021), and Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020).

89. NONSC Phase 3: LON7 - Bird Hazard Management Plan

Phase 3: LON7 - Bird Hazard Management Plan

Prior to the commencement of above ground construction works for Phase 3, a Bird Hazard Management Plan (BHMP) for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Ministry of Defence, Heathrow Airport Safeguarding and National Air Traffic Services). The Bird Hazard Management Plan should

contain, but not be limited to:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards around an Aerodrome'.

The Phase 3 Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

To limit the potential of the site to attract and support populations of those bird species that may cause detriment to aviation safety, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

90. NONSC Phase 3: LON7 - Drainage Scheme Verification

Phase 3: LON7 - Drainage Scheme Verification

Prior to the first occupation of the Phase 3 development, evidence (photographs and installation contracts) shall be submitted to demonstrate that the Phase 3 sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

91. NONSC Phase 3: LON7 - EMRRP

Phase 3: LON7 - Energy Monitoring, Recording and Reporting Plan

Prior to first occupation of the Phase 3 development, a final and detailed Energy Strategy and Energy Monitoring, Recording and Reporting Plan for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions (achieving at least 39% site-wide) from the regulated energy load in accordance with the approved energy strategy.

The development must proceed in accordance with the approved reporting structure and

where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO₂) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

92. NONSC Phase 3: LON7 - Overheating

Phase 3: LON7 - Overheating

Prior to first occupation of the Phase 3 development, the final Overheating Strategy for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

- 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
- 2) minimise internal heat generation through energy efficient design;
- 3) manage the heat within the building through exposed internal thermal mass and high ceilings;
- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and
- 6) provide active cooling systems.

Thereafter the Phase 3 development shall be implemented and operated in accordance with the approved details.

REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 of the London Plan (2021).

93. NONSC Phase 3: LON7 - Generator and Fuel Technology

Phase 3: LON7 - Cleanest Generator and Fuel Technology

Prior to first occupation of the Phase 3 development, evidence that the cleanest backup emergency generators and cleanest fuel available to service the generators in the market will be deployed for the Phase 3 development, shall be submitted to and approved in writing by the Local Planning Authority. This should include a note explaining why alternative cleaner types of backup generators and fuel have not been chosen as emergency engines.

Thereafter the Phase 3 development shall be implemented and operated in accordance with

the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

94. NONSC Phase 3: LON7 - SCR

Phase 3: LON7 - SCR

Prior to first occupation of the Phase 3 development, evidence that the Phase 3 backup generators are to be fitted with selective catalytic reduction (SCR) technology to achieve a NO_x emission concentration of 95mg/Nm³ as maximum (at normalized conditions: 273.15 K, 101.3 kPa, and corrected for water vapor content (dry gas) and oxygen concentration of 5%) is to be submitted to and approved in writing by the Local Planning Authority. Evidence is to include, but is not restricted to, a written warranty and supporting documentation by the equipment manufacturers that this NO_x emission concentration is to be achieved, within 20 minutes of generator start-up.

Thereafter the Phase 3 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

95. NONSC Phase 3: LON7 - Generator Operating Regime

Phase 3: LON7 - Generator Operating Regime

Prior to first occupation of the Phase 3 development, an Operating Regime for the Phase 3 development (provided by the operator and supported by a manufacturer report), specifying the testing and maintenance regime and annual hours, shall be submitted to and approved in writing by the Local Planning Authority. The number of testing hours is to not exceed an average of 20 hours per generator per year and shall avoid AM and PM peak hours. Best endeavours should be made to coordinate testing in such a way that testing of nearby data centre backup generators are not all at the same time.

Thereafter the Phase 3 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

96. NONSC Phase 3: LON7 - ERMP

Phase 3: LON7 - Emission Reduction and Management Plan

Prior to occupation of the Phase 3 development, an Emission Reduction and Management Plan (ERMP) for the Phase 3 development, shall be submitted to and approved in writing by the Local Planning Authority. This shall outline and commit to a programme for carrying out a viability study to review emissions performance and alternative options for the diesel backup units, with clear time scales, to be submitted no later than year 19 and implemented no later than year 20. The viability study shall be based on the BAT (best available technology) principle giving weigh to sustainability principles and aligned with the objectives of the Borough on improving air quality. This shall include but is not limited to the following:

- (i) A review of options for reducing NOx and PM2.5 emissions impacts for the National Grid power failures;
- (ii) A review of options for reducing NOx and PM2.5 emissions for the testing regimes;
- (iii) A review of options for reducing NOx and PM2.5 emissions by improved SCR systems /alternative retrofitting systems
- (iv) A review of options for reducing NOx and PM2.5 emissions by alternative fuels
- (v) A feasibility study including benefit analysis for potential upgrades of the backup generators or other changes to infrastructure (e.g. SCR), type of fuel, generator type and operational regimes on site that could reduce emissions over time; alternative emergency backup solutions are to be also evaluated, e.g. fuel cells , etc.
- (vi) Use of the above information to propose appropriate changes in the generators type, selection of generators or other potential options for decreasing emissions over time no later than year 21; and
- (vii) Proposal of an appropriate timescale for improvements.

Thereafter the Phase 3 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of

the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

97. NONSC Phase 3: LON7 - Emissions Monitoring Plan

Phase 3: LON7 - Emissions Monitoring Plan

Prior to first occupation of the Phase 3 development, an Emissions Monitoring Plan (EMP) for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall detail the proposals for the implementation of flue gas monitoring to meet the requirements of Condition 11. The EMP must include all backup generators and shall be in place from the start of operations.

Thereafter the Phase 3 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

98. NONSC Phase 3: LON7 - Parking Design and Management Plan

Phase 3: LON7 - Parking Design and Management Plan

Prior to the first occupation of the Phase 3 development, a Parking Design and Management Plan for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should ensure that parking spaces are allocated appropriately, are leased and are not sold. The plan shall also outline how the number active electric vehicle charging points shall be activated (from passive) over time.

Thereafter the Phase 3 development shall be implemented and operated in accordance with the approved details.

REASON

To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

99. NONSC Phase 3: LON7 - Delivery & Servicing Plan

Phase 3: LON7 - Delivery, Servicing and Waste Management Plan

Prior to the first occupation of the Phase 3 development, details of a final Delivery, Servicing and Waste Management Plan for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the Phase 3 development shall be implemented and operated in accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

100. NONSC Phase 3: LON7 - Fire Statement

Phase 3: LON7 - Fire Statement

Prior to the first occupation of the Phase 3 development, the final comprehensive Fire Statement for Phase 3 shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

Thereafter the Phase 3 development shall be implemented in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

101. NONSC Phase 3: LON7 - Secured by Design

Phase 3: LON7 - Secured by Design

The Phase 3 development shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No Phase 3 building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local

Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

102. NONSC Phase 3: LON7 - Trees to be Retained

Phase 3: LON7 - Trees to be Retained

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion or the occupation of the Phase 3 development, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the Phase 3 development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

103. NONSC Phase 3: LON7 - Circular Economy

Phase 3: LON7 - Circular Economy

Prior to first occupation of the Phase 3 development, a post-construction monitoring report for the Phase 3 development should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the Phase 3 development.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials, in accordance with Policy SI 7 of the London Plan (2021).

104. NONSC Phase 3: LON7 - Whole Life Carbon

Phase 3: LON7 - Whole Life-Cycle Carbon Assessment

Prior to the first occupation of the Phase 3 development, the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance for the Phase 3 development.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the Phase 3 development.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings, in accordance with Policy SI 2 of the London Plan (2021).

105. NONSC Phase 3: LON7 - Generator Emission Evidence

Phase 3: LON6 - Generator Emission Evidence

Within one year of first occupation of the Phase 3 development, details of the Phase 3 emergency backup generators shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall demonstrate that the backup generators are of the same emission levels as described in Table 3-4 (Generator process conditions) of approved document reference "LONUX-CDL-ZZ-XX-RP-Z-00001 Rev. P01 Air Quality Appendix (Dated 14th March 2025)", submitted to support the planning Application (as secured under Condition 11) or cleaner.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and the National Planning Policy Framework (2024).

106. NONSC Phase 4: LON8 - CEM&LP

Phase 4: LON8 - Construction Environmental Management and Logistics Plan

Prior to the commencement of Phase 4 development, a Construction Environmental Management and Logistics Plan for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Ministry of Defence and Heathrow Airport Safeguarding). This plan shall detail:

- i. The phasing of the works;
- ii. The hours of work;
- iii. On-site plant and equipment;
- iv. Measures to mitigate noise and vibration;
- v. Measures to mitigate impact on air quality;
- vi. Waste management;
- vii. Site transportation and traffic management, including:
 - (a) HGV Routing enforcement;
 - (b) Signage;
 - (c) Vehicle types and sizes;
 - (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks);
 - (e) Frequency of visits;
 - (f) Parking of site operative vehicles;
 - (g) On-site loading/unloading and wheel washing arrangements
 - (h) Use of an onsite banksman (if applicable)
 - (i) Use of consolidation centres to reduce HGV movements.
 - (j) Achieve FORS Gold standard and 5* Direct Vision Standard.
 - (k) Encourage use of active travel.
- viii. The arrangement for monitoring and responding to complaints relating to demolition and construction;
- ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting);
- x. Measures to avoid and mitigate impacts to the Yeading Brook Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

The Phase 4 construction works shall be carried out in strict accordance with the approved plan.

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies

D14, SI 1, T4 and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

107. NONSC Phase 4: LON8 - Contaminated Land

Phase 4: LON8 - Contaminated Land

(i) The Phase 4 development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the Phase 4 development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the Phase 4 development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning

Authority..

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

108. NONSC Phase 4: LON8 - Written Scheme of Investigation

Phase 4: LON8 - Written Scheme of Investigation

Prior to the commencement of Phase 4, a written scheme of investigation (WSI) for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Greater London Archaeological Advisory Service). For land that is included within the WSI, no demolition below modern ground level or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:-

A.The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B.Where appropriate, details of a programme for delivering related positive public benefits

C.The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

REASON

To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) and the National Planning Policy Framework (2024).

109. NONSC Phase 4: LON8 - Drainage Scheme Details

Phase 4: LON8 - Drainage Scheme Details

Prior to commencement (except for demolition, ground and enabling work) of Phase 4 development (excluding demolition and site clearance), a scheme for the provision of sustainable water management for Phase 4 shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

- i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.
- ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.
- iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.

- iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for the entire site area for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.
- v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and the depth of the flooding confirmed. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

- i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.
- ii. Include details of the necessary inspection regimes and maintenance frequencies.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and

110. NONSC Phase 4: LON8 - Water Infrastructure Details

Phase 4: LON8 - Water Infrastructure Details

Prior to the commencement of Phase 4 development (not including demolition and site clearance), water infrastructure details for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This detail shall:-

- i) achieve at least the BREEAM excellent standard for the 'Wat 01' water category 160 or equivalent;
- ii) incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
- iii) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided; and
- iv) take action to minimise the potential for misconnections between foul and surface water networks.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure compliance with Policy SI 5 of the London Plan (2021).

111. NONSC Phase 4: LON8 - District Heating Network

Phase 4: LON8 - District Heating Network

Prior to the commencement of Phase 4 development (not including demolition and site clearance), the final detailed district heat network scheme for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This shall accord with the heating hierarchy set out in Policy SI 3 of the London Plan (2021) and shall detail the provision of a single point of connection to allow future connection to a district heating network, including space for heat exchangers, a safeguarded pipe route to the site boundary, and sufficient space in cross section for primary district heating pipes where proposed routes are through utility corridors.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

REASON

To ensure compliance with Policy SI 3 of the London Plan (2021).

112. NONSC Phase 4: LON8 - Microclimate and Wind

Phase 4: LON8 - Microclimate and Wind

Prior to commencement of the Phase4 development (excluding demolition and site clearance), the final and detailed Microclimate and Wind Report for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail mitigation measures where appropriate.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

In order to ensure that microclimate and wind conditions have been mitigated against where necessary so as to not compromise the comfort and enjoyment of the development and surrounding areas around the building, in accordance with Policy D9 of the London Plan (2021).

113. NONSC Phase 4: LON8 - Materials

Phase 4: LON8 - Materials

Prior to the commencement of above ground construction works for Phase 4 (with the exception of the installation of the building's structural steel framework), details and samples of materials and external surfaces (including drawings and sections annotated with materials and finishes) for the LON8 data centre development (including ancillary development elements) shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- (i) Mock up sample panels of the primary facades at a scale and location to be agreed with the Local Planning Authority. This shall be accompanied by a schedule of all materials to be used in the external elevations of the buildings.
- (ii) Materials for the other remaining facades (not covered by part (i)) shall be submitted as a sample board with an accompanied schedule of materials. Details shall include, but is not limited to, the following:-
 - (a) Metal facade parapet and middle;
 - (b) Junction detail ground floor steel frame louvres above;
 - (c) Glazing systems;
 - (d) External doors;
 - (e) Balustrades;
 - (f) Roof terraces including floor finishes;
 - (g) Ground floor frontages including entrances, glazing and signage zones, infill panels on plant rooms/bike stores, commercial/workspace frontages (1:50 @ A3);
 - (h) Parapets, roof edges, rooftop plant screening, lift over runs;
 - (i) Key junctions/bonds between materials/finishes; and
 - (j) All items which are fixed to the facade e.g. fins/louvres, rainwater goods, lighting,

signage, CCTV, alarms.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

114. NONSC Phase 4: LON8 - Lighting

Phase 4: LON8 - Lighting

Prior to the commencement of above ground construction works for the Phase 4 (with the exception of the installation of the building's structural steel framework), details of the lighting scheme (both within/on the facades and external to the building) for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This shall detail Lux levels (including colour temperature) and include a mock-up sample panel provided at a scale and location to be agreed with the Local Planning Authority. The scheme shall also detail how the lighting will be perceived in both daytime and nighttime scenarios.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure that the development presents a satisfactory high quality appearance and does not adversely impact neighbouring residents, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). To ensure that biodiversity within the ecological corridor is not adversely impacted by the proposed lighting, in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

115. NONSC Phase 4: LON8 - Signage

Phase 4: LON8 - Signage

Prior to the commencement of above ground construction works for the Phase 4 (with the exception of the installation of the building's structural steel framework), details of the signage for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.

REASON

To ensure that the development provides sufficient wayfinding and presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

116. NONSC Phase 4: LON8 - Inclusive Access

Phase 4: LON8 - Inclusive Access

Prior to commencement of works for Phase 4 (with the exception of the installation of the building's structural steel framework), details of inclusive access measures to building entrances and facilities within the Phase 4 development to meet the needs of people with disabilities shall be submitted to and approved in writing by the Local Planning Authority.

This shall include details of;

- ramped/level approaches;
- accessible toilets;
- types and dimensions of door width and lobby openings; and
- fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON:

To ensure an accessible and inclusive development for everyone and safeguard fire safety, in accordance with Policies D5 and D12 of the London Plan (2021).

117. NONSC Phase 4: LON8 - Landscape Scheme

Phase 4: LON8 - Landscape Scheme

Prior to commencement of works for Phase 4 (with the exception of the installation of the building's structural steel framework), a landscape scheme for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Ministry of Defence and Heathrow Airport Safeguarding). The scheme shall include:-

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100) with new trees to be planted, including pollution absorbing species
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, tree pit designs and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage (showing secure and sheltered provision for bicycles, including access provisions, in accordance with London Cycling Design Standards)
- 2.c Full details of the means of enclosure and boundary treatments, including product details with materials and finish
- 2.d Car Parking Layouts, including:

- car parking spaces with allocated for disabled persons space, served by active fast charging electric vehicle charging points and passive electric vehicle charging infrastructure for all remaining spaces.

2.e Hard Surfacing Materials (including the external areas and amenity areas which would be accessible to disabled people, including wheelchair users)

2.f External Lighting (including Lux levels and colour temperature, with external lighting to be angled downwards, and light directed into the site, and it should not provide flood lighting to the Yeading Brook corridor to show consideration for bats and other nocturnal species).

2.g Other structures

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground

5.b Proposed finishing levels or contours

6. Confirmation of the final Urban Greening Factor score

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5, T6, T6.2 and T7 of the London Plan (2021).

118. NONSC Phase 4: LON8 - Biodiversity Net Gain

Phase 4: LON8 - Biodiversity Net Gain

Prior to commencement of Phase 4 above ground works, a Biodiversity Gain Plan for the Phase 4 development shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include the following information:

- the post-development biodiversity value of the onsite habitat for the phase of the development (which is the subject of the Plan);
- the post-development biodiversity value of the onsite habitat for each other phase of development (whether begun or otherwise);
- any registered offsite biodiversity gain allocated to the entire development and the

biodiversity value of that gain for the development prior to submission of the phase plan;

- any registered offsite biodiversity gain which is proposed to be allocated to the entire development and the biodiversity value of that gain in relation to the development;
- any biodiversity credits purchased for the entire development prior to submission of the phase plan;
- any biodiversity credits proposed to be purchased for the entire development;
- name and address of the person completing, and (if different) the person submitting the plan;
- description of the development and planning permission reference number (which the person submitting the plan considers is relevant to the phase of development);
- post-development plans for the phase of development showing the location of existing onsite habitat (including any irreplaceable habitats) and drawn to an identified scale and showing the direction of North;
- a completed biodiversity metric calculation tool(s) stating the publication date of the biodiversity metric used and showing the calculation of the pre-development and post-development biodiversity values;
- information about the steps taken or to be taken to minimise the adverse effect of the phase of development on the biodiversity of the onsite habitat;
- arrangements for the maintenance and monitoring of significant onsite habitat enhancements;
- a description of how the Biodiversity Gain Hierarchy will be followed and where to the extent any actions in that hierarchy are not followed, the reasons if not (except for irreplaceable habitats); and
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The approved Biodiversity Gain Plan shall be strictly adhered to, and the Phase 4 development shall commence and operate in accordance with it.

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Section 15 of the National Planning Policy Framework, Policy G6 of The London Plan (2021), and Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020).

119. NONSC Phase 4: LON8 - Bird Hazard Management Plan

Phase 4: LON8 - Bird Hazard Management Plan

Prior to the commencement of above ground construction works for Phase 4, a Bird Hazard Management Plan (BHMP) for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Ministry of Defence, Heathrow Airport Safeguarding and National Air Traffic Services). The Bird Hazard Management Plan should

contain, but not be limited to:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards around an Aerodrome'.

The Phase 4 Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

To limit the potential of the site to attract and support populations of those bird species that may cause detriment to aviation safety, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

120. NONSC Phase 4: LON8 - Drainage Scheme Verification

Phase 4: LON8 - Drainage Scheme Verification

Prior to the first occupation of the Phase 4 development, evidence (photographs and installation contracts) shall be submitted to demonstrate that the Phase 4 sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2024), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

121. NONSC Phase 4: LON8 - EMRRP

Phase 4: LON8 - Energy Monitoring, Recording and Reporting Plan

Prior to first occupation of the Phase 4 development, a final and detailed Energy Strategy and Energy Monitoring, Recording and Reporting Plan for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions (achieving at least 39% site-wide) from the regulated energy load in accordance with the approved energy strategy.

The development must proceed in accordance with the approved reporting structure and

where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO₂) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

122. NONSC Phase 4: LON8 - Overheating

Phase 4: LON8 - Overheating

Prior to first occupation of the Phase 4 development, the final Overheating Strategy for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

- 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
- 2) minimise internal heat generation through energy efficient design;
- 3) manage the heat within the building through exposed internal thermal mass and high ceilings;
- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and
- 6) provide active cooling systems.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 of the London Plan (2021).

123. NONSC Phase 4: LON8 - Generator and Fuel Technology

Phase 4: LON8 - Cleanest Generator and Fuel Technology

Prior to first occupation of the Phase 4 development, evidence that the cleanest backup emergency generators and cleanest fuel available to service the generators in the market will be deployed for the Phase 4 development, shall be submitted to and approved in writing by the Local Planning Authority. This should include a note explaining why alternative cleaner types of backup generators and fuel have not been chosen as emergency engines.

Thereafter the Phase 4 development shall be implemented and operated in accordance with

the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

124. NONSC Phase 4: LON8 - SCR

Phase 4: LON8 - SCR

Prior to first occupation of the Phase 4 development, evidence that the Phase 4 backup generators are to be fitted with selective catalytic reduction (SCR) technology to achieve a NO_x emission concentration of 95mg/Nm³ as maximum (at normalized conditions: 273.15 K, 101.3 kPa, and corrected for water vapor content (dry gas) and oxygen concentration of 5%) is to be submitted to and approved in writing by the Local Planning Authority. Evidence is to include, but is not restricted to, a written warranty and supporting documentation by the equipment manufacturers that this NO_x emission concentration is to be achieved, within 20 minutes of generator start-up.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

125. NONSC Phase 4: LON8 - Generator Operating Regime

Phase 4: LON8 - Generator Operating Regime

Prior to first occupation of the Phase 4 development, an Operating Regime for the Phase 4 development (provided by the operator and supported by a manufacturer report), specifying the testing and maintenance regime and annual hours, shall be submitted to and approved in writing by the Local Planning Authority. The number of testing hours is to not exceed an average of 20 hours per generator per year and shall avoid AM and PM peak hours. Best endeavours should be made to coordinate testing in such a way that testing of nearby data centre backup generators are not all at the same time.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

126. NONSC Phase 4: LON8 - ERMP

Phase 4: LON8 - Emission Reduction and Management Plan

Prior to occupation of the Phase 4 development, an Emission Reduction and Management Plan (ERMP) for the Phase 4 development, shall be submitted to and approved in writing by the Local Planning Authority. This shall outline and commit to a programme for carrying out a viability study to review emissions performance and alternative options for the diesel backup units, with clear time scales, to be submitted no later than year 19 and implemented no later than year 20. The viability study shall be based on the BAT (best available technology) principle giving weigh to sustainability principles and aligned with the objectives of the Borough on improving air quality. This shall include but is not limited to the following:

- (i) A review of options for reducing NOx and PM2.5 emissions impacts for the National Grid power failures;
- (ii) A review of options for reducing NOx and PM2.5 emissions for the testing regimes;
- (iii) A review of options for reducing NOx and PM2.5 emissions by improved SCR systems /alternative retrofitting systems
- (iv) A review of options for reducing NOx and PM2.5 emissions by alternative fuels
- (v) A feasibility study including benefit analysis for potential upgrades of the backup generators or other changes to infrastructure (e.g. SCR), type of fuel, generator type and operational regimes on site that could reduce emissions over time; alternative emergency backup solutions are to be also evaluated, e.g. fuel cells , etc.
- (vi) Use of the above information to propose appropriate changes in the generators type, selection of generators or other potential options for decreasing emissions over time no later than year 21; and
- (vii) Proposal of an appropriate timescale for improvements.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of

the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

127. NONSC Phase 4: LON8 - Emissions Monitoring Plan

Phase 4: LON8 - Emissions Monitoring Plan

Prior to first occupation of the Phase 4 development, an Emissions Monitoring Plan (EMP) for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall detail the proposals for the implementation of flue gas monitoring to meet the requirements of Condition 11. The EMP must include all backup generators and shall be in place from the start of operations.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, in close proximity to sensitive receptors, and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

128. NONSC Phase 4: LON8 - Parking Design and Management Plan

Phase 4: LON8 - Parking Design and Management Plan

Prior to the first occupation of the Phase 4 development, a Parking Design and Management Plan for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should ensure that parking spaces are allocated appropriately, are leased and are not sold. The plan shall also outline how the number active electric vehicle charging points shall be activated (from passive) over time.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

REASON

To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

129. NONSC Phase 4: LON8 - Delivery & Servicing Plan

Phase 4: LON8 - Delivery, Servicing and Waste Management Plan

Prior to the first occupation of the Phase 4 development, details of a final Delivery, Servicing and Waste Management Plan for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

130. NONSC Phase 4: LON8 - Fire Statement

Phase 4: LON8 - Fire Statement

Prior to the first occupation of the Phase 4 development, the final comprehensive Fire Statement for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

Thereafter the Phase 4 development shall be implemented in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

131. NONSC Phase 4: LON8 - Secured by Design

Phase 4: LON8 - Secured by Design

The Phase 4 development shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No Phase 4 building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local

Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

132. NONSC Phase 4: LON8 - Trees to be Retained

Phase 4: LON8 - Trees to be Retained

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion or the occupation of the Phase 4 development, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the Phase 4 development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

133. NONSC Phase 4: LON8 - Circular Economy

Phase 4: LON8 - Circular Economy

Prior to first occupation of the Phase 4 development, a post-construction monitoring report for the Phase 4 development should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the Phase 4 development.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials, in accordance with Policy SI 7 of the London Plan (2021).

134. NONSC Phase 4: LON8 - Whole Life Carbon

Phase 4: LON8 - Whole Life-Cycle Carbon Assessment

Prior to the first occupation of the Phase 4 development, the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance for the Phase 4 development.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the Phase 4 development.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings, in accordance with Policy SI 2 of the London Plan (2021).

135. NONSC Phase 4: LON8 - Generator Emission Evidence

Phase 4: LON8 - Generator Emission Evidence

Within one year of first occupation of the Phase 4 development, details of the Phase 4 emergency backup generators shall be submitted to, and approved in writing by, the Local Planning Authority. The details shall demonstrate that the backup generators are of the same emission levels as described in Table 3-4 (Generator process conditions) of approved document reference "LONUX-CDL-ZZ-XX-RP-Z-00001 Rev. P01 Air Quality Appendix (Dated 14th March 2025)", submitted to support the planning Application (as secured under Condition 11) or cleaner.

REASON

As the application site is within an Air Quality Focus Area and Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and the National Planning Policy Framework (2024).

Informatives

1. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I70 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. I72 Section 106 Agreement

Section 106 Agreement Informative:

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

4. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

5.

Equality Act 2010 Informative:

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

6. 115 Control of Environmental Nuisance from Construction Work

Control of Environmental Nuisance from Construction Work:

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

7.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside

Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Cranes

Due to the sites location the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website:
Crane notification | Civil Aviation Authority (caa.co.uk)

Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued.

Classification: Public

Specific CAA guidance for crane lighting/marking is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking (caa.co.uk)

8.

It is considered that a condition based on fixed noise levels is consistent with noise and planning policy by relating external noise levels to the point at which adverse effects on health and quality of life start to be observed. The limit values are intended to be consistent with the evidence base that is reflected in guidance: 'Guidance on Sound Insulation and Noise Reduction for Buildings' BS8233 2014. This is combined with the assessment principles and procedures detailed in guidance: 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.' This is used to set reference time periods for the assessment and adjust measured or calculated LAeq values for character as detailed in BS4142 to determine the rating level.

9.

Flood Risk Activity Permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal)
- on or within 16 metres of a sea defence

- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities> environmental-permits or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Permitting Advice

The proposed development will require a permit under Section 1.1 Part A of the Environmental Permitting Regulations (England and Wales) 2016. We do not currently have enough information to know if the proposed development can meet our requirements to prevent, minimise and/or control pollution.

The combustion activity is comprised of aggregated diesel fired "back-up" generators for which additional aspects will be considered as part of the permitting process. The applicant is strongly advised to undertake enhanced pre-application discussions with the Environment Agency's Permitting Service and consider Twin Tracking an environmental permit application with this planning application, where possible.

The following issues are likely to be considered as part of the permitting process for aggregated diesel generators:

- Impacts from air emissions from both (a) the testing and maintenance regime and (b) the worst case emergency scenario of all engines running continuously for 72 hours. Air Dispersion modelling will assess impact to both air quality standards and Acute Exposure Guideline Levels for Oxides of Nitrogen.
- The applicant has applied Best Available Techniques (BAT) namely;
- selection of emissions optimised ignition engines that are compliant with USA EPA Tier II / TA Luft standards. Further guidance on BAT for engine design standards is published here <https://www.gov.uk/guidance/emergency-backupdiesel-engines-on-installations-best-available-techniques-bat>; It is however noted the proposal includes additional secondary abatement Selective Catalytic Reduction (SCR).
- a maintenance and testing regime that minimises the impact to air quality by minimising and sequencing of testing.
- fuel storage and, where applicable, urea storage standards for ground and surface water protection.
- whether the applicant will need to go beyond BAT and install and optimise Selective Catalytic Reduction (SCR) to reduce emissions further. This is likely where air quality is poor or multiple sites using aggregated back-up engine co-locate
- stacks for the exhaust of emissions for back-up diesel generation are vertical and of

sufficient height above nearby buildings and flow is unimpeded.

- use of an Air Quality Management Plan (AQMP) to manage and monitor air quality risks during site standby maintenance, testing and outage operations.

The Local Authority should satisfy themselves that the design of stacks facilitates dispersion of pollutants from local receptors (where SCR not proposed) and the development is not designed such that retrofitting Selective Catalytic Reduction for each engine is not possible. This is particularly important if the authority considers co-location of aggregated standby generation is likely in the future.

The Local Authority may wish to ensure the operator has selected emissions optimised engines as this may affect the design of the development if they need to change to secure an Environmental Permit.

An Environmental Permit only covers activities associated with the combustion of fuels in aggregated back-up generation and will not include emission limit values due to the nature of their use as emergency equipment. Monitoring will be undertaken using the low risk standard introduced for medium combustion plant (i.e. not MCERTS).

The Environment Agency is presently determining a permit Ref GP3721SQ application to operate the Colt Lon4 Data Centre located to the south of this development, and north of Beaconsfield Road, Hayes, UB4 0SL. If the development of all data centres in this specific location/area are operated by the same operating company it is likely a single EPR permit would be required to cover them all. It is therefore also possible that the total aggregation of stored diesel fuel on site of the combined sites for all the standby diesel fuel tanks (if all under the same operator) could bring the sites' total marginally within the COMAH lower Tier for fuel (2500t).

Water Resources

Increased water efficiency in new developments potentially enables more growth to be realised without an increased availability of water resources. Developers can highlight responsible water use as a positive corporate social responsibility message that will boost the commercial appeal of the development. For the homeowner/tenant, lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures in all developments, particularly in those that are new. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be all considered as an integral part of new developments and/or refurbishments. The technology used to achieve improved water efficiency (e.g. efficient fittings, greywater recycling, etc) is also an attractive feature for many prospective building owners and tenants.

We recommend that all new non-residential developments of 1000sqm gross floor area or

more (i.e. 'major' developments) should achieve the BREEAM 'excellent' standard for water consumption (category 'WAT 01'), or equivalent. This standard may already be a requirement of the local planning authority.

153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach

LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF10 -24	NPPF10 2024 - Supporting high quality communications
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change

NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

1911/APP/2022/1853 Hayes Bridge Retail Park Uxbridge Road Hayes

Demolition of existing buildings and erection of a single commercial building for employment purposes Class E(g)iii, B2 and B8, along with ancillary offices, gatehouse, associated infrastructure including; service yard, car parking, drainage and hard and soft landscaping.

1911/APP/2025/398 Hayes Bridge Retail Park Uxbridge Road Hayes

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of retail units.

Decision: 20-03-2025 Prior Approval
N/Req

38421/APP/2021/4045 Land At Tudor Works Beaconsfield Road Hayes

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

Decision: 26-04-2022 Approved

38421/APP/2024/2215 Hayes Bridge Retail Park And Heathrow Interchange Beaconsfield Road Hayes

Request for a Screening Opinion under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for redevelopment of site to deliver data centre campus and technology centre.

Decision: 25-10-2024 Screen/Scope
Issued

71554/APP/2024/2490 Unit 1 Heathrow Interchange Bullsbrook Road Hayes

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of 2no. buildings.

Decision: 16-10-2024 Prior Approval
N/Req

71554/APP/2025/466 Units 3 & 4 Heathrow Interchange Bullsbrook Road Hayes
A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of Units 3 and 4 Heathrow Interchange.
Decision: 18-03-2025 Prior Approval
N/Req

71554/APP/2025/47 Unit 1 Heathrow Interchange Bullsbrook Road Hayes
Redevelopment of the site to deliver a substation in connection with the permitted and emerging Data Centre Campus.
Decision: 19-03-2025 Approved

Appendix 3: List of Relevant Planning Policies

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets

DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature

LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF10 -24	NPPF10 2024 - Supporting high quality communications
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change

NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

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Report of the Head of Development Management and Building Control Committee Report

Case Officer: Mike Kemp	12298/APP/2025/1001
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Date Application Valid:	06/06/2025	Statutory / Agreed Determination Deadline:	10/10/2025
Application Type:	Full	Ward:	Charville

Applicant: **Mr Sarabjit Ahluwalia**
Site Address: **Mead House, Mead House Lane, Hayes, UB4 8EW**

Proposal: **Change of use from health care use to supported living accommodation (Use Class C2) with ancillary offices and facilities**

Summary of Recommendation: **GRANT planning permission subject to section 106 legal agreement and conditions**

Reason Reported to Committee: **Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**



Summary of Recommendation:

GRANT planning permission subject to the completion of a satisfactory section 106 legal agreement to secure the heads of terms set out below, and subject to the conditions as set out in Appendix 1.

Section 106 Legal Agreement Heads of Terms:

It is recommended that delegated powers be given to the Director of Planning and Sustainable Growth to grant planning permission subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

- i) To safeguard the use of the building for use as care accommodation including details of the level of care provided.
- ii) Air Quality Mitigation contribution of £18,301.
- iii) London Healthy Urban Development Unit (HUDU) financial contribution of £36,922 to fund enhanced or new health facilities within the London Borough of Hillingdon.
- iv) A financial contribution of £10,000 for new, enhanced or improved access to open space within the London Borough of Hillingdon.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed wording of the heads of terms, the proposed Legal Agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning and Sustainable Growth), delegated authority be given to the Director of Planning and Sustainable Growth to refuse planning permission for the following reason:

The applicant has failed to mitigate the impacts posed by the proposed development (in respect of air quality, safeguarding the use of the accommodation for use as care accommodation, health facilities and public open space). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

E) That if the application is approved, that the permission is subject to the Conditions as set out in Appendix 1.

1 Executive Summary

- 1.1 Planning permission sought to change the use of Mead House from its existing use as a health care facility to a Class C2 residential use as supported accommodation. The accommodation would be provided for adults with learning disabilities and mental health needs. A total of 20 living units is proposed across three floors.
- 1.2 The supported living care accommodation proposed on the site would comply with the requirements set out under Policy DMH8 of the Local Plan Part 2 and Policy H12 of the London Plan. A decision was taken by London Borough of Hillingdon Council and the NHS to decommission Mead House and dispose of the Council's freehold interest in the site. The NHS services previously provided on the site have since been located elsewhere in the borough. The loss of the building as a community healthcare facility is therefore considered acceptable as this is now deemed to be surplus to requirements and there would be no conflict in relation to Policy DMCI 2 of the Local Plan Part 2.
- 1.3 Only minor external alterations are required to the building, which are limited to alterations to window/door openings. The conversion of the existing building to a residential use, alongside the development of small-scale ancillary structures on a previously developed site would not conflict with Green Belt Policy as set out within the Local Plan, London Plan and the NPPF 2024.
- 1.4 The introduction of the use would not impact adversely on the amenity of any surrounding residential occupiers and appropriate amenity provision would be afforded to future occupiers of the residential accommodation. Parking provision would be reduced on the site in line with operational needs, this would equate to an overall reduction in vehicle movements. It is considered that the development would not impact adversely on highway safety or amenity.
- 1.5 The proposal is acceptable and would be consistent with the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan and is therefore recommended for approval subject to the conditions set out in Appendix 1 and Section 106 Heads of Terms detailed above.

2 The Site and Locality

- 2.1 The site comprises Mead House, a three-storey building located within a mainly residential area of Hayes. The building was previously used by the NHS as a

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Community Resource Centre providing mental health services and was last used as a COVID 19 vaccination centre. The building is currently vacant. The site contains parking to the front and is accessed via Hayes End Road. The site includes large garden area located to the rear of the main building and contains several mature trees subject of a Tree Preservation Order (TPO). The whole of the site lies within the parameters of the Metropolitan Green Belt. The site does not lie within a Conservation Area or Area of Special Local Character.

- 2.2 The adjoining site to the east consists of three, two storey buildings which function as residential Class C2 assisted living uses. The land to the south of the site on the opposite side of the adjoining access road is used for commercial storage. Existing development to the southwest comprises two-storey housing of a suburban character. The site adjoins the edge of the Hayes Park site which is associated with three Grade II* listed buildings constructed in the 1960's as laboratories for Heinz UK but have been vacant since September 2020. Planning permission was granted in August 2024 to convert the buildings into a residential use to provide 124 residential flats (Use Class C3). Mead House Lane located to the west of the application site serves as an access to Hayes Park, whilst the land to the west of Mead House Lane consists of an area of open paddock land. There are residential dwellings located to the north of the site beyond a small area of woodland. There is a public right of way between the woodland and the residential properties to the north of the site connecting Mead House Lane and Balmoral Drive.

Figure 1: Location Plan (application site edged red)

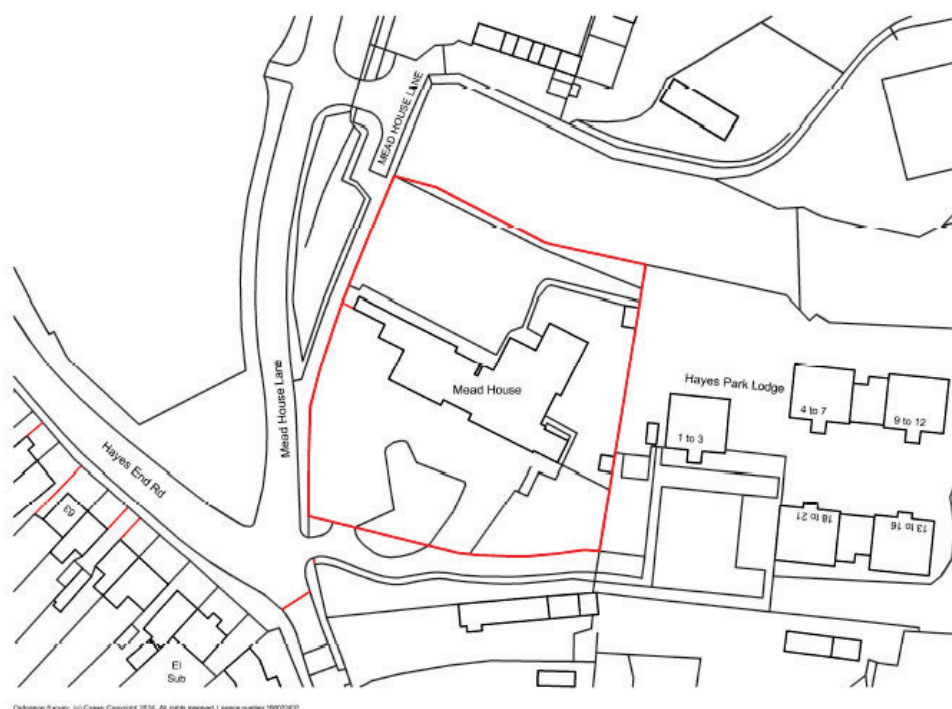


Figure 2: Site Photographs of Mead House



View of Front Elevation of Mead House



View towards Mead House from Hayes End Road

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press



West (side) and north (rear) elevations of Mead House including amenity space to the rear of the building.

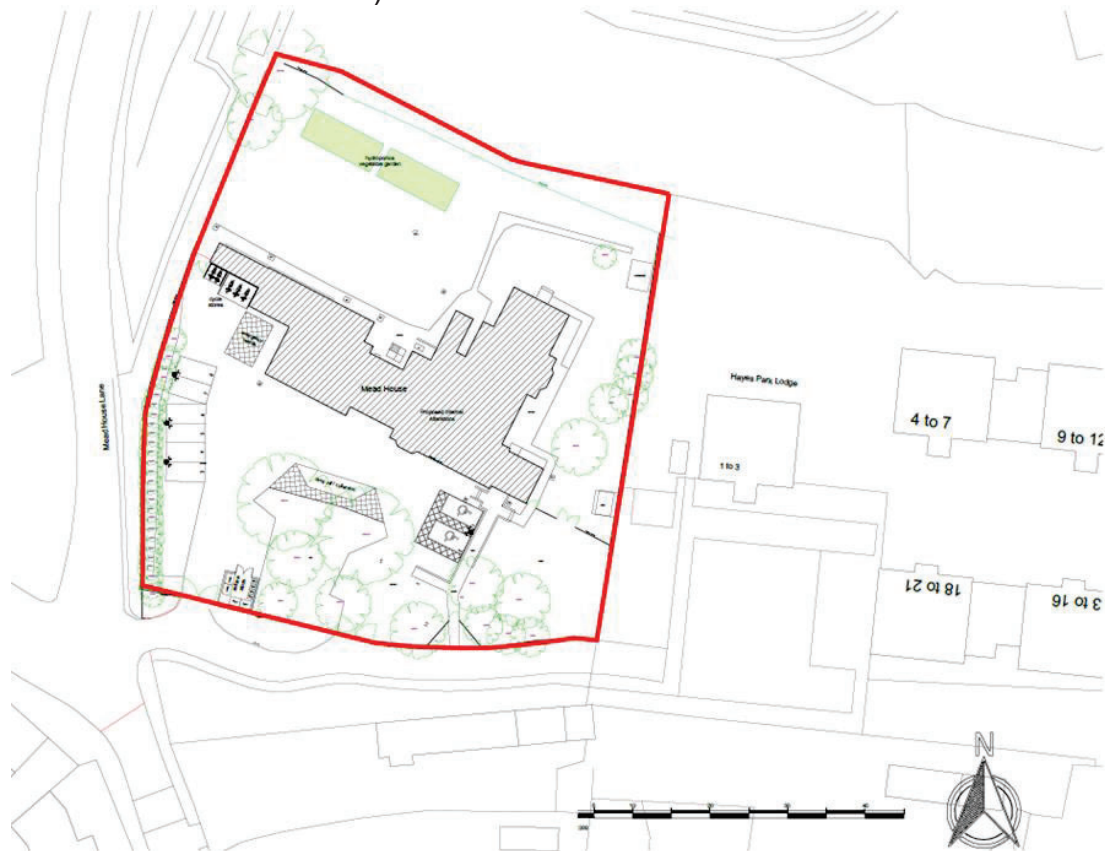
3 Proposal

- 3.1 Planning permission is sought to change the use of Mead House from the existing use as a health care facility to a Class C2 residential use as supported accommodation. The accommodation would be provided for adults with learning disabilities and mental health needs. A total of 20 living units are proposed across three floors. Each room would be en-suite but would not include the provision of kitchen areas and living space. Communal facilities are proposed at ground floor level which include living areas, a kitchen and dining space. A therapy room is also proposed, alongside a reception area located in the south east corner of the building and staff office. Residents would have access to the large rear garden. Amendments have been made during the planning process to ensure that ensuite assisted bathrooms are provided at ground floor level to rooms 1 and 2 to ensure compliance with M4(3) accessibility standards.
- 3.2 No extensions are proposed to the building, with the only external changes being to block up existing openings or add additional window/door openings where this corresponds to internal changes to the layout. Alterations are proposed to the parking area located to the front of the building, which include a new layout of parking, with car parking reduced to four spaces, including two disabled parking

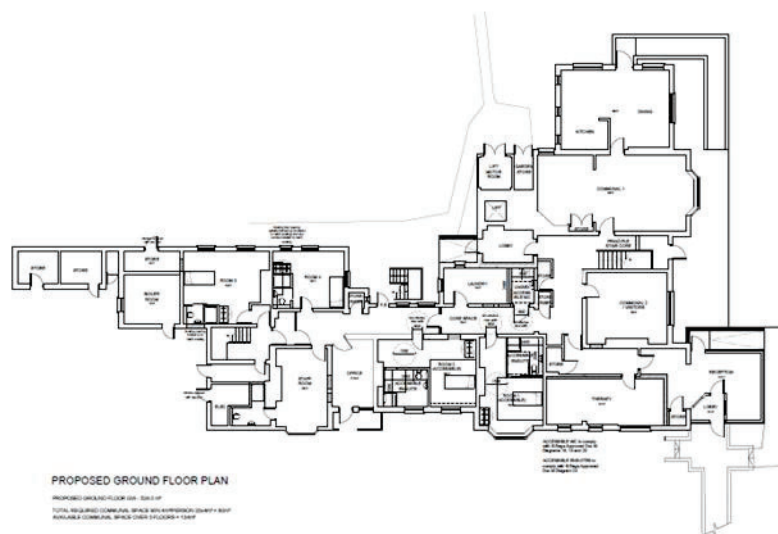
Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Figure 3: Proposed Plan (please note – larger version of plan can be found in the Committee Plan Pack)



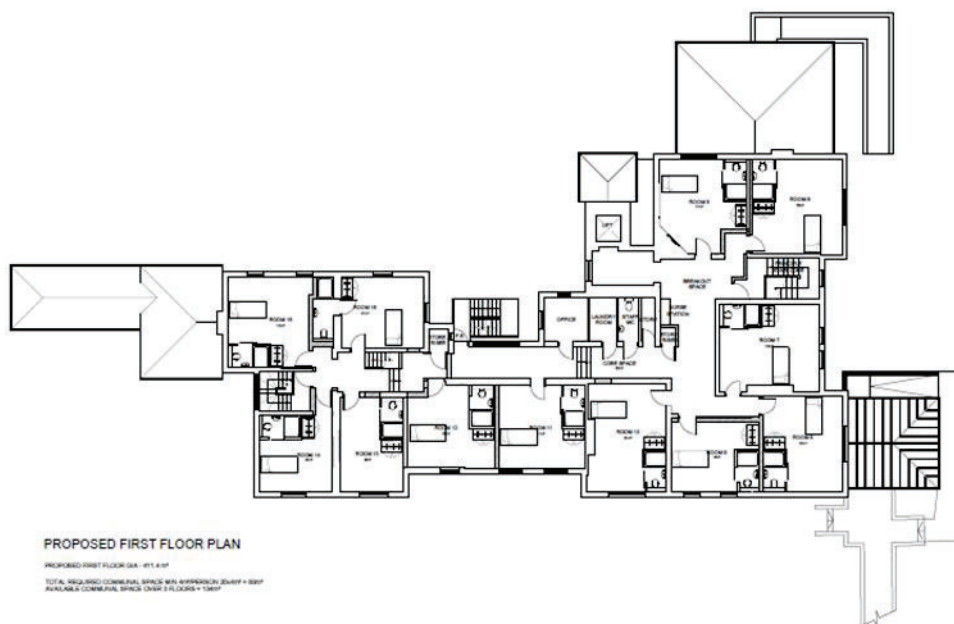
Proposed Site Plan



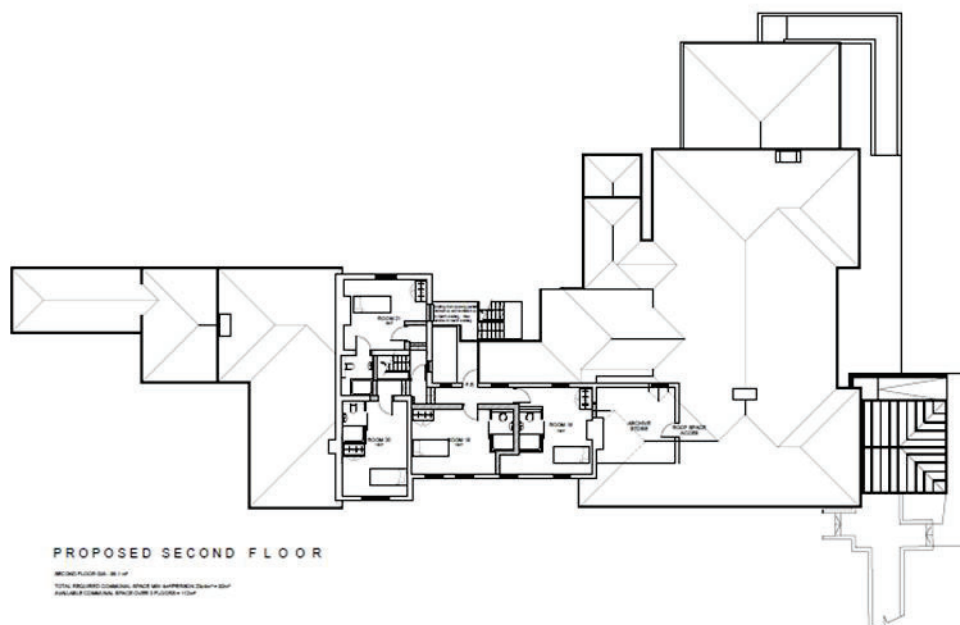
Proposed Ground Floor Plan

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press



Proposed First Floor Plan



Proposed Second Floor Plan

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 Mead House was previously used as a residential institution until planning permission was granted in 1994 to use the building as a client day centre (12298/A/94/1513). Planning permission has been granted since its conversion for minor single storey extensions.
- 4.3 A prior approval application was submitted in 2024 (12298/APP/2024/2599) to convert the building to 16 residential studio flats. This application was withdrawn as it was identified that a restrictive condition placed on planning application 12298/A/94/1513 prevented the use of the building for other purposes than as a client day centre and planning permission was therefore required to use the building for residential accommodation.

5 Planning Policy

- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

- 6.1 A total of 14 surrounding occupiers were consulted directly regarding the proposed development. Site notices were also placed in four locations surrounding the site.
- 6.2 Following the expiry of the consultation period no representations have been received from members of the public.
- 6.3 Consultee responses received are summarised in Table 1 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<u>Highways Authority</u> The Transport Statement concludes that the revised trip generation of 4–8 daily movements is negligible in transport terms and represents a significant reduction from the previously assumed 78 daily	Comments are noted and are addressed in Sections 7.27 to 7.34 below.

<p>movements, which were based on incorrect assumptions.</p> <p>The HA acknowledges that:</p> <ul style="list-style-type: none"> • The proposed use is less intensive than the previous Class E use. • The revised scheme will likely result in fewer daily vehicle trips. • The inclusion of EV charging and cycle storage supports sustainable travel objectives. <p>Therefore, the HA concludes that the proposal will result in a further reduction in vehicle trip generation relative to the previous proposal and the existing use. It is not expected to exacerbate congestion, create parking stress, or raise highway safety concerns.</p> <p>Conditions are recommended which include the submission of a Travel Plan, the requirement that all parking bays are fitted with EV charging, the provision of cycle parking for all staff and the submission of a car parking management plan.</p>	<p>Relevant conditions are attached to ensure that parking is laid out in accordance with the approved layout alongside the submission of details relating to cycle parking, waste storage, the provision of EV charging points, and the submission of a travel plan.</p>
<p><u>Contaminated Land Officer</u></p> <p>No objection subject to a condition requiring that if contamination is identified during the course of works that an investigation and risk assessment and if remediation is necessary, a remediation scheme and verification report is submitted to the Council for approval in writing before first use of the building.</p>	<p>The advice is noted, and the recommended condition is included within the list of recommended conditions.</p>
<p><u>Environmental Health (Noise)</u></p> <p>Given the nature and context of the proposed development apparent from the information provided noise and vibration are unlikely to be a material planning issue.</p>	<p>The advice is noted.</p>
<p><u>Planning Policy</u></p> <p>It has been confirmed that the proposed Use Class is C2 and that a high level of care will be provided to residents. On this basis, affordable housing would not be sought.</p>	<p>The comments relating to affordable housing are noted and are addressed in Section 7.7 below.</p>

<p><u>Thames Water</u></p> <p>Thames Water have advised that an informative is attached to any permission stating that a Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer.</p> <p>Thames Water advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.</p> <p>Thames Water would advise that with regard to waste water network and sewage treatment works infrastructure capacity there would be no objection based on the information provided.</p>	<p>The submitted comments are noted and the suggested informative has been included within the list of recommended informatives.</p>
<p><u>Local Lead Flood Authority</u></p> <p>This application has sufficiently demonstrated the use of the London Plan's drainage hierarchy; no objections are raised subject to the submission of confirmation of whether permeable surfacing will be implemented to the external areas as part of the development should be provided and associated details.</p>	<p>The comments are noted, and the suggested condition is attached as recommended.</p>
<p><u>Waste Management Officer</u></p> <p>Hillingdon Council is not a wheeled bin borough so developer should plan to input 1x extra 1100L bin rather than 4 x wheelie bins. Bin enclosure should be designed within 10m of collection point. Path between collection point and binstore must be flat, 2m wide and have a gradient less than 1.2</p>	<p>Comments are noted. There is sufficient space to provide 1x extra 1100L bin. Details of final bin storage would be secured by planning condition. The site gradient is flat and would not be altered.</p>
<p><u>Air Quality Officer</u></p> <p>The proposed development is located outside the LBH Air Quality Management Area and within the catchment area of Uxbridge Road Focus Area, bringing additional traffic emissions which will contribute to detriment of local air quality. The</p>	<p>The applicant has confirmed agreement to the required financial contribution of £18,301. This is</p>

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

<p>proposed development is not Air Quality Neutral for transport emissions and the total emissions associated with these activities need to be mitigated.</p> <p>The level of mitigation required to the proposed development for traffic emissions is £20,334. Once all deductions were applied, the remaining value of mitigation due is £18,301. This should be secured through a Section 106 agreement.</p>	<p>included in the Heads of Terms listed to be secured.</p>
<p><u>Access Officer</u></p> <p>No objection following the submission of amended plans to provide accessible toilet facilities and the provision of en-suite bathroom layouts for rooms 1 and 2 at ground floor level.</p>	<p>Comments following submission of amended plans are noted.</p>
<p><u>Metropolitan Police</u></p> <p>No response received following consultation</p>	<p>The development is not considered to present an increased risk of crime and subject to appropriate measures relating to on-site care provision, it is considered that the future occupiers would not be placed at undue risk of crime.</p>
<p><u>London Fire Brigade</u></p> <p>No response received following consultation</p>	<p>The submitted Fire Strategy is considered to set out appropriate measures to manage fire risk on site. Condition 3 requires that the development is carried out in accordance with the measures set out within the submitted Fire Strategy.</p>

7 Planning Assessment

Principle of Care Use

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 7.1 *Policy DMH 8 of the Local Plan states that:*
- A) The development of residential care homes and other types of supported housing will be permitted provided that:*
- i) it would not lead to an over concentration of similar uses detrimental to residential character or amenity and complies with Policy DMH 4: Residential Conversions.*
- ii) it caters for need identified in the Council's Housing Market Assessment, in a needs assessment of a recognised public body, or within an appropriate needs assessment and is deemed to be responding to the needs identified by the Council or other recognised public body such as the Mental Health Trust;*
- iii) the accommodation is fully integrated into the residential surroundings; and*
- iv) in the case of sheltered housing, it is located near to shops and community facilities and is easily accessible by public transport.*
- B) Proposals for residential care establishments which fall under Use Class C2 must demonstrate that they would provide levels of care as defined in Article 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended).*
- 7.2 Policy H12 of the London Plan states that the delivery, retention and refurbishment of supported and specialised housing which meets an identified need should be supported. This includes accommodation for disabled people (including people with physical and sensory impairments and learning difficulties) who require additional support or for whom living independently is not possible and accommodation (short-term or long-term) for people with mental health issues who require intensive support.
- 7.3 The applicants Planning Statement outlines that the accommodation would be provided for adults of varying age who live with learning disabilities, autism, and associated physical and sensory disabilities. It is intended that the accommodation would offer occupiers with increased opportunities for independent living, albeit with 24hr on site support staffing available. The level of care would be dependent on needs of the individual residents. It is proposed that there will be six full-time day staff, with an on-call manager and 3 administrative staff. It is proposed that there will be 4 staff working on the night shift with an on-call duty manager. Daily assistance will be provided which includes, but is not limited to, personal care, meal preparation, medication administration, scheduled accompanied community outings, cleaning and Positive Behavioural Support (PBS) interventions. The applicants (Reliant Healthcare) are established as a care operator and are registered with the Care Quality Commission (CQC). The applicant is understood to operate another care accommodation scheme on a smaller scale at Church Road, Hayes as well as comparable care use at Rayners Lane in Harrow. The level of care to be provided is considered to fall within the definition of care as set out defined in Article 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended).
- 7.4 On-site facilities include the provision of kitchen/dining spaces and communal spaces that would be used for various activities. A further room is proposed for

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

use as therapy space. Revisions were made to the proposed floor plans to increase the provision of communal amenity space to address concerns regarding the under provision of internal amenity space, which resulted in a reduction in the number of rooms provided from 23 to 20 rooms. The Planning Statement outlines that the care provision model includes activities for residents, psychotherapy/psychology, therapy and a conversation café for resident interaction and conversation.

- 7.5 Officers are satisfied that the use would be fully integrated into the residential surroundings. There is reasonable separation between most of the site and the surrounding residential uses, and the site was historically used as a residential institution until 1995 namely as a homeless hostel. It is understood that the adjoining buildings (Hayes Park Lodge) are in use as supported living accommodation with 20 flats provided for adults with mental health needs. This is however understood to be the only building falling under a similar use within the surrounding area and the development would not lead to an over-concentration of similar uses.
- 7.6 There are a range of local services and facilities in the immediate area (within 1km) of the site including convenience retail, a small supermarket and a GP surgery. There are bus stops within 500 metres of the site on Uxbridge Road which benefit from regular services to several locations including Uxbridge, Southall, Ruislip and Hounslow.
- 7.7 Accounting for the level of care set out within the Planning Statement, it is accepted that the use of the building would fall within use Class C2 and therefore the development would not trigger a requirement to provide affordable housing either on site or make a financial contribution towards off-site delivery.
- 7.8 To ensure that the development provides suitable accommodation, it is required that the applicant enters into a Section 106 legal agreement which secures that the level of care provided aligns with the requirements set out in Policy DMH 8 of the Local Plan Part 2 and Policy H12 of the London Plan relevant to this form of accommodation and is consistent the level of care stated within the applicant's Planning Statement. The restrictions are also necessary to ensure that appropriate controls are maintained in relation to the use of the building to ensure appropriate management of the site in the interests of protecting the amenity of existing occupiers and future residents of the accommodation.
- 7.9 Subject to these matters being secured through a Section 106 agreement the development is considered to comply with Policy DMH 8 of the Local Plan Part 2 and Policy H12 of the London Plan.

Loss of Healthcare Use on Site

7.10 Mead House was used until 2023 as a hub centre for adult mental health care in partnership with the NHS and Hillingdon Borough Council. The site was also recently used as a vaccination centre during the Covid-19 pandemic. Hillingdon Borough Council have since sold the site, and the building is vacant and no longer used for any form of care use. Proposals involving the loss, or partial loss, of community infrastructure will need to comply with the criteria set out in Policy DMCI 1 of the Local Plan Part 2 Development Management Policies. As clarified in the subtext to this policy health facilities fall into this category.

7.11 Policy DMCI 1 of the Local Plan Part 2 states that:

Proposals involving the loss of an existing community facility will be permitted if:
A) the specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:

i) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;

ii) there is either no demand for another suitable social infrastructure use on-site, or that the site/premises is no longer appropriate for social infrastructure uses; and

iii) any replacement/relocated facilities for the specific use provides a level of accessibility and standard of provision at least equal to that of the existing facility.

B) the activities carried out are inconsistent and cannot be made consistent with acceptable living conditions for nearby residents; and

C) the redevelopment of the site would secure an over-riding public benefit.

In a similar vein Policy S1 (F) of the London Plan states that development proposals that would result in a loss of social infrastructure in an area of defined need as identified in the borough's social infrastructure needs assessment required under Part A should only be permitted where:

1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community, or.

2) the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services.

7.12 A decision was taken by the NHS to decommission the site; this is understood to have involved the relocation of the on-site GP surgery to Wood Lane Medical Centre in Ruislip in the interests of providing a higher quality facility and service provision. A decision was taken by London Borough of Hillingdon Council to dispose of their freehold interest in Mead House at the Councils cabinet meeting held on 15th February 2024. The site has since been sold to the applicants (Reliant Healthcare). Accounting for the decision taken by the NHS it can be reasonably considered that the existing use is no longer required on site. The reprovision of healthcare use within the Borough has been implemented by the NHS in line with their assessment of local healthcare needs. It can therefore be accepted that there is no longer a requirement for a healthcare use on the site as these uses have been relocated within the borough to a level which the NHS consider to be to an appropriate standard equivalent or higher standard than previously provided on

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

the site. The proposals are therefore considered to not conflict with DMCI 1 of the Local Plan Part 2.

Greenbelt Impact

- 7.13 The site is located within the Metropolitan Green Belt and therefore must be assessed against the relevant policy provisions set out in the NPPF, which are similarly reflected in the relevant Local Plan and London Plan Policies.
- 7.14 Mead House is of permanent and substantial construction and its conversion to a residential use would be permissible in line with the provisions of Paragraph 154 of the NPPF. No extensions are proposed to the building. Very minor development is proposed within the curtilage area surrounding Mead House, this includes works within the car parking area, associated with the remodelling of the car park and the erection of small structures, including a cycle store and bin store. The development would be carried out on previously developed land contained within the site and the erection of these small ancillary structures would not harm the openness of the green belt or otherwise conflict with Policies DMEI 4 of the Local Plan; and Policy G2 of the London Plan, which replicate the protections afforded to the Green Belt within the NPPF.

Design and Heritage Impact

- 7.15 No extensions are proposed to the building, with the only external changes being to block up existing openings or add additional window/door openings where this corresponds to internal changes to the layout. The changes do not significantly impact upon the appearance, design or architectural integrity of the building. As noted in the above section of this report, ancillary structures are proposed within the existing car park to the front of the building, namely bin and cycle stores. Details of these structures would need to be secured by planning condition; however these are small structures and subject to the design of the structures being secured by condition, their siting and scale is considered appropriate. Specific details of proposed landscaping would also be sought by planning condition in order to ensure that the areas surrounding the building relate appropriately to the character and appearance of the surrounding area.
- 7.16 The development is therefore considered to comply with Policies D1, D3 and D4 of the London Plan (2021); Policies DMHB 11 and DMHB 12 of the Local Plan Part 2; and the NPPF 2024.
- 7.17 The Grade II* listed buildings at Hayes Park are located approximately 220 metres to the north of the site, although the site is not visible from the north owing to the presence of existing buildings and adjoining trees and vegetation. Pringwell House and the adjoining boundary walls lie approximately 65 metres to the south of the site but are separated from the application site by adjoining development.
- 7.18 In line with Paragraph 212 of the NPPF 2024 consideration must be given to the impact of a proposed development on the significance of this designated heritage asset and great weight should be given to the asset's conservation (and the more

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. This requirement is similarly reflected within Policy DMHB 1 of the London Plan.

- 7.19 Accounting for the very limited scope of external works, in addition to the separation distance and presence of intervening adjoining development, trees and vegetation it is considered that the development would preserve the setting of the adjoining listed buildings and would not result in harm to the significance of these heritage assets.

Residential Amenity

- 7.20 Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.21 The Mead House site is detached from the nearest surrounding residential dwellings. The existing residential development to the north of the site is located approximately 50 metres from the main building and sits the other side of a dense area of tree cover.
- 7.22 A Daylight and Sunlight Assessment has been submitted which demonstrates that all the proposed habitable rooms within Mead House would achieve daylight and sunlight performance exceeding the minimum BRE requirements.
- 7.23 As the proposal is for a care home, there are no relevant internal or external amenity space standards, however, as a form of residential accommodation, it is nonetheless important to ensure that the resultant development would provide a high quality of living space for future residents. The proposed bedrooms would measure between 18 and 25sqm in floor area. Communal spaces would be provided within the building which include kitchen, dining and living areas. In total 112sqm of communal amenity space would be provided. This has been increased from 70sqm as shown on the originally submitted plans through amendments to the internal layout, including the repositioning of the therapy room and removal of 2 ground floor bedrooms. Residents would also have access to a large area of garden space located to the rear of the building. The quantity and quality of internal and external amenity space is therefore considered to be acceptable.
- 7.24 There are existing residential dwellings approximately 60 metres away from the main building located on Hayes End Road. The nearest residential uses are located to the east of the site, which are also used for a care use. There would be approximately 19 metres between the main building of Mead House and the nearest building within this site. No extensions are proposed which may otherwise impact on daylight/sunlight or outlook to any of the neighbouring residential uses. With the exception of one additional opening at second floor level, the proposals seek to utilise existing window openings and accounting for the separation distances to neighbouring properties, dense intervening tree cover and the

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

position of the first and second floor windows, it is considered that the introduction of the residential uses would result in a loss of privacy to the amenity of the surrounding residential uses. Whilst the residential use of the building differs from its former use as a health centre, the introduction of a residential use is not considered to impact negatively on the amenity of surrounding residential uses. There is a relatively significant separation to the surrounding residential uses to the south west and north of the site. The building was also historically used as a residential institution.

- 7.25 Accounting for the above considerations the development would provide appropriate standards of amenity for future occupiers and would not adversely impact on the amenity of existing residential occupiers. The development would therefore comply with Policy DMHB 12 of the Local Plan.

Fire Safety

- 7.26 The application is accompanied by a Fire Safety Statement prepared by a suitably qualified third-party assessor; this is considered to set out appropriate measures relating to the management of fire risk and how the risk to future occupiers would be managed. Consultation responses have been sent to the London Fire Brigade; however, no responses have been received. Recommended Condition 3 requires that the development shall be carried out in accordance with the submitted Fire Safety Statement. It is considered that the development would comply with Policy D12 of The London Plan (2021).

Transport

- 7.27 There are 32 parking spaces provided at present to the front of the site, this includes 2 disabled parking bays. The section of Hayes End Road adjoining the site is not subject of parking controls.
- 7.28 The Councils Local Plan Part 2 - Development Management Policies sets out that parking for residential institutions should be based upon a transport assessment and travel plan.
- 7.29 A total of 8 parking spaces is proposed including 2 disabled parking spaces. A drop off bay is also proposed. The parking spaces would not be used by residents and would for use by staff and visitors only.
- 7.30 The applicants revised Transport Assessment indicates that the proposed scheme based upon TRICS trip rates would be expected to generate an average total of 8 daily vehicle movements. The indicative vehicular trip generation is significantly lower compared with the former use of the site as a health centre (at circa 100 trips per day) and a significant reduction in vehicular activity would be anticipated within the surrounding highway network. The number of vehicle movements and the relatively low number of parking spaces is based upon a high uptake of public transport and active travel which is understood to be the case at other sites operated by the applicant. There are also understood to be measures that would

be implemented for staff to car share. The applicants have stated that it is unlikely that all 8 parking spaces would be used at one time, however the provision of 8 spaces is intended to allow capacity if there are multiple visitors, such as healthcare professionals attending at a single time. To ensure consistency with the trip generation set out within the Transport Statement and the high stated uptake in public transport and active travel, it would be necessary that the applicant prepare a full Travel Plan for submission and this is proposed to be secured by an appropriately worded condition.

- 7.31 In summary the level of parking provision proposed is considered acceptable and the development is likely to have a reduced impact on the local highway network compared with the sites existing use and the development would therefore comply with Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan: Part 2 Development Management Policies (2020) and Policy DMT 6 in respect of the proposed parking provision.
- 7.32 Policy T6.1 of the London Plan sets out that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. The Transport Statement indicates that EV charging spaces would be provided for all parking spaces which would be secured by planning condition.
- 7.33 A condition is attached to secure the submission and approval of an appropriate Delivery and Servicing Plan to ensure compliance with Policy T7 of The London Plan (2021).
- 7.34 Policy T5 of the London Plan sets out a requirement to provide one long term cycle parking space per 5 full-time equivalent staff and one short term space per 20 bedrooms. In this instance, based on the proposed staffing ratios and number of residents there would be a requirement to provide 4 cycle parking spaces. A total of 10 cycle parking spaces is proposed which exceeds the requirement set out within Policy T5 of the London Plan.

Flooding/Drainage

- 7.35 The application site lies within Flood Zone 1 and is at low risk of flooding. No increase in impermeable surfacing is proposed on the site and the application has been assessed by the consultants on behalf of the Council as Local Lead Flood Authority to not present an increased risk of surface water flooding. A condition is attached requiring that the applicant submit of drainage plan indicating the location of permeable paving, including storage volume, discharge rates and maintenance.
- 7.36 Subject to the provision of an acceptable drainage strategy which would be secured by condition the development is considered to comply with Policy SI 13 of the London Plan.

Trees

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 7.37 The site contains several mature trees that provide an important contribution to the character of the surrounding area, the majority of which are concentrated to the front of the site. The site is covered by a TPO introduced in 1954, which also covers the wider Hayes Park site (TPO 24). The site plan indicates that all the existing trees would be retained. Parking would be provided within the existing area of hardstanding, whilst the proposed site plan has been amended to reposition the cycle and waste stores that were previously sited along the western boundary to reposition these ancillary stores away from the retained trees. No trees would be removed as part of the proposals. A condition is recommended requiring the submission of a Tree Protection Plan. An Arboricultural Method Statement would also be required prior to the commencement of development to ensure that the existing trees are protected during the course of construction works and to ensure that any working within close proximity to the trees to erect ancillary structures or remove or lay additional hardstanding does not compromise the integrity of the retained trees.
- 7.38 Subject to the implementation of these conditions the development would comply with Policy DMHB 14 of the Local Plan Part 2 and Policy G7 of the London Plan.

Ecology

- 7.39 A Preliminary Ecology Assessment (PEA) has been submitted in support of the submitted application which assesses the likelihood that protected species are present on the site. The survey identified that the site offered low to negligible potential to support reptiles, amphibians, invertebrates, badgers or dormice. The PEA did not find evidence of roosting bats on the site. The survey identified that the main building (Mead House) offered moderate potential to support roosting bats and recommended that further survey work be carried out, were works proposed within the roof area. As the development does not include works to the roof of the building it is not considered proportionate to require the submission of further surveys and to instead apply a precautionary informative advising the applicant that in the event that bats are found during the course of the development work should stop immediately and advice should be sought from a suitably qualified ecologist. A European Protected Species Mitigation Licence (EPSML) may be required before works can resume.
- 7.40 Paragraph 6.28 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator to inform decisions on no net loss and net gain.
- 7.41 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. This means a development will result in more or better-quality natural habitats than there were before development.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 7.42 Much of the site comprises previously developed land and the proposals would not result in any significant habitat loss on site. The application is accompanied by a Biodiversity Net Gain Assessment which identifies scope for enhancing the grassland in the southeast corner of the site from modified grassland to provide moderate neutral grassland. The provision of allotments is also accounted for alongside opportunities to provide new hedgerows or enhance existing hedgerows within the site. The enhancements identified would equate to a net gain of +10.54% in habitat units and +17.31% in hedgerow units. A landscape plan and habitat management plan would be required by planning condition to set out in further detail how the required net gains in biodiversity would be achieved. However, accounting for the context of the site, officers consider that the stated net gain in biodiversity is achievable, and the development would comply with the requirements set out within Schedule 7A of the Town and Country Planning Act 1990

Energy and Sustainability

- 7.43 The development is estimated to achieve a 38% improvement over the existing building in terms of carbon savings. 37% of this would be achieved through measures to reduce energy demand, namely fabric-based improvements including additional insulation and the replacement of windows with high specification double glazing and the installation of energy efficient lighting. The remaining 1% of savings would be achieved through the implementation of renewable energy sources namely the addition of solar panels which could be located on an area of flat roof. The London Plan Energy Assessment Guidance provides a methodology for assessing development classed as major refurbishment, of which the proposed development would fall into this category. It is required that the improvement measures to be undertaken exceed the notional energy performance specification for the existing building. The Energy Statement sets out that a notional improvement of 3% would be achieved. As the development involves the refurbishment of an existing building carbon offsetting payments would not be required.
- 7.44 In summary the development would facilitate improvements to the energy efficiency of the building and would achieve substantial carbon reductions in accordance with the aims of Policy DMEI 2 of the Hillingdon Local Plan Part 2; and Policy SI 2 of the London Plan.

Air Quality

- 7.45 The proposed development is located outside the LBH Air Quality Management Area and within the catchment area of Uxbridge Road Focus Area, bringing additional traffic emissions which will contribute to detriment of local air quality. As per the London Plan, developments need to be air quality neutral as minimum and LBH requires development proposals located in Focus Areas (or that are likely to affect such sensitive areas) to apply a more stringent air quality neutral approach and be air quality positive (LBH Air Quality Local Action Plan 2019-2024), contributing to the reduction of emissions in these sensitive areas. According to LBH Local Action Plan, proposed development with impacts within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach.
- 7.46 LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially with impacts in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially if there are any impacts foreseen within the Air Quality Management Area.
- 7.47 The proposed development is not Air Quality Neutral for transport emissions. Further, according to LBH, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation. To ensure that the development is air quality positive, a financial contribution of £18,301 will be required for Hillingdon to deliver its Air Quality Action Plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels. This contribution has been agreed with the applicant and is proposed to be secured through a Section 106 legal agreement.
- 7.48 The development is therefore considered to comply with Policy S1 of the London Plan and Policy DMEI 14 of Hillingdon Council's Local Plan Part 2.

Contaminated Land

- 7.49 A Phase I Geo-Environmental report has been prepared in support of the planning application which identifies that on-site contamination risks associated with historic land uses are likely to be low. The conclusions are supported by the Council's Contaminated Land Officer who has raised no objection to the development subject to a condition requiring that if contamination is identified during the course of works that an investigation and risk assessment and if remediation is necessary, a remediation scheme and verification report is submitted to the Council for approval in writing before first use of the building

Waste Management

- 7.50 The proposals include the provision of a bin store adjacent to the site access which would allow for ease of collection from the roadside. The provision of the store is considered acceptable subject to the provision of plans showing the design of the bin store which would be secured by planning condition. Officers would advise that the developer should plan to input 1x extra 1100L bin rather than 4 x wheelie bins as currently shown as advised by the Councils waste officer. This should be addressed within the final design of the bin storage when details are submitted by way of planning condition. Notwithstanding this, the refuse storage as shown would comply in principle with Policy D6 of The London Plan (2021).

Health Infrastructure

- 7.51 The supporting text to Policy DF1 of the London Plan (Delivery of the Plan and Planning Obligations) explains that the demand for health services in London is increasing due to a growing and ageing population and an increase in complex and long-term health conditions, and as such, across London, developer contributions are used to fund the capital costs of new or expanded primary and community care facilities. This is needed to meet the increasing demand for services which arises from population growth in areas of intensification or growth. Using the London Healthy Urban Development Unit Planning Contributions Model (HUDU Model) allows local planning authorities, in conjunction with Clinical Commissioning Groups and NHS England, to calculate the capital cost of the additional health facilities required to meet the increased demand from developments.
- 7.52 In this instance, whilst it is recognised that the proposed C2 use would provide an element of care, it would primarily be a place where people live and would introduce a high number of residents who may need fairly high levels of care. Additionally, the borough's CIL charging schedule does not allow CIL to be applied to C2 uses or to Changes of Use, and consequently there would be no scope to improve local health services using CIL.
- 7.53 In conjunction with the NHS, the HUDU model has been applied to this development, and a capital contribution of £36,922 towards healthcare facilities would be required to support the additional strain placed on local services as a result of the increase in population. This contribution would be secured as a planning obligation.

Public Open Space

- 7.54 Policy DMCI 4 of the Hillingdon local Plan – Part 2 states that proposals for major new residential development will be supported where they make provision for new open space, or enhancements to existing open space, which meets the needs of the occupiers of the development and contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space. Regard will be had to Hillingdon's local recommended standards of provision for all relevant typologies of open space.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 7.55 The Council's S106 Obligations Team have reviewed the proposed scheme for 20 single occupancy units and calculated an open space contribution of £10,000 as being required. It is proposed that this be secured via the Section 106 Legal Agreement, should the application be determined for approval.

Planning Obligations

- 7.56 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6 April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

- 7.57 The effect of the Regulations is that the Council must apply the tests much more strictly and can only request planning obligations that are genuinely necessary and directly related to the development. Should the Council request planning obligations that do not meet the policy tests, the Council would have acted unlawfully and could be subject to a High Court challenge.

Section 106 Heads of Terms are as follows:

- i) To safeguard the use of the building for use as care accommodation including details of the level of care provided.
- ii) Air Quality Mitigation contribution of £18,301.
- iii) London Healthy Urban Development Unit (HUDU) financial contribution of £36,922 to fund enhanced or new health facilities within the London Borough of Hillingdon.
- iv) A financial contribution of £10,000 for new, enhanced or improved access to open space within the London Borough of Hillingdon.

8 Other Matters

Human Rights

- 8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

- 8.3 No additional floorspace is proposed and therefore the development would not be liable for CIL.

9 Conclusion / Planning Balance

- 9.1 For the reasons set out in this Committee Report, it is considered that the proposal would comply with the objectives of national, regional and local planning policies and guidance. It is therefore recommended that the application be approved, subject to the imposition of the conditions set out in Appendix 1.

10 Background Papers

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

12298/APP/2025/1001

Appendix 1: Recommended Conditions and Informatives

Conditions

1. A1 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2. COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

951.P.21.B
951.P.22.B
951.P.23.C
951.P.24.F
951.P.33.E
951.P.34.E
951.P.35.F
951.P36
951.P.37.A
951.P.38.A

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

- Preliminary Ecological Appraisal dated May 2025 reference 451632 SJ1
- Biodiversity Net Gain Assessment Version 2 dated 3rd September 2025 reference 451632 SJ2
- Transport Statement - Freeman & Mason
- Detailed Travel Plan - Freeman & Mason
- Air Quality Assessment dated May 2025 reference 997

- Energy Statement dated May 2025 reference 997
- Phase 1 Geo-Environmental Desk Report Study Dated November 2024 reference R4336/24
- Design and Access Statement dated April 2025 Revision P6
- Flood Risk assessment dated March 2025 reference R0811 FRA-v2
- Fire Statement dated 16th May 2025 revision 1.0
- Noise Impact Assessment reference NP-011791-2 dated 28th March 2025.

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that the development complies with the objectives of Policies SI 1 and SI 7 of the London Plan (2021), Policies EM7 and EM8 of the Hillingdon Local Plan Part 1 (2012) and Policies DMHB 14, DMEI 2, DMEI 7, DMEI 10, DMEI 11, DMEI 12, DMEI 14 of the Hillingdon Local Plan Part 2 (2020).

4. NONSC **Materials**

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. NONSC **Landscaping**

A landscaping scheme shall be submitted to the Local Planning Authority for approval in writing prior the commencement of above ground works. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100)
 - 1.b Written specification of planting and cultivation works to be undertaken
 - 1.c Schedule of plants, including pollution absorbing plants, giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts.
 - 2.e Hard Surfacing Materials

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years

3.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased

5. Schedule for Implementation

Thereafter the relevant phase of development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

6. NONSC **Delivery and Servicing Plan**

Prior to the first occupation of the development as approved in outline, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the Delivery and Servicing Plan thereafter.

REASON

To be in accordance with Policies DMT 1: Managing Transport Impacts and DMT 2: Highway Impacts of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies T3 Transport capacity, connectivity and safeguarding and T7 Deliveries, servicing and construction of the London Plan (March 2021).

7. NONSC **Retain Trees**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, within the relevant development phase whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, within the relevant development phase whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

8. NONSC AMS and Tree Protection Measures

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development within a phase containing trees to be retained, shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until the development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

9. NONSC EV charging points

Prior to first occupation of the development, details of the provision of active and passive electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The relevant phase of the development shall not be occupied until the approved electric vehicle charging points have been implemented. These shall be retained as such and in working order thereafter.

REASON

To support carbon-free travel and more sustainable modes of transport, in accordance with Policy T6 of the London Plan (2021).

10. NONSC Contamination if found

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken using a Watching Brief and Discovery Strategy, and where remediation is necessary, a remediation scheme must be prepared subject to the approval in writing of the Local Planning Authority before undertaking any further works. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority before first occupation of the development.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

11. NONSC Demolition and Construction Management Plan

Prior to development commencing, the applicant shall submit a Demolition and Construction Management Plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).

- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
 - (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
 - (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
 - (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
 - (vii) The storage of demolition/construction materials on site.
- The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

12. NONSC Habitat Management Plan

No development shall take place until a written 30 year Habitat Management Plan (HMP) for the site has been submitted to and approved in writing by the Local Planning Authority. The approved HMP shall be strictly adhered to and development commenced and operated in accordance with it. The HMP should, as a minimum, include;

- a) Description and evaluation of the features to be managed;
- b) Aims, objectives and targets for management
- c) Description of the management operations necessary to achieving aims and objectives;
- d) Prescriptions for management actions;
- e) Preparation of a works schedule, including annual works schedule;
- f) Details of the monitoring needed to measure the effectiveness of management;
- g) Details of the timetable for each element of the monitoring programme; and
- h) Details of the persons responsible for the implementation and monitoring;
- i) Reporting to the Council routinely as to the state of the Biodiversity Net Gain requirements of the development on years 1 (post completion), 3, 5, 10, 20 and 30, with biodiversity reconciliation calculations at each stage.

REASON

To ensure the development delivers a biodiversity net gain within the borough and secures the protection and effective management of the remaining habitat on site in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1, Policies DME1 7 and DMHB 14 of the Hillingdon Local Plan: Part Two, Policy G6 of the London Plan and Schedule 7A of the Town and Country Planning Act 1990 and the Environment Act 2021.

13. NONSC Permeable surfacing

Prior to commencement (except for demolition, ground and enabling work) any relevant

phase of this development (excluding demolition and site clearance) confirmation of whether permeable surfacing will be implemented to the external areas as part of the development should be provided. If permeable surfacing is proposed, the following details should be submitted:

- i. A drainage plan showing the location of the permeable paving and its outfalls.
- ii. The storage volume of the permeable paving.
- iii. The rate of discharge from the permeable paving if applicable.
- iv. The maintenance tasks, frequencies, and owner of the permeable paving.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding and is to be handled as close to its source as possible and Conserve water supplies in compliance with: Hillingdon Local Plan: Part 1- Strategic Policies Policy EM6 Flood Risk Management in (2012), Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 10 Water Management, Efficiency and Quality (2020), as well as relevant SuDs guidance contained within the London Plan (2021) and NPPF (2024).

14. NONSC Dust Management Plan

No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

REASON:

To ensure compliance with Policy SI 1 of the London Plan and in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG.

15. NONSC Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

REASON

To ensure compliance with Policy SI 1 of the London Plan and the London Environment Strategy.

16. NONSC Car Park Management Plan

Prior to the first operation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This Plan shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. The Parking Management Plan shall be implemented as approved and shall remain in force for the life of the development.

REASON

To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

17. NONSC Travel Plan

Prior to the first occupation of any phase of the residential development hereby approved, a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall thereafter be adhered to in perpetuity.

REASON

To encourage a sustainable transport modal shift in accordance with Policy T4 of The London Plan (2021).

Informatives

1. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2.

All species of bats and their roosts are protected under The Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017 (as amended). Please note that, among other activities, it is a criminal offence to deliberately kill, injure or capture a bat; to damage, destroy or obstruct access to a breeding or resting place; and to intentionally or recklessly disturb a bat while in a structure or place of shelter or protection. Occasionally bats can be found during the course of development even when the site appears unlikely to support them. In the event that this occurs, work should stop immediately and advice should be sought from a suitably qualified ecologist. A European Protected Species Mitigation Licence (EPSML) may be required before works can resume.

3.

All wild birds, their nests and young are protected during the nesting period under The Wildlife and Countryside Act 1981 (as amended). Occasionally nesting birds can be found during the course of development even when the site appears unlikely to support them. If any nesting birds are present then the buildings works should stop immediately and advice should be sought from a suitably qualified ecologist.

153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMH 8	Sheltered Housing and Care Homes
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density

DMHB 18	Private Outdoor Amenity Space
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 3	Maintaining the Viability of Local Centres and Local Parades
LLP D1	(2021) London's form character and capacity for growth
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H12	(2021) Supported and specialised accommodation
LPP H4	(2021) Delivering affordable housing
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S2	(2021) Health and social care facilities
LPP SD6	(2021) Town centres and high streets
LPP SI1	(2021) Improving air quality
LPP SI3	(2021) Energy infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy

LPP T1	(2021) Strategic approach to transport
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.3	(2021) Retail parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF13 -24	NPPF13 2024 - Protecting Green Belt land
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

- 12298/A/94/1513 Mead House Hayes End Road Hayes
Change of use from residential institutional to a client day centre including separate offices, erection of an external lift housing and provision of additional parking spaces
Decision: 05-06-1995 Approved
- 12298/APP/2009/2297 Mead House Mead House Lane Hayes
Single storey side extension with new access ramp and railings (Application includes samples/details of materials.)
Decision: 05-02-2010 Approved
- 12298/APP/2024/2599 Mead House Hayes End Road Hayes
Internal alterations to existing Class E building to convert to 16no. residential studios.
Decision: 20-11-2024 Withdrawn
- 12298/D/98/1926 Mead House Hayes End Road Hayes
Erection of a detached garage
Decision: 31-12-1998 Approve
Deemed Hill.
- 12298/E/98/2233 Mead House Hayes End Road Hayes
Erection of a side conservatory
Decision: 08-01-1999 Approve
Deemed Hill.
- 60652/APP/2007/73 Hayes Park Hostel Mead House Lane Hayes
REDEVELOPMENT OF SITE WITH ERECTION OF THREE RESIDENTIAL BLOCKS AROUND A CENTRAL COURTYARD TO PROVIDE 18 ONE- BEDROOM FLATS AND 2 ONE-BEDROOM DWELLINGHOUSES WITH ANCILLARY OFFICES, STAFF SLEEP-IN AND COMMUNAL LOUNGE FOR PEOPLE WITH MENTAL HEALTH SUPPORT NEEDS (INVOLVING DEMOLITION OF EXISTING HOSTEL BLOCK).
Decision: 29-03-2007 Approved

Appendix 3: List of Relevant Planning Policies

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
DMEI 14	Air Quality
DMEI 3	Decentralised Energy
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 2	Highways Impacts
DME 2	Employment Uses Outside of Designated Sites
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 2	Reducing Carbon Emissions

DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMT 1	Managing Transport Impacts
LLP D1	(2021) London's form character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP T7	(2021) Deliveries, servicing and construction
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 3	Maintaining the Viability of Local Centres and Local Parades
LPP SD6	(2021) Town centres and high streets
LPP D1	(2021) London's form, character and capacity for growth
LPP D14	(2021) Noise
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP GG1	(2021) Building strong and inclusive communities
LPP SI1	(2021) Improving air quality
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling

LPP T6	(2021) Car parking
BE4	New development within or on the fringes of conservation areas
LPP T6.3	(2021) Retail parking
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H12	(2021) Supported and specialised accommodation
LPP H4	(2021) Delivering affordable housing
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP SI3	(2021) Energy infrastructure
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land

NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF13 -24	NPPF13 2024 - Protecting Green Belt land
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMH 8	Sheltered Housing and Care Homes
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
LPP S2	(2021) Health and social care facilities

Report of the Head of Development Management and Building Control Committee Report

Case Officer: Alan Corcoran	24843/APP/2024/2316
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Date Application Valid:	27-08-24	Statutory / Agreed Determination Deadline:	31-10-2025
Application Type:	Full	Ward:	Yiewsley

Applicant: **Bellway Homes Limited**

Site Address: **Comag, Tavistock Road, Yiewsley**
 Proposal: *Variation of Conditions 2 (Approved Plans) and 3 (Approved Documents) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024 for the 'Erection of building comprising residential dwellings (Use Class C3), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping' (description amended via s96a application 24843/APP/2024/1586).' Amendments include ground floor community hub replaced with residents' lounge and ancillary space; removal of separating wall between blocks B and C; replacing 6 x 3-bedroom 5-person residential units with 6 x 3-bedroom 4-person residential units; construction of a 6-storey rear extension; installation of external staircase from the roof terrace to level 6; replacement of glazed balcony balustrades with metal balustrades; replacement of metal panels with brick panels; reconfiguration of green roof; lobby areas to Blocks B and C rearranged; cycle store layouts amended; cycle store enclosure amended from brickwork to hit and miss brickwork; balcony and window positions amended; and lift overruns and roof vents amended."*

Summary of Recommendation: **GRANT planning permission subject to section 106 legal agreement and conditions**

Reason Reported: **Required under Part 8 of the Planning Scheme of Delegation (associated Planning Application being referred to Committee)**



Summary of Recommendation:

GRANT planning permission subject to the conditions set out in Appendix 1.

Deed of Variation Heads of Terms:

The application to which this proposal seeks to amend was presented to the Planning Committee on 18-05-23. The Heads of Terms agreed by the Planning Committee are set out in para 7.57. The proposal would result in an amendment to the affordable housing contribution. Subsequently there would no longer be a justified requirement for a health contribution. These amendments are reflected in the proposed Heads of Terms for the Deed of Variation required to amend the obligations secured within the original s106 legal agreement associated within the parent consent.

It is recommended that delegated powers be given to the Director of Planning and Sustainable Growth to grant planning permission subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

- i) Removal of the £20,000 Travel Plan Bond
- ii) Affordable Housing Contribution of £800,000
- iii) Removal of the £33,518 Health Contribution

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed wording of the heads of terms, the proposed Legal Agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning and Sustainable Growth), delegated authority be given to the Director of Planning and Sustainable Growth to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the highways necessary as a consequence of demands created by the proposed development. The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015, policies DME1 7, of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), the

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

1 Executive Summary

- 1.1 The Council granted planning permission on 11-06-2024 under planning application reference 24843/APP/2022/2403 for the '*Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).*' Amendments include ground floor community hub replaced with residents.' The Council determined that the proposal was acceptable on balance, subject to conditions and a legal agreement to secure the affordable housing provision and relevant financial contributions.
- 1.2 The Applicant has applied to vary this 2024 consent under Section 73 of the Town and Country Planning Act 1990 (as amended). Many of the changes are to ensure compliance with the latest Fire Safety Regulations. The application seeks permission for the following amendments to the previously approved scheme:
- 1.3
- Ground floor community hub replaced with residents' lounge and ancillary space;
 - Removal of the separating wall between Blocks B and C to allow the corridor to be extended to enable two means of escape;
 - Replacing 6 x 3-bedroom 5-person residential units with 6 x 3-bedroom 4-person residential units;
 - Rear building line extension by 900mm for a length of 15m (units B14 and B15 and above);
 - Installation of external staircase from the roof terrace to level 6;
 - Replacement of glazed balcony balustrades along Tavistock and Winnock Road with metal balustrades;
 - Replacement of metal panels with brick panels;
 - Reconfiguration of green roof layout;
 - Lobby areas to Blocks B and C rearranged to provide direct access from the car park to the building cores;
 - Cycle store layouts amended;
 - Cycle store enclosure amended from brickwork to hit and miss brickwork to improve the car park ventilation strategy;
 - Balcony and window positions amended to reflect other scheme alterations;
 - Lift overruns and roof vents amended to reflect detailed design.
- 1.4 Most notably, the submitted Section 73 application seeks to amend the affordable housing contribution which was secured as part of the parent permission. The previously approved application (ref. 24843/APP/2022/2403) secured 23% Affordable Housing by habitable room, with 61% being proposed as London Affordable Rent (LAR) and 39% as Shared Ownership (approximately 60/40 split). The is to be replaced by an offsite in-lieu financial contribution of £800,000.
- 1.5 The site forms part of the Local Plan site allocation policy SA38, which is allocated for residential use. Site allocation 38 is subdivided into three parts. Site A is the

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

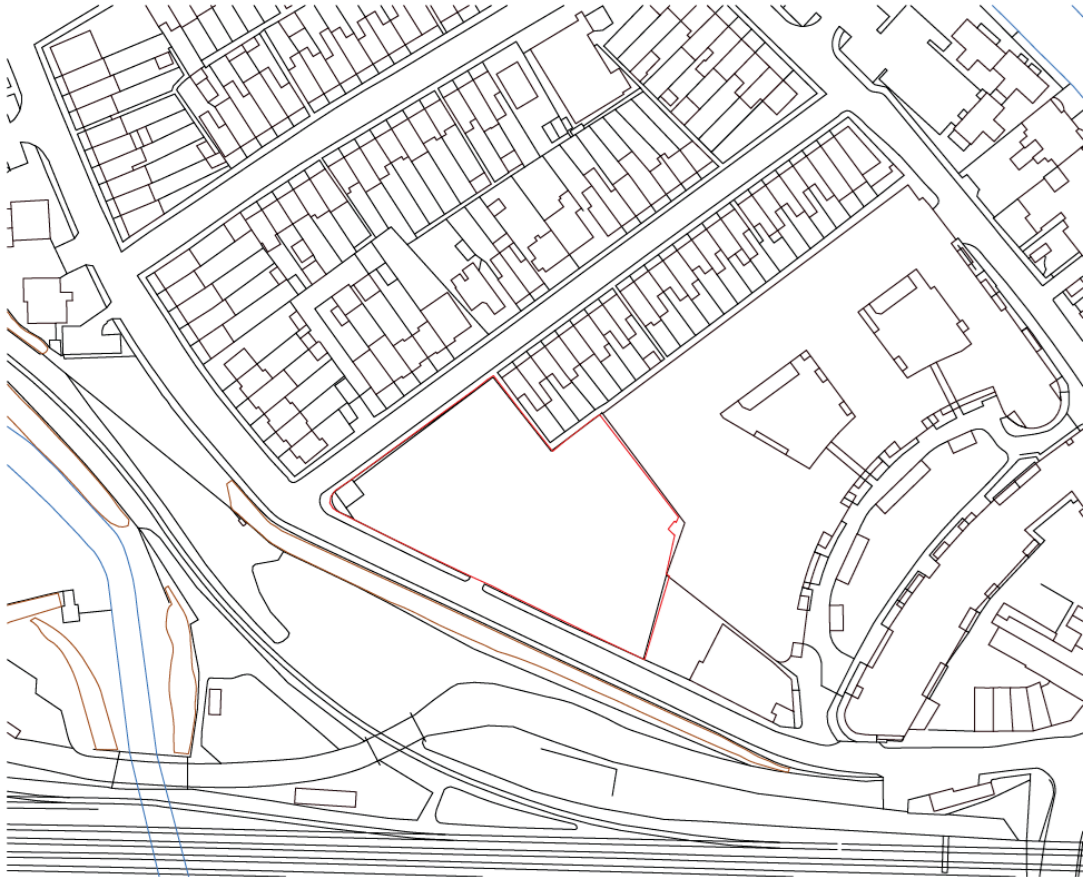
former Padcroft Works site and has been fully redeveloped to a point where the buildings are now occupied. Site B is the application site, and Site C, the former Tavistock Works, has consent for an eight-storey residential block.

- 1.6 Subject to the applicant entering into a deed of variation to amend the affordable housing schedule within the existing s106 legal agreement to and subsequent conditions set out in Appendix 2, the application is recommended for approval.

2 The Site and Locality

- 2.1 The application site extends to approximately 0.34 ha and is located on the north side of Tavistock Road to the west of the Grand Union Canal. The site is bound to the north by Winnock Road; to the north-east by the Former Padcroft Works Site; and to the south-west by Tavistock Road.
- 2.2 The site previously accommodated a part two-storey and part three-storey warehouse building (Use Class B8) with ancillary offices. The site was vacated in December 2017. Surrounding the site was an area of hardstanding which accommodated car parking for 80 vehicles.
- 2.3 The site is located within the Yiewsley and West Drayton Town Centre boundary, however, it is not designated as primary or secondary shopping frontage. The site is situated amongst an established residential area including terrace properties on Winnock Road, residential apartments on Bentinck Road and the High Street.
- 2.4 The Council's GIS identifies the site as formerly contaminated land. The site is located within the Heathrow Opportunity Area as identified in the London Plan (2021), the Hayes/ West Drayton Corridor as specified in the Strategic Policies of the Hillingdon Local Plan Part 1 (2012), the Colne Valley Archaeological Priority Zone and the Hillingdon Air Quality Management Area. The eastern part of the site is within the Yiewsley and West Drayton Air Quality Focus Area. The site has a Public Transport Accessibility Level (PTAL) of 3.

Figure 1: Location Plan (application site edged red)



Images of the Application Site



Junction of Winnock Road and Tavistock Road

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press



Tavistock Road looking south



View from Winnock Road

3 Proposal

- 3.1 The proposal seeks to vary via Section 73 of the TCPA (1990) Conditions 2 (Approved Plans) and 3 (Approved Documents) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024.
- 3.2 24843/APP/2022/2403 granted permission for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

- 3.3 The Applicant has applied to vary this 2024 consent. Many of the changes are to ensure compliance with the latest Fire Safety Regulations. The application seeks permission for the following amendments to the previously approved scheme:
- 3.4 - Ground floor community hub replaced with residents' lounge and ancillary space;
- 3.5 The non-residential floorspace on the ground floor would be removed and replaced with a residential lounge and associated ancillary space for residents. This would be achieved with minimal changes to the ground floor level elevation.
- 3.6 - Removal of the separating wall between Blocks B and C to allow the corridor to be extended to enable two means of escape;
- 3.7 This comprises a change to the residential common corridors to allow escape in more than one direction on every floor. This is achieved removing the party wall separating Blocks B and C, creating one common corridor served by two means of escape. This also allows the future residents of both Blocks B and C access to the top roof terrace and will also allow a direct access to these blocks from the ground floor car parking.
- 3.8 - Replacing 6 x 3-bedroom 5-person residential units with 6 x 3-bedroom 4-person residential units;
- 3.9 This above proposed common corridor re-arrangement can be accommodated by a minor alteration to the mix of approved accommodation. This amendment would comprise replacing a total of six three-bedroom five-person units with six three-bedroom four-person units. This amendment does not lead to a reduction in family homes across the scheme.
- 3.10 - Rear building line extension by 900mm for a length of 15m (units B14 and B15 and above);
- 3.11 The residential unit layouts are proposed to be adjusted by means of a 900mm deep, six-storey rear extension that would have a length of 15m. All units and internal layouts would continue to meet the relevant standards. The proposed amendments do not result in any material increase in residential floorspace with the extension to the building line required to accommodate the extended length of the corridor, which forms part of the common area of the building.
- 3.12 - Installation of external staircase from the roof terrace to level 6 and replacement of glazed balcony balustrades along Tavistock and Winnock Road with metal balustrades;
- 3.13 An external escape stair has also been proposed to grant an alternative escape route from the top roof terrace. This stair would connect the top roof terrace at Level 7 to the residential corridor on the level below and would be set back from

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

the main elevations on both Tavistock and Winnock Road, limiting any additional impact on neighbouring residential amenity.

- 3.14 - Replacement of metal panels with brick panels;
- 3.15 The metal panels set between some paired windows are proposed to be replaced with brick panels. The Applicant states that this would 'improve the fire performance of the building fabric.'
- 3.16 - Reconfiguration of green roof layout;
- 3.17 The layout of the roof is proposed to be amended to reflect the fire strategy requirements and include a new footpath connecting to the proposed external staircase and the removal of extract vents. The green roof has been reconfigured to reflect the new layout. There has been no loss of green roof due to the proposed amendments. Neither the Urban Greening Factor or the SUDS strategy would change as a result of the reconfiguration of the roof layout of the building.
- 3.18 - Lobby areas to Blocks B and C rearranged to provide direct access from the car park to the building cores;
- 3.19 - Cycle store layouts amended;
- 3.20 - Cycle store enclosure amended from brickwork to hit and miss brickwork to improve the car park ventilation strategy;
- 3.21 Minor adjustments have been proposed to the cycle store layout, and the enclosure of the store would be hit-and-miss brickwork (as opposed to railings) in response to comments from officers. The Applicant has stated that this 'ensures that the car park area can be ventilated naturally.'
- 3.22 - Balcony and window positions amended to reflect other scheme alterations;
- 3.33 The approved glazed balcony balustrades on Tavistock and Winnock Road are proposed to be replaced with laser-cut metal balustrades. The Applicant states that this is necessary to 'improve their fire performance'.
- 3.34 - Lift overruns and roof vents amended to reflect detailed design. There are no concerns raised with the minor amendments proposed.
- 3.35 The proposal would replace the on-site affordable housing contribution secured as part of planning consent reference 24843/APP/2022/2403 of 14 London Affordable Rent units comprising of 7 x 1 bed, 1 x 2 bed and 3 x 3 bed units and 8 Shared Ownership units comprising of 2 x 1 bed, 2 x 2 bed and 4 x 3 bed units to an offsite in lieu contribution of £800,000.

Figure 3: Proposed Plan (please note – larger version of plan can be found in the Committee Plan Pack)

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press



Approved Ground Floor Plan



Proposed Ground Floor Plan



Approved First Floor Plan



Proposed First Floor Plan

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press



Approved Second Floor Plan



Proposed Second Floor Plan



Approved Third Floor Plan



Proposed Third Floor Plan



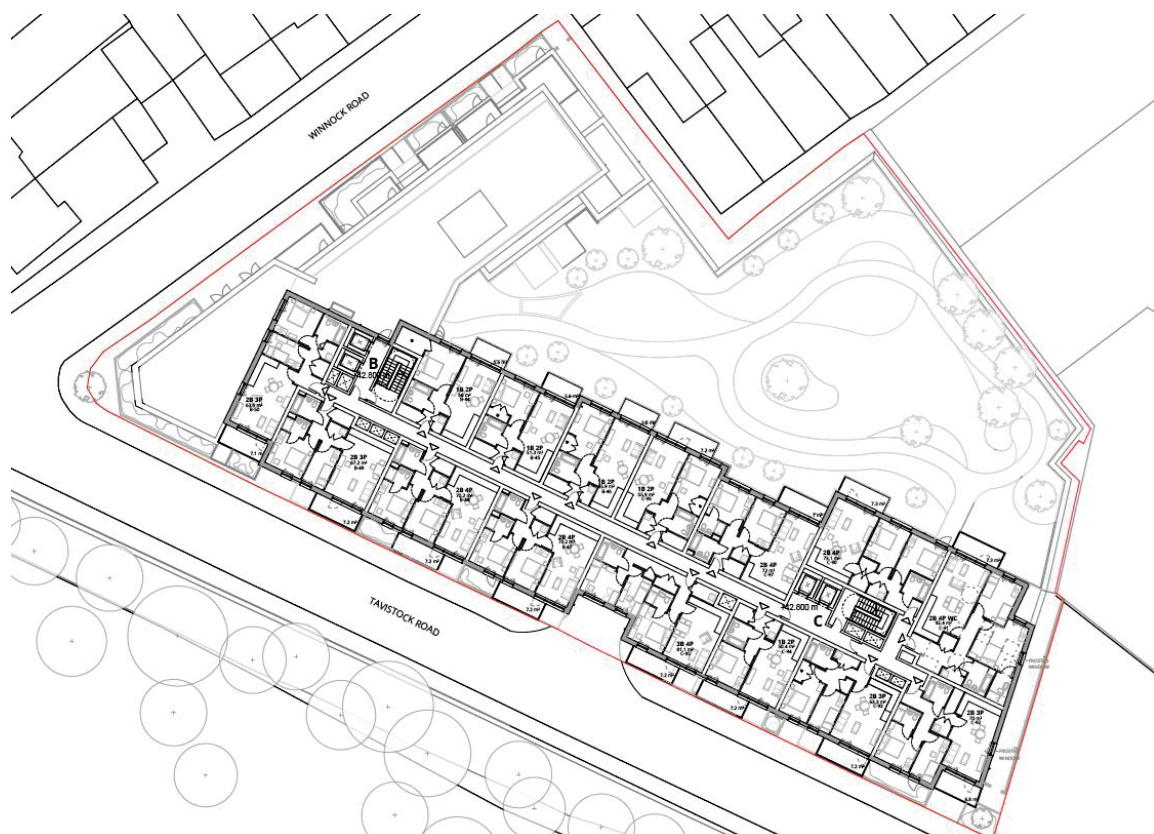
Approved Fourth Floor Plan



Proposed Fourth Floor Plan



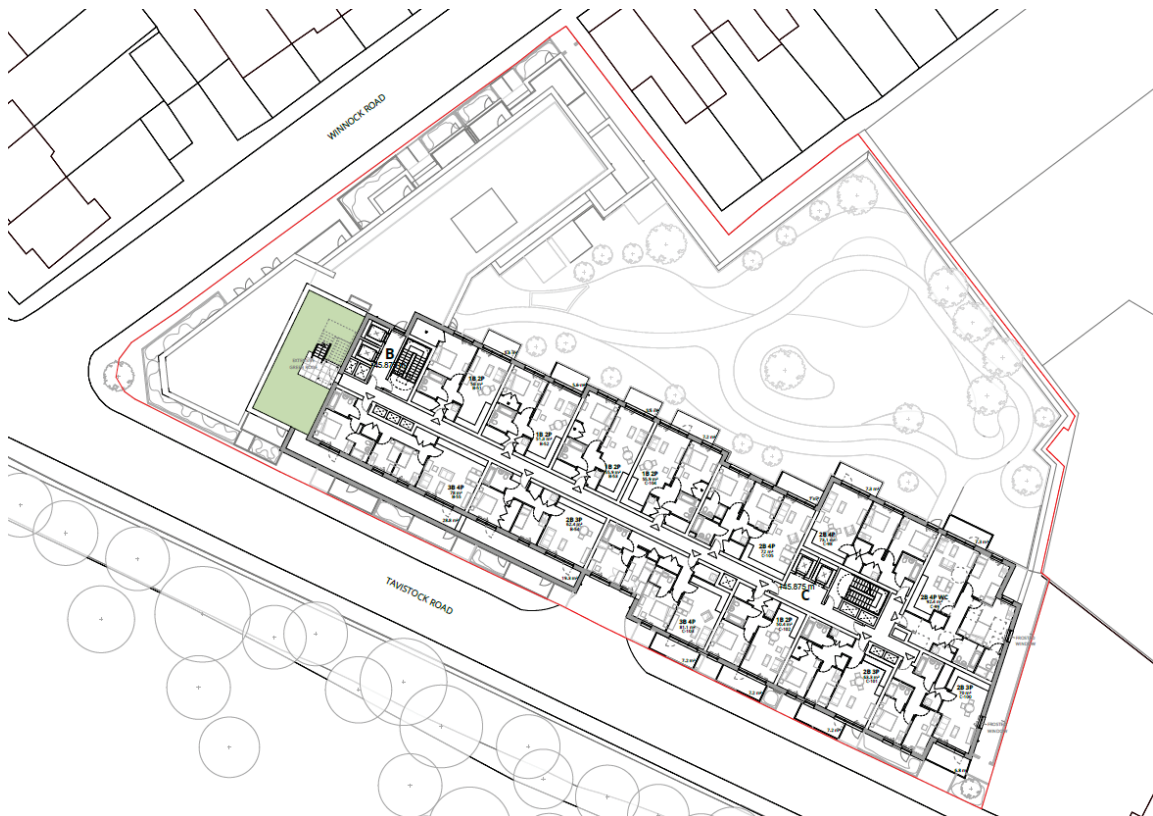
Approved Fifth Floor Plan



Proposed Fifth Floor Plan



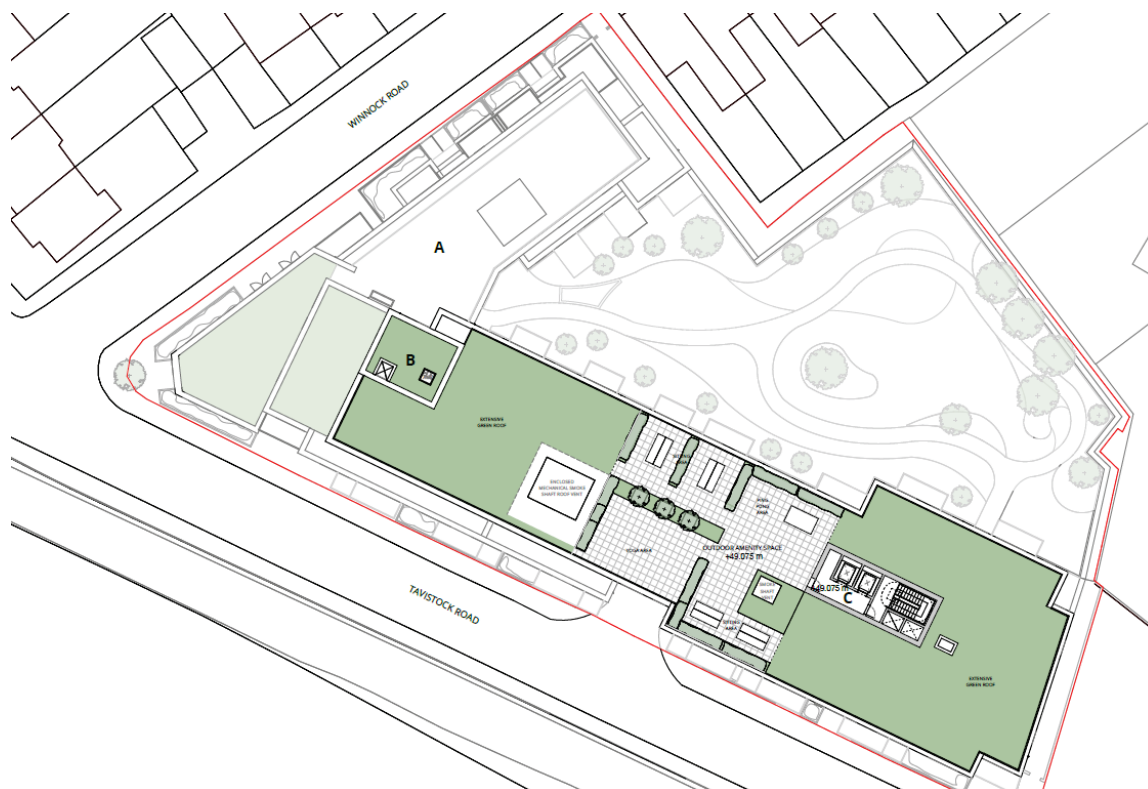
Approved Sixth Floor Plan



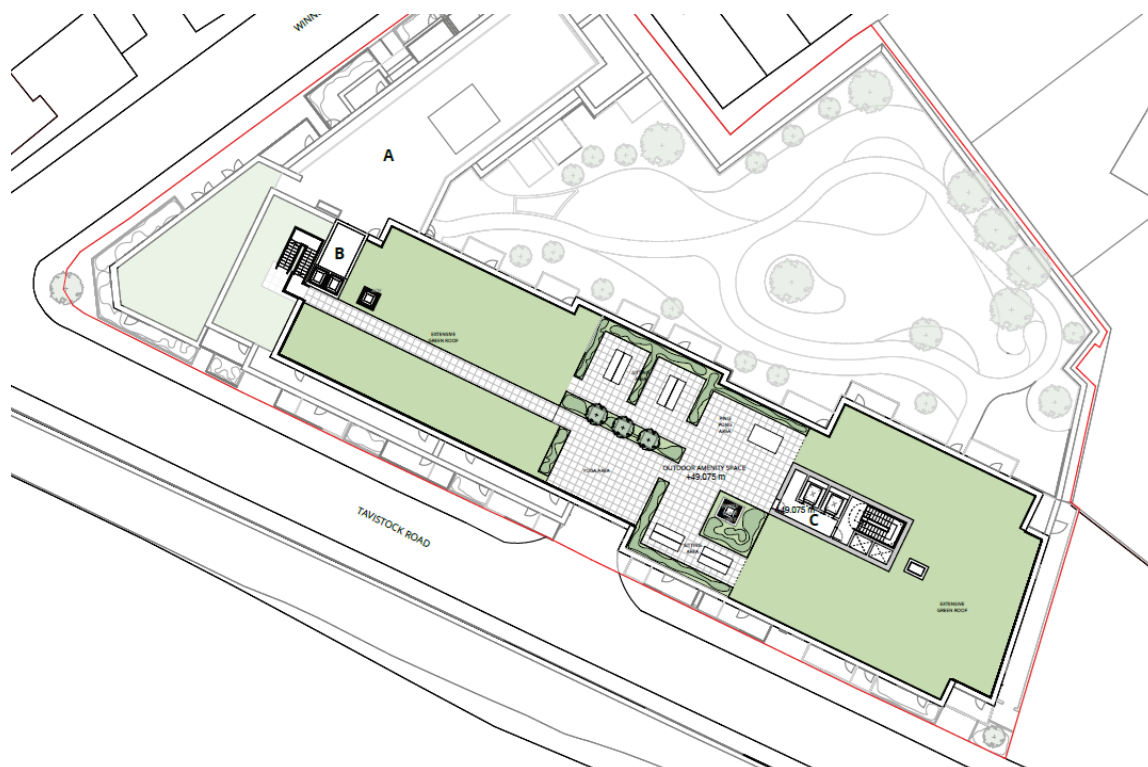
Proposed Sixth Floor Plan

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press



Approved Seventh Floor Plan



Proposed Seventh Floor Plan

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press



Approved Roof Plan



Proposed Roof Plan

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.

5 Planning Policy

- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

- 6.1 The Council sent 785 consultation letters to neighbouring properties on 03-10-24. The Council displayed a site notice and advertised the proposal in the press on 16-10-24. The consultation period expired on 06-11-24.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
3 objections were received and raised the following concerns	1. Traffic, parking stress, highway safety	The amendments do not impact the number of trips, access or parking. This comment relates to the impact of the development which already benefits from planning consent.
	2. Daylight Sunlight Impacts to surrounding properties	This is discussed in para 7.16 to 7.13
	3. Loss of Privacy / overlooking	This is discussed in para 7.16 to 7.13
	4. Noise disturbance including during construction	A Construction Management Plan condition is recommended to be imposed and will ensure that the impacts of construction including noise, dust and congestion

		are managed appropriately.
	5. Anti-social behaviour	The proposed changes to the consented development would not give rise to an increase in anti-social behaviour

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
NATS (National Air Traffic Safeguarding) No Objection	Noted
Historic England No objection	Noted
Health and Safety Executive External wall system. Section 7 (External Fire Spread) of the Planning Fire Safety Strategy document identifies that the external wall system (including balconies, roof terraces and podiums) should achieve European classification of A2-s1,d0 or better (Table 16), however, it is unclear from the application information that the external wall system will meet this requirement. HSE, therefore, requires confirmation that the proposed external wall system(s) will achieve European classification of A2-s1,d0 or better. It is advised that when presenting fire safety information for HSE assessment, specific details relating to the actual proposals of the development need to be provided, not generalisations of what 'should' be achieved, in order for HSE to conduct a full assessment.	Noted and the Fire Safety condition that was attached to the parent permission has been retained to ensure all fire safety details are secured in accordance with Policy D12 of the London Plan
Heathrow Safeguarding No objection, subject to a condition regarding the Submission of a Bird Hazard Management Plan and informative regarding a Bird Hazard Management Plan and use of cranes.	Noted, however the scheme has not significantly changed since the parent permission and the BHMP was discharged under planning ref

	24843/APP/2025/675 . The Cranes condition is retained
Network Rail No objection	 Noted
Transport for London (TfL) Further clarity is needed on what the white boxes cycle store a/b and c are. It appears that they would block the proposed cycle parking from being accessed.	The cycle storage design remains the same as the parent permission. The Local Highway Authority have been consulted and raise no objection.
Glass No objection	 Noted
Urban Design	
The proposed 1 st to 5 th floor extension would reduce the green space. The internal spaces could be re-configured rather than the building line extended. Climbing plants should be used to screen the external staircase on the 6 th floor. Further information relating to the balustrades and brick work is required.	Noted. A condition pertaining to the submission of materials is to be added to the decision notice. The level of green space to be reduced is insignificant.
Local Highway Authority There are no highway objections to this proposal	 Noted
Waste Strategy There are no objections to this proposal	 Noted
Noise No objection	 Noted
Access Officer Any amendments to the approved plans should preserve the accessible housing condition attached to the original consent. The amendments should	Accessibility is discussed in paragraphs 7.34 to 7.36

require all housing units to meet the requirements of London Plan Policy D7 and its requirement for all new housing to meet the prescribed standards set out in M4(2) to the Building Regulations 2010 (2015 edition).	
Planning Policy No objection subject to the agreement to the advice of the third-party viability consultants review.	Noted
Contaminated Land No objection subject to the submission of the verification reports post permission.	Noted and condition 23 to be amended and attached to the decision notice.

7 Planning Assessment

Principle of Development

- 7.1 The application is proposing minor material amendments to the previously approved consent reference 24843/APP/2022/2403. The scheme would still comprise 105 residential units. The site is allocated in Hillingdon's Local Plan Part 2 Site Allocations document under Policy SA38, and there is support for residential use at this site. The principle of residential development on the site remains acceptable, as it did when the Council approved 24843/APP/2022/2403 on 11-06-24.
- 7.2 The proposal seeks to replace the ancillary ground-floor community hub (which was approved as 'flexible Use Class E/F.1/F.2') with a residents' lounge and ancillary space. The Applicant's submission states that 'there is no demand for a small community facility in this location, and the space could be better utilised as additional amenity space for residents to enjoy.'
- 7.3 The officer's report for the previous approval (24843/APP/2022/2403) stated the following:
- 7.4 *'The proposal provides for the community space secured as part of the 2018 consent, albeit reduced from 250m2 to 99m2. The reduced area results from changes in the scheme's design to remove the basement and accommodate an additional residential unit. Furthermore, the location of the building away from the high street would not be the most prominent location to accommodate a sizable community hub, given the reduced level of footfall. The reduction in the size of the community space has also not been subject to any objections.'*
- 7.5 Whilst the Applicant has not submitted marketing evidence to support their claim that 'there is no demand for a small community facility in this location', converting the space to a residents' lounge and ancillary space is considered acceptable

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

within the town centre location designated for new homes (Policy SA 38) and located outside of the primary and secondary shopping areas.

- 7.6 Furthermore, the Town Centre and surrounding roads accommodate community use space to serve the local community. This includes floor space on Yiewsley High Street, St Stephens Road and the West Drayton Leisure Centre which is currently under construction. Whilst the loss of the space for its original intended use is regrettable, it is not considered that a reason for refusal which would be based on the loss of this space alone would be reasonable or justifiable in the event of an appeal.

Density of Development

- 7.7 The approved development contained 105 dwellings, resulting in a density of approximately 858 habitable rooms per hectare and 308 units per hectare. Though higher than the guidance within Policy DMHB 17, the Council accepted it under the parent consent given that the design, scale, bulk, and massing of the proposal was appropriate to its context.
- 7.8 This Section 73 minor material amendment application does not seek to alter the number of homes on the site. As such 105 dwellings remains an acceptable density.
- 7.9 The proposal complies with the aims of Policy D3 of The London Plan (2021) and Policy DMHB 17 and Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020).

Heritage & Archaeology

- 7.10 The application site is located within the Colne Valley Archaeological priority zone, and therefore Historic England (GLAAS) have been consulted but has raised no objections to the current proposals. As such, the application is considered to be acceptable in terms of archaeology.
- 7.11 The nearest heritage assets are the Grade II Listed De Burgh Arms PH and the Railway Arms PH, located approximately 140 metres southeast of the site. The application has been reviewed by the Council's Urban Design and Conservation Officer and by Historic England, who have not identified any potential impacts to heritage assets and who have not raised any heritage objections. The proposal therefore conforms with the NPPF (2024), Policy HC1 of The London Plan (2021), and Policy DMHB 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Streetscene Impact

- 7.12 The application site forms part of site allocation SA38, which is segregated into three parcels (A, B, C). Site A relates to the Padcroft Works development, which has been built and is occupied. Site C is the former Tavistock Works, approved for redevelopment on appeal. Both developments extend to eight storeys, which is taller than the approved building.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 7.13 The most notable proposed alteration to the building's dimensions would be the 900mm deep, six-storey extension. This would be located to the rear of the building, towards the centre of the site, and thus, would not impact the street scene or character of the surrounding area. Nor would this be a significant or prominent alteration in the context of the quantum of development previously approved on the site. The remaining proposed external changes detailed within the 'Proposed Scheme' section would remain acceptable within the site's setting and assessed against the previously approved scheme. There would be limited changes to any views from within the surrounding streets, while the proposed balconies would afford residents with an increased level of privacy. The Council's Urban Design Officer has not objected to the proposed amendments. Previous design conditions attached to the parent consent are proposed to be retained.
- 7.14 The proposed development would accord with the aims of Policies D1, D2, D3, D8, and D9 of The London Plan (2021), Policy BE1 of the Local Plan: Part One (2012), and Policies DMHB 10, 11, and 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Impact upon Neighbour Amenity

- 7.15 The Council considered that the approved building had been carefully designed to ensure that there would be no unacceptable loss of outlook to adjoining neighbours and that there would be minimal overlooking from windows, in particular in the direction of the rear of those properties fronting Winnock Road, the new residential units within the Padcroft Works development (Site A in the site allocation), and the neighbouring Tavistock Works site which has received consent following an appeal.
- 7.16 The approved building forms an L-shape, wrapping around the site frontage with Tavistock and Winnock Road. To the rear, at the first-floor level, is the communal amenity space, creating a separation distance between the rear-facing windows and those blocks which form Site A within the site allocation policy, looking north and east. The approved separation distance to the north is approximately 18.4 metres between the proposed development's window and the balconies of the block to the north. The approved distance between the proposed building and the windows within the block to the east is approximately 16-17 metres. Whilst the approved separation distance is less than the prescribed measurement within Policy DMHB 11, the windows and balcony located within the nearest unit in the block to the north are orientated facing the block within the same development to the east and, therefore, away from the proposed new building. The block to the east in site A features windows that would primarily provide views of the side elevation, and any views of the block to the east from within the nearest proposed units would only be available if someone were to lean out and turn their head to the east. The Council, in its previous approval, concluded that there are no concerns regarding overlooking or privacy for these blocks.
- 7.17 Turning to Winnock Road, the element of the front elevation located on Winnock Road is predominantly three to four stories in height. The approved frontage is set

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

in line with the adjacent terraced properties. Although not strictly 21 m from the habitable room windows of the neighbouring dwellings, there is generally more flexibility applied to the requirement to meet this separation distance where there is a street separating the existing and proposed homes.

- 7.18 Regarding daylight and sunlight impacts, the Applicant had submitted an assessment with the original application, which was reviewed by an independent specialist appointed by the Council. The appraisal concluded that the proposed report was robust in scope. The retained values for existing neighbours were expected and consistent with the policy-led development of the site. This was further supported by a helpful comparison with the historic consent for the site, which is generally similar. The previous consent concluded that the development would not cause additional harm to those units which are within a reasonable distance of the new building within Site A. The report provided evidence of this through an alternative assessment undertaken to demonstrate the light level changes if the balconies were to be removed. Officers were satisfied with this evidence and the report's findings, which relate to the impact upon the adjacent development within Site A.
- 7.19 The Applicant submitted further information, within the original application, testing the daylight and sunlight implications against the redevelopment of site C (Tavistock Works), which was approved by an appeal inspector. This information had also been reviewed by the independent specialist appointed by the Council, who concluded that the bedrooms directly adjacent to the Appeal site would inevitably see reduced daylight values with this in situ. The assessment showed that the bedrooms closest to the Appeal scheme would meet the default targets on the third floor and above. The second bedroom, adjacent to the living area, would achieve these from the lowest level. The officer's report for the previously approved scheme concluded that 'given that they are bedrooms, they have a generally reduced requirement for light due to their mainly nighttime use. When applying flexibility, these small areas not satisfying the default targets are acceptable on balance.'
- 7.20 Regarding the proposed alterations within this Section 73 application, the Applicant submitted a supporting Letter, RE Daylight and Sunlight, prepared by eb7, dated 12.11.2024. eb7, on behalf of the Applicant, reviewed the proposed amendments and confirmed the design changes would not materially affect the results presented within the previously approved daylight and sunlight report. The development's articulation is designed to respond to the neighbouring properties at 2-8 Winnock Road, where the rear elevations currently have an open outlook over the cleared site. There is an acceptable separation distance between the proposed 900mm extension and these neighbouring properties. It would not cause any further material impacts to these neighbours beyond the effects of the consented scheme. eb7's review concluded that the latest proposals continue to respond sensitively to the surrounding context and would not lead to any additional material impacts to the neighbouring residential properties. Officers agree with the submitted technical note regarding the potential impacts of the proposed minor alterations - extension of the rear building line by 900mm and limited changes to the facades, including an alteration to the glazed balcony balustrades and

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

modifications of the external building fabric - on daylight and sunlight. As per the previously approved scheme, on balance, the scheme remains acceptable in this urban town centre context.

- 7.21 It is noted that Site C otherwise known as Tavistock Works, has been subject to minor material amendment applications post the appeal decision to allow planning permission dated 21-09-22. These applications proposed minor amendments to the façades, ground floor areas, and the external amenity areas which enabled a minor uplift in the number of units proposed. It should be noted that these applications were supported by a Daylight and Sunlight review which took into consideration the approved scheme at the application site, and it was concluded that the changes to the allowed appeal scheme would not give rise to additional harm with respect of overshadowing, loss of light or outlook to the future development on Site B.
- 7.23 The proposal complies with the aims of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Living Conditions

Internal Space Standards

- 7.24 The proposed amendment to the consented scheme would comprise replacing a total of six three-bedroom five-person units with six three-bedroom four-person units. This amendment does not lead to a reduction in family homes across the scheme. The residential unit layouts are proposed to be adjusted by means of a 900mm deep, six-storey rear extension that would have a length of 15m. All units and internal layouts would continue to meet the relevant standards. The proposed amendments do not result in any material increase in residential floorspace with the extension to the building line required to accommodate the extended length of the corridor, which forms part of the common area of the building.
- 7.25 Based on the plans submitted, all of the proposed units meet the minimum space requirements and are provided with adequate outlook from all habitable rooms and internal light levels are acceptable in the context of the comprehensive town centre redevelopment of the site allocation.
- 7.26 The proposed development remains in accordance with the aims of Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020).

External Amenity

- 7.27 Based on a proposal for 1 x studio, 37 x 1 beds, 51 x 2 beds and 16 x 3 bed units the development should provide 2515 m² of private amenity space. The extant parent permission secured 1,659 sqm of usable amenity space across the entire development resulting in a shortfall of 856 sqm. In assessing the amenity space provision consideration was given to the appeal decision on the neighbouring site where the inspector disregarded the Council's reason for refusal relating to lack of

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

policy compliant levels of on-site amenity space and the delivery of onsite public open space despite there being concerns regarding both the quantum and quality of space to be provided. Drawing from the conclusions of this appeal decisions it was agreed that a contribution in lieu of a compliant level of on-site provision would be acceptable.

- 7.28 The proposed amendments do not alter the unit mix and there has not been a policy change which would increase or decrease the quantum of amenity space which should be provided. Furthermore, the proposal does not impact the amenity space which is to be delivered on site. As such it is reasonable to accept that the financial contribution to off-set on site provision would remain acceptable and is still required to be paid under the terms of the original s106 legal agreement.

Play Space

- 7.29 The approved development included a play space provision of 389.9 sq. m., a minor short fall of the 398.8 sq. m. requirement outlined in the GLA play space calculator. The provision would be located at podium level, hosting a large, outdoor amenity space for the enjoyment of all residents. Despite the minor shortfall, the provision included an outdoor gym and doorstep play for young children (ages: 0.5 years). The approved play space accommodates all age ranges from 0-17. The proposed amendment does not seek to alter this onsite provision.

Public Open Space

- 7.30 The development should provide 5,607 square metres of publicly accessible open space in accordance with the planning obligations SPG (2014). The proposed plans indicate that no publicly accessible open space is to be provided. If sufficient publicly accessible open space cannot be accommodated within the site, a financial contribution is required. In the context of the proposed development, it is considered appropriate that contributions are sought for the enhancement of existing public open space in Yiewsley. Based on the Planning Obligations Supplementary Planning Document (July 2014), the financial contribution required is £140,175 and the Applicant has agreed to pay this sum.
- 7.31 Like the external amenity space assessment, the proposal would not impact the requirement for open space to be provided. Although the size of some of the units is subject to change, it is a minor amendment which does not impact the unit mix. The parent permission secured a financial contribution of £140,170 this obligation remains within the s106 and will be required to be paid prior to commencement. The proposal accords with Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) and Policy G4 of the London Plan (2021).

Highways

- 7.32 No amendments are proposed to the quantum of car parking or cycle parking provision. Minor adjustments are proposed to the cycle store layout which have

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

been reviewed and confirmed to be acceptable by the Local Highway Authority. As such in accordance with Policies T2, T4, T6 and T6.1 of The London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) subject to the relevant conditions and contributions secured by a legal agreement as applied to the previous approval.

Security

- 7.33 The parent permission was subject to a condition pertaining to the achievement of a secure by design accreditation. This condition is to be carried forward to the new decision notice.

Accessibility

- 7.34 Following initial concerns being raised the applicant has submitted a set of revised plans which have been reviewed by the council's Access Officer. The Access Officer has requested that access be provided directly into the residential cores from the building rather than occupants having to use a walkway around the building to enter from the front lobby.
- 7.35 For buildings which extend 7 or more stories in height there is a requirement to consult with the HSE and upon doing so it is clear the Access Officers request conflicts with fire regulations. The HSE have stated in that where the development features a covered car park and the stairs serving the upper stories are single stairs (i.e. the stairs serve as the only means of escape for the part of the building) then the escape stairs should not connect to the parts of the building of a higher fire risk such as the covered car park. In this case the proposal includes a car park beneath a podium which would be an area of greater fire risk and therefore the staircases should not provide direct access into the car park.
- 7.36 Taking the points raised by the HSE on board, the provision of access directly from the car park into the entrance lobbies or near the stairwells which serve each block could compromise fire safety is acceptable on balance.

Provision of Affordable Housing

- 7.37 As the site is former industrial land, the development plan requires a residential scheme of 10 or more units to deliver 50% on site affordable housing where there is a net loss of industrial capacity, as is the case on this site. The Affordable Housing provision should comprise of the tenure split 70% Social/Affordable Rent and 30% Intermediate as set out in Policy H2: Affordable Housing of the Local Plan Part 1. Where the policy compliant level of affordable housing cannot be viably provided the applicant must demonstrate through a Financial Viability Appraisal (FVA) the level of affordable housing which it is viable for the development to deliver.
- 7.38 The applicant submitted an FVA in support of the consented application. The parent permission secured an on-site affordable housing provision of 23% by habitable room comprising of "14 London Affordable Rent units comprising of 7 x

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

1 bed, 1 x 2 bed and 3 x 3 bed units and 8 Shared Ownership units comprising of 2 x 1 bed, 2 x 2 bed and 4 x 3 bed units.” This was subject to a third party review which confirmed the offer to be the maximum reasonable level of affordable housing, this level was then secured within the s106 legal agreement.

7.39 As stated, the most notable change proposed within the current application, aside from the fire related changes, is the reduction in affordable housing. The applicant has submitted an updated FVA which has been reviewed by the same independent viability consultant who provided advice on the parent permission. Whilst the below assumptions are not the complete list of variables within the appraisal which forms the surplus which has been identified, they are the key assumptions which are included in the agreed appraisal.

- Private Residential Values: £598.30
- Build Costs (including contingency): £235
- Professional Fees: 8%
- MCIL/CIL/S106: =£1,400,973.86
- Marketing & Sales: 2% combined
- Sales Legal: £150,000
- Finance: 7%
- Profit: 15%

7.40 Avison Young who were appointed to undertake the third-party review on behalf of the Council have provided a revised appraisal based on the above assumptions. This appraisal confirms a surplus of £487,776. Notwithstanding the value of this surplus, officers have secured a financial contribution of £800,000 in-lieu of onsite provision. Whilst the development plan advocates for on-site provision first, the applicant has stated that this would likely be in the form of a Discount Market Rent (DMR) which does not meet the definition of a genuinely affordable product. Alternative on site provision has been explored however the applicant contends that the limited number of units which would be secured, in the form of shared ownership as an example, are not attractive to registered providers. The same is said for London Living Rent units. It is considered that the financial contribution is an acceptable option given that it would secure a higher provision than the surplus identified in the appraisal and would contribute towards a genuinely affordable product.

7.41 To conclude, whilst it is regrettable that the proposal involves a reduction in the level of affordable housing provision already secured, the applicant has submitted the required supporting appraisal which has been reviewed an independent third-party consultant. The assumptions have been negotiated and agreed which has resulted in an offer being secured which is above the surplus identified (which would be the maximum reasonable that could be secured). As such the £800,000 off site contribution is considered to be policy compliant and will be secured by way of a Deed of Variation to the original s106 legal agreement. The proposal is therefore deemed to be in accordance with Policy H2 of the Local Plan - Part 1, Policy DMH 7 of the Local Plan - Part 2 and Policies H4 and H5 of the London Plan.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

Trees and Landscaping

- 7.42 The amendment would involve the minor loss of a section of the green roof on the uppermost floors. However this does not impact the UGF score significantly, nor does it impact the design intent for the development. The main landscaped areas are on the roof and the first-floor podium neither of which are subject to a loss of soft landscaping. The landscaping condition is proposed to be attached to the new decision notice.

Ecology

- 7.43 The parent consent was subject to an ecology enhancement plan condition which has been discharged under planning application reference 24843/APP/2025/670. It is proposed that this condition now be attached to the new decision notice, subject to the determination of Planning Committee, as a compliance condition.

Flooding and Drainage

- 7.44 A drainage and SUDS condition was attached to the parent permission and this yet to be discharged. As such it is proposed to be carried forward to the new decision notice.

Energy

- 7.45 An Energy Assessment was submitted with the parent consent that confirmed the policy required 35% on site carbon savings. For completeness a condition pertaining to the submission of a revised energy statement and energy monitoring details was attached to the parent consent and this condition has not been discharged. As such it is proposed to be carried forward to the new decision notice. The condition will secure the specific details to demonstrate how the on-site savings will be delivered with an appropriate monitoring mechanism.

Overheating

- 7.46 The approved energy assessment contained details of an Overheating Assessment and stated that the risk of overheating would be reduced through consideration of orientation, building massing, green scape provision, and mechanical ventilation. The assessment stated that mechanical ventilation would be required and the MVHR would be specified as per modelled mitigation option 2 within the submitted document. A ventilation rate of 20 l/s/person utilising technology to pre-cool the incoming air by up to 6 degrees Celsius would enable the development to avoid the requirement for air conditioning. In combination of the low solar transmission of the glazing to reduce internal gains all rooms achieve a 'Pass' when assessed under relevant overheating regulations. The council's Energy Officer did not raise any concerns regarding the submitted details relating to overheating as such the development is considered to accord with Policy SI 4 of the London Plan (2021).

Noise

- 7.47 The parent permission was accompanied by a noise assessment which provided details of background noise levels and noise mitigation measures. The document was reviewed and considered to be acceptable. The changes to the parent consent proposed as part of the current application are not considered to have a significant impact on the conclusions of the noise assessment and therefore the scheme as proposed is deemed to be acceptable in terms of noise.

Air Quality

- 7.48 The development is within an Air Quality Management Area (AQMA) and will affect an identified Air Quality Focus Area. Development briefs for large scale proposals, such as this, should consider how local air quality can be improved across the area of the proposal as part of an air quality positive approach. The consented development would bring more receptors and emissions into the AQMA therefore the air quality impacts, and their mitigation, are a material consideration.
- 7.49 The Council's Air Quality Officer had reviewed the original assessment, and the Council included air quality mitigation cost via the legal agreement. The £95,008 financial contribution remains part of the original s106 and will be required to be paid prior to commencement. It will also now be subject to indexation and will be until it is paid. The proposal remains compliant with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policies DME1 1 and DME1 14 of the Hillingdon Local Plan: Part 2 (2020).

Fire Safety

- 7.50 One of the main purposes of this minor material amendment application is to bring the design up to the higher levels of fire safety regulations. The changes to the approved scheme have been designed in consultation with an appropriately qualified Fire Safety Consultant who has compiled a preliminary Fire Safety Strategy submitted in support of the application.
- 7.51 The Applicant submitted a Planning Fire Safety Strategy (Issue-01, prepared by Ashton Fire, dated 25.01.2024). The HSE has been consulted and stated (regarding external wall system) that 'Section 7 (External Fire Spread) of the Planning Fire Safety Strategy document identifies that the external wall system (including balconies, roof terraces and podiums) should achieve European classification of A2-s1,d0 or better (Table 16), however, it is unclear from the application information that the external wall system will meet this requirement. HSE, therefore, requires confirmation that the proposed external wall system(s) will achieve European classification of A2-s1,d0 or better. It is advised that when presenting fire safety information for HSE assessment, specific details relating to the actual proposals of the development need to be provided, not generalisations of what 'should' be achieved, in order for HSE to conduct a full assessment.'

- 7.52 A full fire safety strategy would be secured by condition, as per the previous approval, and this would be discharged in consultation with the London Fire Brigade and HSE.
- 7.53 Subject to the condition, the proposal would comply with Policy D12 of The London Plan (2021).

Planning Obligations

- 7.54 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6 April 2010) to request planning obligations that do not meet the following tests:
- i. necessary to make the development acceptable in planning terms
 - ii. directly related to the development, and
 - iii. fairly and reasonable related in scale and kind to the development
- 7.55 The effect of the Regulations is that the Council must apply the tests much more strictly and can only request planning obligations that are genuinely necessary and directly related to the development. Should the Council request planning obligations that do not meet the policy tests, the Council would have acted unlawfully and could be subject to a High Court challenge.
- 7.56 The parent permission 24843/APP/2022/2403 secured the following obligations within a s106 legal agreement.
- 7.57
1. A s278; Highway works needed to facilitate highway improvement works along Tavistock Road
 2. Air quality damage cost £95,008.
 3. Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.
 4. LBH highway improvement works comprising: - Tactile paving and dropped kerbs at 9no. locations, 5no. new benches, 5no. litter bins and 15no. street trees with a cost of £84,125
 5. Travel Plan: An amended Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured.
 6. Restriction upon future residents preventing them from obtaining an on street parking permit within the existing adjoining Parking Management Scheme and any future expanded Scheme
 7. Open space contribution £140,175
 8. Health contribution of £33,518

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

9. Affordable Housing: Planning obligation for an on-site provision of 14 London Affordable Rent units comprising of 7 x 1 bed, 1 x 2 bed and 3 x 3 bed units and 8 Shared Ownership units comprising of 2 x 1 bed, 2 x 2 bed and 4 x 3 bed units. This shall include an Early and Late Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021). 23% by habitable room with 61% being London Affordable Rent (LAR) and 39% Shared Ownership.

10. Carbon off-set contribution of £202,209

11. Project management and monitoring fee: A financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

7.58 The following Heads of Terms would be secured within a Deed of Variation to the original s106 Legal Agreement.

- 7.59
- Removal of the £20,000 Travel Plan Bond
 - Payment in Lieu Affordable Housing Contribution of £800,000
 - Removal of the £33,518 Health Contribution

7.60 The Travel Plan Bond is to be removed as it does not form part of the Council's Obligations SPD. The amendment to the affordable housing contribution is explained in para's 7.37 to 7.41 of this report. The health contribution is proposed to be removed as this was to account for the CIL reduction applied to the on-site affordable housing units, which are no longer proposed. All the floorspace would now be CIL liable therefore the CIL contribution, which is a higher rate than the health contribution, will now be required.

8 Other Matters

Human Rights

8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

- 8.3 The site has been subject to two prior consents as detailed in Appendix 2, the CIL liability would be relevant to the overall level of floor space proposed which is 11,232 sqm. Based on this floor space the CIL due to be paid would be:

CIL and MCIL Total = £2,503,507.78

- 8.4 Officers can confirm that £1,102,533.92 CIL was paid in association with planning consent reference 24843/APP/2018/269. Therefore, an abatement would be secured against the CIL due to be paid for this current application. The applicant will be liable to pay a total CIL contribution of £1,200,973,86.

9 Conclusion / Planning Balance

- 9.1 As noted, the site benefits from two permissions for residential redevelopment as well as forming part of a site allocation comprising of a 3-site residential led development. Site A has been built out and is occupied, consent has been granted for the delivery of the residential scheme on Site C and this application will amend the parent permission for the residential redevelopment of Site B, thus resulting in a comprehensive redevelopment which is referenced in the site allocation details. Whilst the reduction in affordable housing is regrettable, as is the change from on-site delivery to a contribution in lieu, it has been confirmed that the offer which has been made complies with the development plan in as far as it has been demonstrated that it is the maximum viable for the development. The assumptions which form part of the FVA review have been robustly tested by an independent third party procured on behalf of the Council. Finally, it is evident for most residential developments approved but not yet commenced within the last couple of years that there has been a significant change to the fire safety and building regulations. The proposed amendments would assist with complying with the higher-level fire safety and building regulations thus providing a safer residential living environment for future occupants. The proposed changes are minor material and are supported. Therefore the application is recommended for approval, subject to conditions and a deed of variation to amend the existing legal agreement associated with the parent consent.

10 Background Papers

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

24843/APP/2024/2316

Appendix 1: Recommended Conditions and Informatives

Conditions

1. RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from 11-06-2024 (the date of the original permission).

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2. RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

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CWD-RMA-XX-ZZ-DR-A-0341_P0

CWD-RMA-XX-ZZ-DR-A-0343_P0

CWD-RMA-ZZ-00-DR-A-0201_P7

CWD-RMA-ZZ-00-DR-A-0210_P5

CWD-RMA-ZZ-01-DR-A-0101_P8

CWD-RMA-ZZ-02-DR-A-0102_P8

CWD-RMA-ZZ-03-DR-A-0103_P8

CWD-RMA-ZZ-04-DR-A-0104_P8

CWD-RMA-ZZ-05-DR-A-0105_P8

CWD-RMA-ZZ-06-DR-A-0106_P8

CWD-RMA-ZZ-07-DR-A-0107_P8

CWD-RMA-ZZ-07-DR-A-0108_P9

CWD-RMA-ZZ-00-DR-A-0200_P7

CWD-RMA-XX-ZZ-DR-A-0320_P0

CWD-RMA-ZZ-00-DR-A-0380_P1

CWD-RMA-XX-ZZ-DR-A-0342_P0

CWD-RMA-XX-ZZ-DR-A-0320_P0

CWD-RMA-ZZ-00-DR-A-0100_P10

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2202380-010

7943.GF.PP.1.0B

7943.TRG.PP.1.2G

5380 - 221130;

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3. RES5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

2202380-03 - Ardent Car Parking Management Plan
2202380-04 - Ardent Delivery and Servicing Management Plan
Turley TVIA Viewpoints part 2
Contaminated land report
2211 Comag West Drayton_Addendum
Fire Statement Form (1)
Fire Statement Form (2)
Planning Fire Safety Strategy-Issue-01, prepared by Ashton Fire, dated 25.01.2024
Healthy Streets Transport Assessment (FINAL)_Part1
Healthy Streets Transport Assessment (FINAL)_Part2_Part1
Healthy Streets Transport Assessment (FINAL)_Part2_Part2
Utilities and Servicing Statement - FINAL_Part1
Utilities and Servicing Statement - FINAL_Part2_Part1
Utilities and Servicing Statement - FINAL_Part2_Part1
Utilities and Servicing Statement - FINAL_Part3
Mayor Brown noise and vibration assessment
BH Air quality assessment
Daylight and sunlight report part 1
Daylight and sunlight report part 1
Daylight and sunlight report part 2 / 2
Biodiversity assessment
Town visual impact assessment part 1
Turley TVIA Viewpoints part 1
Energy and Sustainability Statement
Energy and Sustainability Statement -SAP calcs
Planning Statement FV_compressed-1
Planning Statement FV_compressed- 2
Planning Statement FV_compressed-3
Planning Statement FV_compressed-4
Planning Statement FV_compressed-5
7943 UGF Calculation Rev D
S73 Updated AY FVA Appraisal 17 September 2025

Thereafter the development shall be retained/maintained in accordance with these details for

as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

4. RES7 Materials (Submission)

No development shall take place above ground level until details of all materials and external surfaces, including details of balconies, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. RES9 Landscaping (car parking & refuse/cycle storage)

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2025/585.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

6. NONSC Crane operation plan

Prior to the commencement of the development a Crane Operation Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Heathrow Airport Limited. The submitted plan shall include details of;

- cranes and other tall construction equipment (including the details of obstacle lighting)

The approved Crane Operation Plan (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

7. NONSC Construction logistics

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

- (i) a programme of works, including hours of construction;
- (ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
- (iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
- (iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
- (v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
- (vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
- (viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);
- (ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
- (x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
- (xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
- (xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of

Dust and Emissions During Construction and Demolition" and must be registered at <http://nrmm.london/>;

(xiv) an asbestos survey and management plan; and

(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

(i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).

(ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

8. NONSC Servicing and delivery

Prior to the first use of the industrial floorspace hereby approved, a Delivery and Servicing Plan, including tracked vehicle movements where necessary, shall be submitted to, and approved in writing by, the Local Planning Authority.

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy T7 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

9. NONSC Parking management

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2025/88.

REASON

To ensure the appropriate operation of the car parking spaces in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies T6 and T6.1 of the London Plan (2021).

10. NONSC Low emissions strategy

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2025/588.

REASON

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

11. NONSC Air quality 1

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in Chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

REASON

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy in accordance with Policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (Part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) Policy SI1 and T4, and paragraphs 187 and 199 of the National Planning Policy Framework (2024).

12. NONSC External lighting

No external lighting related to the development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered.

REASON

In the interests of protecting residential amenity in accordance with Policy DMHB 11 of the Hillingdon Local Plan : Part Two - Development Management Policies.

13. NONSC Bird hazard management

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2025/675.

REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020).

14. NONSC Noise

For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 1 hr, for any one hour period between 2300 and 0700, measured inside any room of any permitted dwelling having regard to the guidance set out in British Standard 8233: 2014 whilst achieving acceptable internal living conditions with respect to ventilation and temperature.

REASON

To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan : Part Two - Development Management Policies (2020).

15. NONSC Energy monitoring

Prior to occupation, a detailed monitoring and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide full details of how the carbon savings set out in the energy strategy shall be monitored with details of how and when these will be reported to Local Authority. The submitted report shall demonstrate the carbon reduction proposals have been implemented and that the development is compliant with the savings set out in the energy strategy. Measures to remedy any shortfall in carbon savings will be required. The development must be operated in accordance with the approved plan.

REASON

To ensure the development contributes to a reduction in CO2 emissions in accordance with Policy S12 of the London Plan (2021).

16. NONSC Energy

Prior to above ground works an Energy Strategy for the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the annual baseline regulated energy demand (kwhr) as per 2013 Building Regulations (or subsequent amendments) and associated carbon emissions (kgCO2 and

tCO2). The assessment shall then set out the measures and technology required to achieve a 100% reduction (zero carbon) in the CO2 associated with the baseline regulated energy demand; these measures must be sufficiently evidenced with corresponding details and specifications including the location of low and zero carbon technology (i.e. roof plans showing the inclusion of PV panels).

The Energy Strategy must clearly set out any shortfall (tCO2) of the zero-carbon requirement.

The development must proceed in accordance with the approved updated Energy Assessment.

REASON

To ensure that the development complies with zero-carbon targets, in accordance with Policy SI 2 of the London Plan (2021).

17. NONSC Fire Safety

Prior to above ground level works a revised Fire Safety Strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with the London Fire Brigade.

REASON

To ensure that the development meets Fire Safety Standards in accordance with Policy D12 of the draft London Plan (2021).

18. NONSC Secured by design

The buildings and car park areas shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Hillingdon Local Plan Part 2 Policy DMHB 15 and London Plan Policy D11.

19. NONSC Fire evacuation plan

The development hereby approved shall accord with London Plan Policies D5(B5) and D12(A) to include a minimum of one fire evacuation lift per core designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999. The required evacuation lifts shall serve all floors, including the roof garden/terrace and remain in place

for the life of the development.

REASON

To ensure the development provides reliable, convenient and dignified means of escape for all building uses in accordance with London Plan Policies D5 and D12.

20. NONSC Accessible units 2

The dwellings hereby approved shall, as a minimum standard, be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and ensure an appropriate standard of housing, in accordance with Policy D7 of the 2021 London Plan.

21. NONSC Accessible units 3

The dwellings hereby approved shall ensure that 2 x 1 bed and 9 x 2 bed are constructed to meet the standards for a Category 3, M4(3)(2)(a) Wheelchair Adaptable Standard dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and ensure an appropriate standard of housing, in accordance with Policy D7 of the 2021 London Plan.

22. NONSC Details of accessible play equipment

The development hereby permitted shall be constructed in accordance with the details approved under planning reference 24843/APP/2025/586

REASON

To ensure the development provides inclusive play for all children, including those with complex multiple disabilities, in accordance with London Plan Policy D5.

23. NONSC Contaminated land

(i) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(ii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA.

The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iii) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and factual and interpretive results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

24. NONSC Drainage

Prior to the commencement of development a detailed drainage strategy shall be submitted and approved in writing by the Local Planning Authority. The drainage plan shall include:

- Demonstrates that rainwater harvesting techniques have been included or provide a sufficient justification for their non-inclusion.
- Confirms the method of flow control from the site.
- Provides the runoff volume for the greenfield, existing, and proposed rate for the 1 in 100-year 6 hr storm event.
- Provides the model input data and flow control device information along with drainage calculations to clarify which SuDS features and volumes have been modelled.
- Provides calculations to demonstrate that the site will not flood as a result of the 1 in 30-year rainfall event, that there will be no flooding of buildings as a result of events up to and including the 1 in 100-year rainfall event, and on-site flow as a result of the 1 in 100 year event with a climate change consideration will be suitably managed (via an exceedance flow route drawing).
- Provides the name of the management company who will be in charge of the SuDS maintenance tasks.
- Provides evidence that Thames Water has approved the discharge rate into their system.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policy SI 12 of the London Plan (2021).

25. NONSC Ecological enhancement plan

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2025/670.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies G5 and G6 of the London Plan (2021).

26. NONSC Non Standard Condition

The development hereby permitted shall be constructed in accordance with the details approved under planning consent reference 24843/APP/2024/2418.

REASON

To ensure the development does not increase the risk to sewerage utility infrastructure in accordance with Policy SI 5 of the London Plan (2021).

27. NONSC Non Standard Condition

Prior to commencement of superstructure works, an Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

- 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
- 2) minimise internal heat generation through energy efficient design;
- 3) manage the heat within the building including where possible through exposed internal thermal mass and high ceilings;
- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and
- 6) provide active cooling systems.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 of the London Plan (2021).

28. NONSC Elevation Details

Prior to the installation of the balconies, details of the laser-cut balustrades shall be submitted to and approved by the Local Planning Authority. Details shall include a detailed drawing and samples of the laser-cut design and 1:20 or 1:10 detail illustrating the brick

between the paired windows. Details shall be implemented as approved and thereafter retained as such in perpetuity.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

Informatives

1.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line. Please refer to the Wholesale; Business customers; Groundwater discharges section.

As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-2:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal

of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

2. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2019. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at cil@hillingsdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:

www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

4. I72 Section 106 Agreement

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

5. I70 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space

DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix

LPP H2	(2021) Small sites
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

24843/APP/2017/2974 Comag Tavistock Road Yiewsley

RECONSULTATION Demolition of existing buildings (Use Class B8) and erection of 110 self-contained (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom) units (Use Class C3), Community Use (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work (changes include addition of community facility)

Decision: 05-12-2017 Refused **Appeal:** 24-05-2018 Withdrawn

24843/APP/2018/2201 Comag Tavistock Road Yiewsley

Details pursuant to condition 8 (tree protection) of planning permission ref: 24843/APP/2018/269 dated 27/04/18 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 20-08-2018 Approved

24843/APP/2018/2377 Comag Tavistock Road Yiewsley

Demolition of existing buildings (Use Class B8) and erection of of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work. 24843/APP/2018/269 Conditions(s) Number 10

24843/APP/2018/2663 Comag Tavistock Road Yiewsley

Details pursuant to condition 4 (Levels) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work)

Decision: 21-09-2018 Refused

24843/APP/2018/2664 Comag Tavistock Road Yiewsley

Details pursuant to condition 28 (Materials and External Surfaces) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car

parking, associated landscaping, drainage and other ancillary work)

Decision: 21-09-2018 Refused

24843/APP/2018/2665 Comag Tavistock Road Yiewsley

Details pursuant to condition 24 (Sustainable Water Management) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work)

Decision: 21-09-2018 Refused

24843/APP/2018/2666 Comag Tavistock Road Yiewsley

Details pursuant to partial discharge of condition 16 (i) a, b and c (Contamination) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work)

Decision: 18-10-2018 Approved

24843/APP/2018/269 Comag Tavistock Road Yiewsley

Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work

Decision: 13-03-2018 Approved

24843/APP/2018/3116 Comag Tavistock Road Yiewsley

Details pursuant to condition 22 (Accessibility) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work)

Decision: 21-05-2019 Refused

24843/APP/2018/4082 Comag Tavistock Road Yiewsley

Details pursuant to Condition 13 (Air Quality) of planning ref: 24843/APP/2018/269 for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work

Decision: 15-01-2019 Approved

24843/APP/2018/4083 Comag Tavistock Road Yiewsley

Details pursuant to Condition 12 (Air Quality) required by planning ref: 24843/APP/2018/269 for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 15-01-2019 Approved

24843/APP/2021/2508 Comag Tavistock Road Yiewsley

Application under section 73 to vary condition 3 (Approved documents) of permission 24843/APP/2018/269 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work) to amend Energy Statement

Decision: 23-03-2022 No Further
Action(P)

24843/APP/2021/281 Comag Tavistock Road Yiewsley

Details pursuant to Condition (Phasing and Tree Protection) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work).

Decision: 22-04-2021 No Further
Action(P)

24843/APP/2021/282 Comag Tavistock Road Yiewsley

Details pursuant to Condition 4 (levels) of planning permission Ref: 24843/APP/2018/269 dated 27.04.2018 (Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work)

Decision: 17-03-2021 Refused

24843/APP/2021/411 Comag Tavistock Road Yiewsley

Details pursuant to Conditions 6 (landscaping), 9 (play areas) and 10 (overlooking) of planning ref: 24843/APP/2018/269 (27-04-18) for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-

bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 29-03-2021 Refused

24843/APP/2021/450 Comag Tavistock Road Yiewsley

Details pursuant to Conditions 14 (Secured by Design) and 15 (pedestrian and vehicular gate barriers) required by planning ref: 24843/APP/2018/269 for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1- bedroom, 75 x 2- bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 01-04-2021 Refused

24843/APP/2021/474 Comag Tavistock Road Yiewsley

Detail pursuant to Condition 22 (2) (accessible car parking) required by planning ref: 24843/APP/2018/269 for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1- bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 01-04-2021 Approved

24843/APP/2021/582 Comag Tavistock Road Yiewsley

Details pursuant to Conditions 5 (External Materials) and 28 (Balconies) of planning ref: 24843/APP/2018/269 for the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1) bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

Decision: 09-04-2021 Refused

24843/APP/2022/2403 Comag Tavistock Road Yiewsley

Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22)

Decision: 18-05-2023 Approved

24843/APP/2024/1586 Comag Tavistock Road Yiewsley

Non-Material Amendment Application submitted under Section 96A of the Town and Country Planning Act 1990 (as amended), to amend the description of planning application reference 24843/APP/2022/2403, dated 11-06-2024, from:

'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

to

'Erection of building comprising residential dwellings (Use Class C3), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping.'

The application also seeks to amend condition 2 'approved plans' to correct minor errors with the drawing references within this condition.

Decision: 16-08-2024 Approved

24843/APP/2024/2259 Comag Tavistock Road Yiewsley

Details part pursuant to the discharge of Condition 23 (part (i) and (a)) (Remediation Scheme) of planning permission reference 24843/APP/2022/2403, dated 11.06.2024, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 09-10-2024 Approved

24843/APP/2024/2418 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 26 (Piling Method Statement) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 17-01-2025 Approved

24843/APP/2024/2655 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 24 (drainage) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024, for Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).

Decision: 20-11-2024 Refused

24843/APP/2024/2656 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 17 (Fire Safety Strategy) of planning permission reference 24843/APP/2022/2403, dated 11.06.2024, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 16-12-2024 Approved

24843/APP/2024/2657 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 9 (Parking Design and Management Plan) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 19-11-2024 Refused

24843/APP/2024/3284 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 24 (Drainage Strategy) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024, for the 'erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 31-01-2025 Refused

24843/APP/2025/460 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 24 (Drainage Strategy) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22).'

Decision: 09-07-2025 Refused

24843/APP/2025/585 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 5 (Landscaping) of planning permission ref.24843/APP/2022/2403, dated 11-06-24 (Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2),

ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping.(REVISED PLANS 23.11.22))

Decision: 28-05-2025 Approved

24843/APP/2025/586 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 22 (Accessible play equipment) of planning permission ref.24843/APP/2022/2403, dated 11-06-24 (Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping.(REVISED PLANS 23.11.22))

Decision: 13-05-2025 Approved

24843/APP/2025/588 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 10 (Low Emission Strategy) of planning permission ref.24843/APP/2022/2403, dated 11-06-24 (Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping.(REVISED PLANS 23.11.22))

Decision: 28-04-2025 Approved

24843/APP/2025/667 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Conditions 15 (energy monitoring), 16 (energy strategy), and 27 (overheating strategy) of planning permission reference 24843/APP/2022/2403, dated 11-06-24, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping'

Decision: 28-05-2025 Refused

24843/APP/2025/670 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 25 (ecological enhancement plan) of planning permission reference 24843/APP/2022/2403, dated 11-06-24, for the 'Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping'

Decision: 27-05-2025 Approved

24843/APP/2025/675 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 13 (Bird Hazard Management Plan) of planning permission reference 24843/APP/2022/2403, dated 11-06-24, for the 'Erection of

building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping'

Decision: 14-05-2025 Approved

24843/APP/2025/88 Comag Tavistock Road Yiewsley

Details pursuant to the discharge of Condition 9 (Parking Design and Management Plan) of planning permission reference 24843/APP/2022/2403, dated 11.06.2024, for the Erection of building comprising 105 residential dwellings (Use Class C3) and 99sq.m (GIA) Community Hub (flexible Use Class E/F.1/F.2), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping (REVISED PLANS 23.11.22)'.

Decision: 12-08-2025 Approved

24843/B/78/1418 Comag Ltd Tavistock Road Yiewsley

New offices & extension to existing reception area under existing offices (outline)

Decision: 26-09-1978 Approved

24843/C/78/1842 Comag Ltd Tavistock Road Yiewsley

Details in compliance with 24843/781418(P)

Decision: 18-12-1978 Approved

24843/D/79/0113 Comag Ltd Tavistock Road Yiewsley

Formation of new mezzanine offices within existing building.

Decision: 10-04-1979 Approved

24843/H/84/1840 Comag Ltd Tavistock Road Yiewsley

Creation of additional office accommodation. Also relaxation.

Decision: 07-02-1985 Approved

24843/J/86/0654 Comag Ltd Tavistock Road Yiewsley

Erection of additional offices and elevational alterations.

Decision: 16-09-1986 Approved

24843/L/89/1582 Comag Ltd Tavistock Road Yiewsley

Erection of a boundary wall and railings

Decision: 27-02-1990 Approved

24843/N/90/0129	Comag Ltd Tavistock Road Yiewsley
Construction of a mezzanine floor and alterations to east elevation	
Decision: 07-09-1990	Approved
24843/P/90/1934	Comag Ltd Tavistock Road Yiewsley
Installation of first floor mezzanine for office use,& alterations to flank elevation	
Decision: 31-03-1992	No Further Action(P)
24843/PRC/2017/64	Comag Tavistock Road Yiewsley
Residential development	
Decision: 19-01-2018	Pre-App Advice Given
24843/PRC/2022/21	Comag Tavistock Road Yiewsley
99 residential units and 109 sq.m community	
Decision: 04-05-2022	Objection
24843/PRC/2022/87	Comag Tavistock Road Yiewsley
105 residential units and community use space	
Decision: 10-08-2022	No Further Action(P)
24843/S/96/0141	Comag Ltd Tavistock Road Yiewsley
Internal alterations and installation of mezzanine floor to provide additional office floorspace; Variation of condition 2 of planning permission ref. 24843H/84/1840 dated 07/02/85 (continued use as warehouse and office)	
Decision: 25-04-1996	Approved

Appendix 3: List of Relevant Planning Policies

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMEI 14	Air Quality
DME 2	Employment Uses Outside of Designated Sites
DMEI 9	Management of Flood Risk

DMH 2	Housing Mix
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMHB 10	High Buildings and Structures
LPP D11	(2021) Safety, security and resilience to emergency
LPP D14	(2021) Noise
DMHB 12	Streets and Public Realm
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
DMHB 17	Residential Density

LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP G6	(2021) Biodiversity and access to nature
DMHB 19	Play Space
DMHB 2	Listed Buildings
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
DMHB 3	Locally Listed Buildings
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
DMT 3	Road Safeguarding
DMT 4	Public Transport
LPP SI13	(2021) Sustainable drainage
LPP T4	(2021) Assessing and mitigating transport impacts
DMT 5	Pedestrians and Cyclists
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP H2	(2021) Small sites
LPP D12	(2021) Fire safety
LPP T6.5	(2021) Non-residential disabled persons parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D13	(2021) Agent of change
LPP D4	(2021) Delivering good design

LPP D8	(2021) Public realm
LPP GG1	(2021) Building strong and inclusive communities
LPP GG4	(2021) Delivering the homes Londoners needs
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP S4	(2021) Play and informal recreation
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T6.2	(2021) Office parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation

LPP T9	(2021) Funding transport infrastructure through planning
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities

Report of the Head of Development Management and Building Control Committee Report

Case Officer: **Katherine Mills** **58215/APP/2025/1068**

Date Application Valid:	11.04.25	Statutory / Agreed Determination Deadline:	03.10.25
Application Type:	Full	Ward:	Eastcote

Applicant: **Mr Porter**

Site Address: **Acorn Youth Club, Colombia Avenue, Ruislip**

Proposal: **Erection of a single storey detached building for use by Acorn Youth Club.**

Summary of Recommendation: **GRANT planning permission subject to conditions**

Reason Reported to Committee: **Required under Part 6 of the Planning Scheme of Delegation (the Council has a financial liability)**



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Summary of Recommendation:

GRANT planning permission subject to the conditions set out in Appendix 1.

1 Executive Summary

- 1.1 Planning permission is sought for the installation of a single storey building for the use of Acorn Youth Club.
- 1.2 The freehold of the application site is owned by the London Borough of Hillingdon. Therefore, whilst the Council is not the applicant, for transparency and in accordance with the Council's scheme of delegation, the application is referred to the Planning Committee for determination.
- 1.3 The proposed development is considered to comply with the objectives of the relevant planning policies. The Acorn Youth Club has been an established community facility for disabled young people in Ruislip and have operated from the application site since 1993. The current application seeks to improve the facilities associated with this community use. It is noted that a previous planning permission was obtained in 2006 (58215/APP/2006/1997) for the erection of a larger scale building. Although the building works for this building had commenced with the laying of foundations, it was never completed due to financial reasons.
- 1.4 The current application seeks to utilise the existing foundations on site and provide a much-needed community facility within the existing grounds. The overall scale and size of the building would be modest. This would ensure that it would not give rise to any significant harm to the character and appearance of the application property or to the character and appearance of the immediate street scene and surrounding area.
- 1.5 The unique location with a buffer of landscaping separating the residential properties on Linden Avenue from the site, and Columbia Avenue Field providing a buffer from other nearby residents, would ensure that the building would have an acceptable impact on neighbouring residential amenity and would not adversely affect highway safety, or cause harm in other respects. The Highways Team have been consulted and raised no objections to the proposal.
- 1.6 Due regard has been given to resident objections. However, it is concluded that the proposal complies with the Development Plan and no material considerations indicate that a contrary decision should be taken.
- 1.7 The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1.

2 The Site and Locality

- 2.1 The application site is occupied by a single-storey purpose-built youth club in the north-west corner of the open space at Columbia Avenue. This area is mainly

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

close mown grass, but there are belts of mature trees along the northern boundary and parts of the west boundary which are a distinctive feature in the area. These trees are protected by Tree Preservation Order (TPO) No. 327. The groups of trees immediately to the north and south of the building are G5 and G6 on the TPO No. 327 schedule.

- 2.2 Surrounding the existing youth-club, the area is predominantly residential in character. Residential dwellings along Linden Avenue are situated to the west of the application site, with numbers 140 and 179 Linden Avenue sharing a boundary with the application site. To the east and south of the application site is an area of public open space (Columbia Avenue Field) with other residential dwellings sited around the edges. To the north of the application site lies the railway line.
- 2.3 The application site is not designated within a Conservation Area nor an Area of Special Local Character. There are no Listed Buildings within the site or surrounding land. The application site is located within a Critical Drainage Area, as identified in the Surface Water Management Plan (SWMP) for Hillingdon.

Figure 1: Location Plan (application site edged red).



Figure 2: Street View Image of the Application Property.



Figure 3: Street view in the context of the wider neighbouring properties (on Linden Avenue). The existing community building can be seen in this image.



Figure 4: Photo from Columbia Avenue Field showing the existing security railings securing the building and the nearby residences along Linden Avenue.



Figure 5: Nearest residential properties across Columbia Avenue Field.



3 Proposal

- 3.1 The application seeks planning permission for the installation of a single storey building for the use of Acorns Youth Centre. The proposed building would have a width of 10.7m, a depth of 11.5m and would have a mono-pitched roof with a maximum height of 3.45m and an eaves height of 2.95m.
- 3.2 The proposed building would be finished with composite cladding (fire rated) with aluminium framed windows. The proposed building would be located to the south of the existing building and would be sited within the existing railings surrounding the application site. As previously noted, planning permission had commenced on a previously approved community building with the foundations in place. The proposed building would therefore be using the existing foundations from the previous scheme.

Figure 6: An aerial image showing existing foundations where the proposed new single storey building would be positioned.



Figure 7: Proposed Block Plan showing the new footprint beside the existing building (please note – larger version of plan can be found in the Committee Plan Pack).



Figure 8: Proposed Floor Plan (please note – larger version of plan can be found in the Committee Plan Pack).



Figure 9: Proposed Front and Rear Elevations (please note – larger version of plan can be found in the Committee Plan Pack).

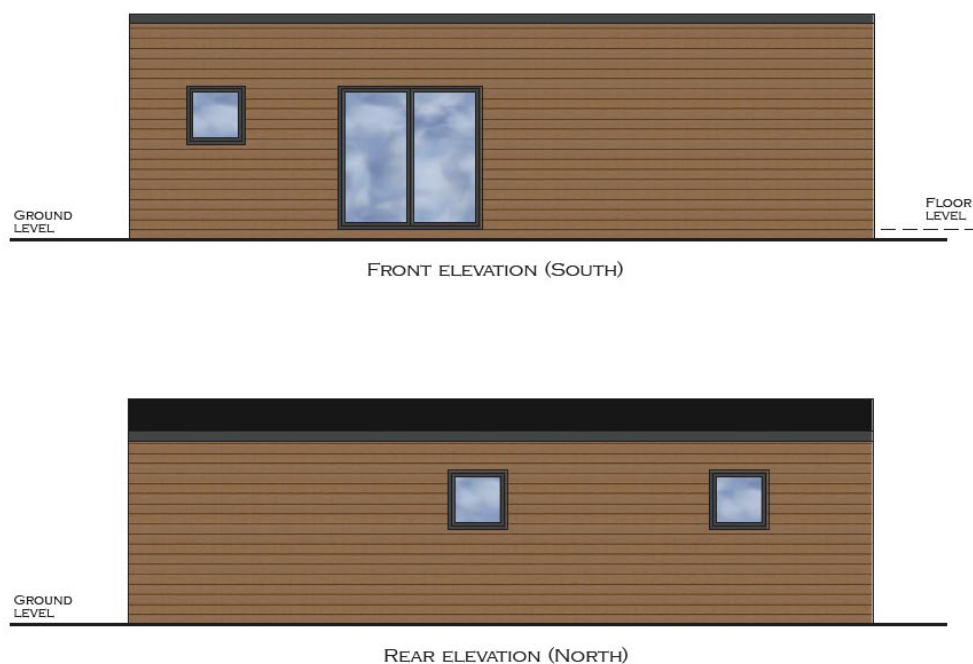


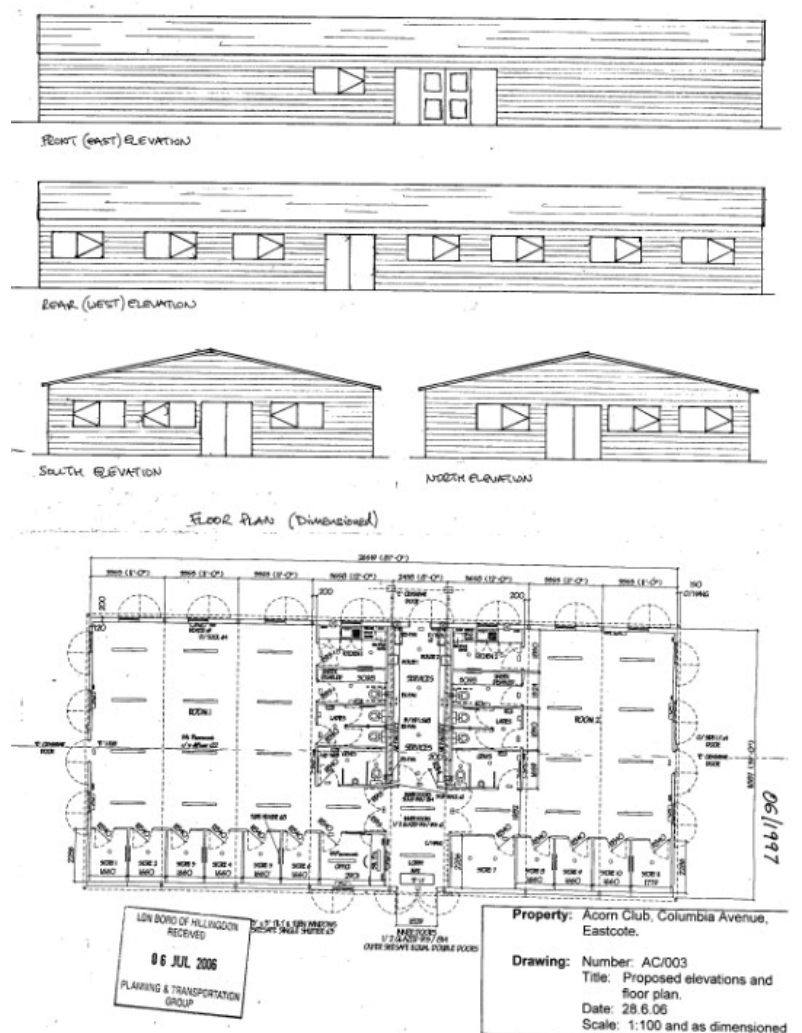
Figure 10: Proposed Side Elevations (please note – larger version of plan can be found in the Committee Plan Pack).



4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 58215/APP/2006/1997: Full Planning Permission was granted in 2006 for the erection of a single storey building with treated timber to replace the existing pavilion and shed. The approved scheme included a building with a width of 26.5m and a depth of 11.90m which was much larger than the current application.
- 4.3 The 2006 permission was part implemented in that the original buildings were demolished and foundations created. However, due to funding constraints, the approved building was not built out in its entirety. Instead, a smaller building was erected on the site, and there are existing foundations on the site for the larger building (these have been in situ since between 2006 and 2008).

Figure 11: Approved Plans - Planning Permission ref: 58215/APP/2006/1997



5 Planning Policy

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

- 6.1 Two adjoining neighbouring properties on Linden Avenue and the Eastcote Residents Association were consulted by letter dated 25.04.2025. The consultation period expired on 17.05.2025. One representation from a neighbouring resident on Columbia Avenue was received in objection to the proposal. This representation is summarised below in Table 1.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
1 neighbouring objection	1. Increase in demand for parking within the local area including drop offs and pick-ups.	This is discussed further at paragraphs 7.30– 7.34 of this report.
	2. Increase in anti-social behaviour including littering.	This is discussed further at paragraphs 7.46 – 7.47 of this report. The proposal would use the existing refuse collection arrangements. Nevertheless, a condition has been included for details for approval.
	3. Increased pressure on local services including policing and waste management.	The additional building would not lead to a significant intensification of the use. It aims to provide better facilities for the existing club members. It would not lead to any significant pressures on local services given its modest size.
	4. Development would have a long-term impact on local	This is discussed further at paragraphs 7.21 – 7.29 of this report.

	residents and quality of life.	
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<p>Highways Officer</p> <p>The applicant acknowledges that the proposal will serve the existing 'youth centre' charity use and potentially cater for new members. They also confirm that the existing and expanded facility would continue to mainly serve the local community/catchment thereby reducing the potential for additional/measurable vehicular traffic as a result.</p> <p>This aspect together with the mix of waiting restrictions on the neighbouring roadways which control parking to some degree, gives rise to the Highway Authority not raising an objection to the proposed extended use of what is an established and localised charitable facility originally permitted in 2006.</p>	<p>The Highways Officer's comments are noted, and transport matters are discussed within paragraphs 7.30-7.34 of this report.</p>
<p>Landscape/Trees Officer</p> <p>No objections.</p>	<p>Noted.</p>
<p>Access Officer</p> <p>No objections. Recommended condition for level access to be provided to building entrances and escape routes.</p>	<p>Noted. Condition has been included in the recommendation.</p>

7 Planning Assessment

Principle of Development

- 7.1 Policy DMCI 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to ensure that developments retain existing community facilities and make best use of existing recreational, leisure and community facilities.
- 7.2 Policy DMCI 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that proposals for the refurbishment and re-use of existing premises for community facilities will be supported. Proposals for the provision of new community facilities will be supported where they:
 - i) are located within the community or catchment that they are intended to serve;

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards that meet the needs of intended occupants;
- iii) are sited to maximise shared use of the facility, particularly for recreational and community uses; and
- iv) make provision for community access to the facilities provided.

- 7.3 Policy GG1 of the London Plan (March 2021) seeks to build strong and inclusive communities through the provision of good quality community spaces, services, amenities and infrastructure that accommodate, encourage and strengthen communities, increasing active participation and social integration, and addressing social isolation.
- 7.4 The application site is used by the Acorn Youth Club, an established community facility for young people with learning difficulties which was founded in January 1988. The Club has been established at its current location since 1993 and currently has over 30 members. The club provides a selection of social activities for its members including indoor games, dancing, cooking, arts and crafts and developing life skills. This is a vital community use that provides both an educational and a social space within the local catchment area with a focus on those with learning difficulties whilst also providing respite for parents. The reasoning behind the current application is to provide much needed additional floorspace as the current building is not of a sufficient size.
- 7.5 The proposed building would expand the existing operation on the site and would provide a flexible space to allow the Youth Club to continue its provision for its existing members and welcome new members. In determining whether the principle of the use is acceptable, it is noted that the site is currently within the Class F2 (Local Community Uses) use class. There is an existing community building on site which provides a modest level of floor space. The current application would provide a separate building which would add an additional 123 sqm of floorspace. This building would comprise an open plan floor space with three corners that could be partitioned off for smaller rooms. In combination with the existing building, this would provide an F2 Use Class (Local Community Use) floorspace of approximately 273 sqm (existing building approx.150sqm).
- 7.6 This level of additional floorspace would allow the Club to continue to operate with improved facilities for its members and potentially ensure the long-term future of an F2 Use Class at the site. As demonstrated on the plans, there is a level of flexibility with the new building having the potential to segregate into smaller rooms to meet design and space standards for its intended occupants.
- 7.7 Whilst the total proposed floor space provision on the site would appear generous (273 sqm), it would be situated on a larger site and set-in from the nearest residential properties along Linden Avenue. The proposal would continue to have over 550 sqm of the site that would remain undeveloped. In this context, the proposed cumulative community buildings are proportionate to the site. Furthermore, the previously approved scheme in 2006 was for a larger building that would have provided 315 sqm of floorspace. On this basis, the proposal would not appear to be excessive in combination with the existing building on site.

- 7.8 Given that the existing building and the existing community use of the site would be retained, and the proposed building would provide additional facilities to the Acorn Youth Club, it is considered that the proposed scheme would comply with Policies DMCI 1 and DMCI 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), and Policy GG1 of the London Plan (March 2021).

Impact on the Character and Appearance of the Area

- 7.9 Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires that new developments achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.
- 7.10 Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) requires all development to be designed to the highest standards and incorporate principles of good design, either complementing or improving the character and appearance of the area. Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to protect and improve the public realm, including streets.
- 7.11 Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) requires that alterations and extensions of dwellings would not have an adverse cumulative impact on the character and appearance of the street scene and should appear subordinate to the main dwelling.
- 7.12 The application site is situated on the western side of Columbia Avenue Field with pedestrian access provided from the southern side where Beech Avenue and Columbia Avenue intersect. Generally, the prevailing character is residential, with a mixture of housing, including terraced, detached and semi-detached properties.
- 7.13 The site in its current form is bounded by mature trees to the north and south which provides a leafy appearance adjacent to the park. The existing community building is situated towards the centre of the plot and is single storey in height with a modest pitched roof and a timber frame finish.
- 7.14 The proposed building would be sited directly south of this existing building with a gap of approximately 2.3m maintained between both buildings. The proposed building would have a width of 10.7m, a depth of 11.5m and would have a mono pitched roof with a maximum height of 3.45m and an eaves height of 2.95m.
- 7.15 To the east of the building, the pedestrian access path would be maintained allowing patrons to access both the existing and proposed buildings.
- 7.16 The footprint and scale of the proposed building would sit comfortably within the application site and would have a smaller footprint than the existing building which would be retained. The proposed design would not appear out of keeping with the existing building. A sufficient separation distance would be provided between the

two buildings, and a substantial area of the site would remain undeveloped ensuring it would continue to appear spacious within its leafy context.

- 7.17 Sufficient distance from the western side along the sites boundary with Linden Avenue would be maintained with a set-in of approximately 7.5m, ensuring the building would maintain the openness of the site and would not appear overly cramped from the nearby street scene. The mono-pitched roof would also appear modest from this viewpoint. The sloped roof would also ensure that the building would combine sympathetically with the existing building in the backdrop.
- 7.18 The overall scale of the building would appear modest from other public viewpoints across Columbia Avenue Field, where the timber composite material would allow it to blend in with its leafy landscape. As such, it would appear subordinate in scale and proportionate to its overall site with sufficient space maintained with the existing structure. The proposed building would not impact the street character given the setback from the highway.
- 7.19 As such, it is considered that the proposed building would not cause harm to the character and appearance of the existing building or to the character and appearance of the street scene and the surrounding area.
- 7.20 The proposal therefore complies with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 11, DMHB 12 and DMHD1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

Residential Amenity

- 7.21 Policies DMH 5, DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seek to ensure a satisfactory relationship with adjacent dwellings with no unacceptable loss of outlook, amenity, daylight and sunlight to neighbouring occupiers.
- 7.22 Surrounding the existing Youth Club, the area is predominantly residential in character. To the east and south of the application site is an area of public open space with other residential dwellings sited around the edges along Columbia Area. The distance from these adjacent residents on Columbia Avenue is significant with over 30 metres from the nearest house at Number 2 Columbia Avenue. This distance increases for other properties along Columbia Avenue given the location of the playing field which provides an amenity space for the public. The public playing field provides a natural buffer between the community facility and the wider residents along Columbia and Beech Avenues. Given the distances from these residents, Officers are satisfied that the development would not lead to adverse impacts on the residential amenity of residents along Columbia Avenue to the south and east of the site.
- 7.23 Residential dwellings along Linden Avenue are situated to the west of the application site, with Numbers 140 and 179 Linden Avenue sharing a boundary with the application site. These would be the closest residential neighbours with a distance of 7.5m between the common boundary and the flank wall of the proposed building.

Hillingdon Planning Committee – 2nd October 2025

PART 1 – Members, Public & Press

- 7.24 The proposed development is set-back from these neighbouring properties, maintaining appropriate separation thereby reducing the visual impact from the side. Its modest overall height would ensure that there would not be any concerns in terms of outlook, sense of enclosure or loss of daylight and sunlight. The proposed design also angles the bulk of the building towards the front of the site along the southern elevation, further reducing its visibility from neighbouring properties. The building features a mono pitched roof, with its highest point situated on the southern elevation with a modest 3.4m height and set-in sufficiently to ensure little impact on the Linden Avenue residents.
- 7.25 While the two buildings would be larger in footprint than the existing arrangement, there is sufficient distance from these neighbours to mitigate concerns of any overbearing impact, overshadowing, or overlooking from the built development. The positioning of both adjoining neighbours' gardens would ensure that the development would not impact their private amenity spaces.
- 7.26 It is noted that there is no through-access way to the site from Linden Avenue which therefore would ensure that there would be no significant adverse impact on these residents from comings and goings by those patrons attending the enhanced community facility. It is also noted that fencing along the western boundary separates the site from Linden Avenue which provides a level of security to these adjacent neighbours. The proposed structure would provide additional floor space for the community groups members. Given its existing use, location, and scale, the proposal would not cause undue harm to residential amenity. However, to mitigate any disturbance, a condition is proposed to restrict members use beyond 11pm. This is consistent with the previous permission. Subject to this condition, the proposal aligns with Policy DMHB11 of the Hillingdon Local Plan (2020).
- 7.27 Having regard to the above and subject to conditions, it is considered that the proposal would not cause undue harm to the living conditions of neighbouring occupiers in accordance with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Noise

- 7.28 The proposed building would be sited sufficient distances away from neighbouring properties and would not have a significant impact on noise within the application site. It is noted that the proposed building would provide additional floor space for an existing established community use. It is not envisaged that the level of activity from patrons attending the site would increase significantly over and above the current arrangement.
- 7.29 Notwithstanding this, a condition restricting when amplified sound/other music can be played within the premises shall be included in any planning permission granted. This would prevent amplified sound/music after 9pm Monday to Friday and after 11pm on Saturdays with none on Sunday or Bank Holidays. This is in line with the previous condition attached to the 2006 permission. A further condition attached restricts persons (other than staff) on the premises between 11pm and 8am. This would ensure the use is not operating late into the night when adjacent residents would be resting.

Transport

Highways, Parking and Pedestrian Safety

- 7.30 Policies T4, T6, T6.2 of the London Plan (2021), DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety.
- 7.31 Policy DMT 6 states 'Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity.' Similarly, the London Plan (2021) seeks to provide adequate parking for new residential development and to avoid harm to highways networks.
- 7.32 During the course of the application, comments were received from the Council's Highways Officer. The Highways Officer has raised no objection to the proposal, stating that the proposed building and the resulting Youth Club would continue to serve the local community and catchment area thereby reducing the potential for additional and measurable vehicular traffic as a result. This aspect together with waiting restrictions that are in place on the neighbouring roadways which control parking, mitigate any concerns that there would be any negative impact on the highways network.
- 7.33 On the basis of the above, it is considered that the proposal would be in accordance with the requirements of Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two – Development Management Policies (January 2020).

Accessibility

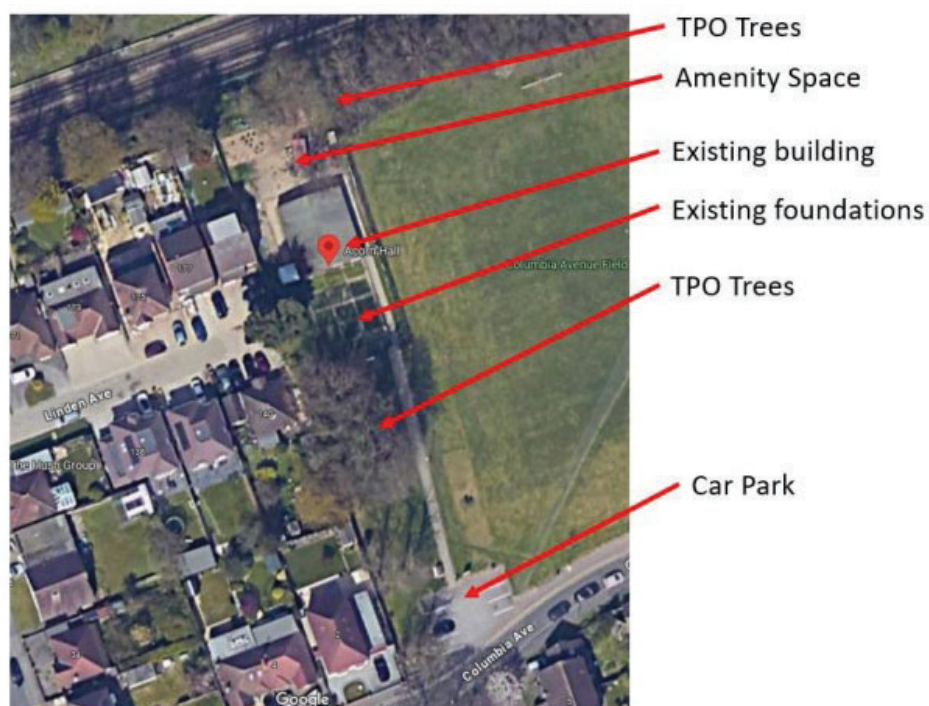
- 7.34 The application site is accessed by a footpath from the car park located on the south-western side of Columbia Avenue Fields. The building would be provided with two external double-doors which would be accessed from footpaths located around the existing and proposed buildings.
- 7.35 A condition has been included requiring the provision of level access to the building entrances and escape routes. A standard informative has also been included reminding the applicant of their responsibilities under the equalities act. Accordingly, the proposal would be in line with Policy D5 of the London Plan.

Trees and Landscaping

- 7.36 Policy DMHB 14 of the Local Plan: Part Two – Development Management Policies (January 2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

- 7.37 The application site is occupied by a single-storey purpose-built youth club in the north-west corner of the open space at Columbia Avenue. There are belts of mature trees along the northern boundary and parts of the west boundary which are a distinctive feature in the area. These trees are protected by Tree Preservation Order No. 327. The groups of trees immediately to the north and south of the building are G5 and G6 on the TPO schedule.
- 7.38 The proposed building would be in front of the existing building and would use the existing foundations on the site. These have been in situ since between 2006 and 2008, following part implementation of Planning Permission Ref: 58215/APP/2006/1997).

Figure 12 - Aerial Image of the site showing existing TPO Trees & Existing Foundations (from the submitted Planning Statement)



- 7.39 The Council's Trees Officer has reviewed the application and has not raised any objections to the proposed building. Sufficient distance is retained between the perimeter of the proposed building and the root protection area to ensure that the development would not cause any concerns to the long-term future of the nearby protected trees. Furthermore, as the development would not involve ground excavations (as the development would utilise existing foundations on site), it would not lead to any root severance concerns.
- 7.40 Subject to a compliance condition requiring tree protection measures (including protective fencing), and the use of existing foundations on the site, it is considered that the proposed development would not cause harm to existing trees within the application site and TPO 327. The proposal would thereby comply with Policy DMHB 14 of the Local Plan: Part Two – Development Management Policies (January 2020).

Biodiversity Net Gain

- 7.41 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It became mandatory for small sites on 2 April 2024. Developers must deliver a BNG of at least 10%. This means a development will result in more or better-quality natural habitat than there was before development. The landowner is legally responsible for creating or enhancing the habitat and managing that habitat for at least 30 years to achieve the target condition.
- 7.42 The proposed building would be sited on the footprint of historic foundations from a previous planning permission that was lawfully commenced but not completed. As the development area is confined to the existing disturbed ground (with foundations implemented) and does not result in the loss of more than 25 m² of existing habitat, the scheme falls within the statutory exemptions to mandatory Biodiversity Net Gain as set out in the Environment Act 2021 and the Biodiversity Net Gain Regulations 2023. The proposal is therefore exempt from the requirement to deliver measurable BNG and is considered acceptable in ecological terms.

Flooding and Drainage

- 7.43 Policy DMEI 9 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) seeks to ensure that developments provide appropriate management of flood risk.
- 7.44 The application site is located within a Critical Drainage Area, as identified in the Surface Water Management Plan (SWMP) for Hillingdon. Therefore, an informative advising the applicant that water run off should be directed to a soakaway, tank or permeable surface shall be added to any consent granted.

Security/Anti-Social Behaviour

- 7.45 A representation received raised concerns regarding anti-social behaviour, potential crime and community safety. Both previous legal and appeal decisions have confirmed that the fear of crime and anti-social behaviour should only be considered a material planning consideration in cases where evidence exists that the associated development would likely increase crime. There is no present evidence to suggest that there are any anti-social behaviours from the existing building. It must also be noted that the application site is located within a fenced area next to Columbia Avenue Field, an open green space.
- 7.46 The access to the site is quite open with significant levels of surveillance from surrounding dwellings and public open space. The level of passive surveillance would mitigate any potential security or anti-social concerns. Gated access is provided by a footpath leading from the car park located on the northern side of Columbia Avenue. As such, the proposed development is not considered to compromise the security of the application site, adjoining sites or the wider community.

Fire Safety

- 7.47 Policy D12 of the London Plan states that all developments must achieve the highest standards of fire safety. The application site is situated within an area of open space, and the multi-purpose room would be served by two external doors on two different elevations. The building is modest in overall size and scale. As it is a modestly sized single storey building with two external access points, the LPA are satisfied, it would not lead to any fire safety and access/escape route concerns.

8 Other Matters

Human Rights

The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. The proposal would provide an enhanced community facility for individuals with a protected characteristic and their families. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

The proposed development is not CIL liable as the applicant is a registered charity. Nevertheless, the CIL exemption forms would need to be submitted for formal consideration.

9 Conclusion / Planning Balance

The proposal is considered to comply with the Development Plan, and no material considerations indicate that a contrary decision should be taken. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1.

10 Background Papers

Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website](#)

[here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

58215/APP/2025/1068

Appendix 1: Recommended Conditions and Informatives

Conditions

1. T8 Time Limit - full planning application 3 years

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2. COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbered:

Location Plan

Proposed Site Plan

DM314 Sheet 1 of 5 Proposed Floor Plan

DM314 Sheet 2 of 5 Proposed Roof Plan

DM314 Sheet 3 of 5 Proposed Front & Rear Elevations

DM314 Sheet 4 of 5 Proposed Side Elevations

DM314 Sheet 5 of 5 Proposed Section AA

and shall thereafter be retained/maintained for the lifetime of the development.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part One - Strategic Policies (2012) and the Hillingdon Local Plan: Part Two - Development Management Policies (2020), and the London Plan (2021).

3. OM19 Construction Management Plan (details)

Prior to development commencing, the applicant shall submit a construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The hours during which development works will occur (please refer to the informatives for maximum permitted working hours).
- (ii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iii) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (iv) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(v) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with the provisions of the Hillingdon Local Plan: Part One - Strategic Policies (2012) and the Hillingdon Local Plan: Part Two - Development Management Policies (2020), and the London Plan (2021).

4. HO4 Materials (details)

Notwithstanding the submitted details, no development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. NONSC Refuse Storage & Collection (details)

Prior to first occupation of the development, details of refuse collection arrangements and on-site refuse storage for waste material awaiting disposal, including details of any screening, shall be indicated on plans to be submitted to and approved by the Local Planning Authority. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

REASON

To ensure that adequate provision is made for the disposal of waste and visual amenities are not prejudiced, in accordance with the provisions of the Hillingdon Local Plan: Part One - Strategic Policies (2012) and the Hillingdon Local Plan: Part Two - Development Management Policies (2020), and the London Plan (2021).

6. NONSC Step Free Access

The development hereby approved shall ensure level access at all building entrances and designated escape routes to ensure accessibility for individuals with disabilities. The facilities shall be in place prior to first occupation and remain in situ throughout the lifespan of the development.

REASON:

To ensure an accessible and inclusive development for everyone in accordance with London Plan policy D5.

7. HLC2 Hours of Operation

The hours of operation shall only be between 8am and 11pm. No persons other than staff shall be permitted to be on the premises outside of these hours.

REASON

To ensure that the amenity of the occupiers of nearby properties is not adversely affected and to allow a limited number of social functions to be held, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

8. HLC7 Restriction on Amplified Sound and Music

No amplified sound or other music shall be played in the premises between 9pm and 9am hours Mondays to Fridays, between 11pm and 9am on Saturdays and at no time on Sundays and Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

9. COM8 Tree Protection

Prior to construction and any site clearance, protective fencing shall be erected to protect the entire root areas/crown spread of trees, hedges and other vegetation on site. Fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The building hereby approved shall only be constructed using the existing foundations on the site.

The area within the protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- a. There shall be no changes in ground levels.
- b. No materials or plant shall be stored.
- c. No buildings or temporary buildings shall be erected or stationed.
- d. No materials or waste shall be burnt.
- e. No drain runs or other trenches shall be dug or otherwise created.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

10. COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'.

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

Informatives

1. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the

hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

3.

The site lies partially in a Critical Drainage Area (CDA) as identified in the Surface Water Management Plan (SWMP) for Hillingdon. A CDA is the catchment area from which surface water drains and contributes to drainage problems. All developments in this area must contribute to managing the risk of flooding from surface water by reducing surface water runoff from the site. Therefore the applicant should minimise the water from your site entering the sewers.

No drainage to support the extension should be connected to any existing surface water sewer, other than as an overflow. Water run off from any roof or hard paving associated with the development should be directed to a soakaway, or tank or made permeable. This includes any work to front gardens not part of the planning application, which must be permeable or be collected and directed to a permeable area, otherwise it would need an additional permission. A water butt should be incorporated.

4. I40 Entertainment Uses

The use of premises for public entertainment (eg. music, dancing, plays, indoor sports) or films requires a licence. You should make an application to the Entertainment Licencing Officer, Entertainments Licencing Section, 4W/01, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277418).

5.

The Equality Act seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be

incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan: Part One - Strategic Policies (January 2012) and Hillingdon Local Plan: Part Two - Development Management Policies (January 2020). set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (March 2016) and national guidance.

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 2	New Community Infrastructure
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP GG1	(2021) Building strong and inclusive communities

Appendix 2: Relevant Planning History

58215/APP/2006/1997 Acorn Youth Club Columbia Avenue Ruislip

ERECTION OF A SINGLE-STOREY PRE-FABRICATED BUILDING WITH TREATED TIMBER EXTERIOR TO REPLACE EXISTING ACORN HALL, ACORN PAVILION AND STORAGE SHED. THE WORKS INVOLVE THE REMOVAL OF THE EXISTING BUILDINGS AND THE RE-INCORPORATION OF THE CLEARED SITE AS PART OF THE OPEN SPACE.

Decision: 17-11-2006 Approved

58215/APP/2007/718 Acorns Youth Centre Columbia Avenue Ruislip Middlesex

DETAILS IN COMPLIANCE WITH CONDITIONS 4, 6,7,8,13,15,16,17,18 AND 20 (COMPLIANCE WITH APPROVED DRAWINGS, MATERIALS, BOUNDARY TREATMENT, REFUSE STORAGE, STORAGE CONTAINER LOCATION, DISABILITY REQUIREMENTS, ACCESS TO BUILDING, CCTV LOCATIONS, EXTERNAL LIGHTING, AND CYCLE STORAGE) OF PLANNING PERMISSION REF. 58215/APP/2006/1997 DATED 17/11/2006: ERECTION OF A SINGLE STOREY PRE-FABRICATED BUILDING WITH TREATED TIMBER EXTERIOR TO REPLACE EXISTING ACORN HALL, ACORN PAVILION AND STORAGE SHED, THE WORKS INVOLVE THE REMOVAL OF THE EXISTING BUILDINGS AND THE RE-INCORPORATION OF THE CLEARED SITE AS PART OF THE OPEN SPACE.

Decision: 08-05-2007 Approved

58215/APP/2012/1027 Acorn Youth Club Columbia Avenue Ruislip

Installation of railings, gate and cctv.

Decision: 18-07-2012 Approved

Appendix 3: List of Relevant Planning Policies

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM6	(2012) Flood Risk Management

Part 2 Policies:

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHD 1	Alterations and Extensions to Residential Dwellings
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 2	New Community Infrastructure
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMEI 9	Management of Flood Risk
LPP GG1	(2021) Building strong and inclusive communities

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Planning Committee Report Part 3:

Planning Policy Appendix - Frequently Cited Policies



Frequently Cited Planning Policies

Abbreviations

LP – London Plan (2021)

LP1 – Hillingdon Local Plan Part 1: Strategic Policies (2012)

LP2 – Hillingdon Local Plan Part 2: Development Management Policies (2020)

Topic	Policy	Page No.
Householder Policies	LP2 DMHD 1: Alterations and Extensions to Residential Dwellings	4
	LP2 DMHD 2: Outbuildings	6
	LP2 DMHD 3: Basement Development	6
Standard of Accommodation	LP D6: Housing quality and standards	7
	LP2 DMHB 16: Housing Standards	8
	LP2 DMHB 18: Private Outdoor Amenity Space	8
Housing	LP H2: Small sites	9
	LP H4: Delivering Affordable Housing?	9
	LP H10: Housing size mix	10
	LP1 H1: Housing Growth	10
	LP2 DMH 1: Safeguarding Existing Housing	11
	LP2 DMH 2: Housing Mix	11
	LP2 DMH 4: Residential Conversions and Redevelopment	11
	LP2 DMH 5: Houses in Multiple Occupation	11
	LP2 DMH 6: Garden and Backland Development	12
	LP2 DMH 7: Provision of Affordable Housing	12
Design (Including Heritage, Trees / Landscaping and Accessibility)	LP D3: Optimising site capacity through the design-led approach	13
	LP D5: Inclusive design	15
	LP D7: Accessible housing	15
	LP D8: Public realm	15
	LP D12: Fire safety	17
	LP HC1: Heritage conservation and growth	18
	LP G7: Trees and woodlands	19
	LP1 BE1: Built Environment	19
	LP2 DMHB 1: Heritage Assets	21

	LP2 DMHB 2: Listed Buildings	22
	LP2 DMHB 3: Locally Listed Buildings	22
	LP2 DMHB 4: Conservation Areas	23
	LP2 DMHB 5: Areas of Special Local Character	23
	LP2 DMHB 11: Design of New Development	23
	LP2 DMHB 12: Streets and Public Realm	24
	LP2 DMHB 14: Trees and Landscaping	25
	LP2 DMHB 15: Planning for Safer Places	25
Environmental	LP D13: Agent of change	25
	LP D14: Noise	26
	LP SI2: Minimising greenhouse gas emissions	27
	LP SI12: Flood risk management	27
	LP SI13: Sustainable drainage	28
	LP1 EM6: Flood Risk Management	29
	LP1 EM8: Land, Water, Air and Noise	29
	LP2 DMEI 2: Reducing Carbon Emissions	31
	LP2 DMEI 9: Management of Flood Risk	31
	LP2 DMEI 10: Water Management, Efficiency and Quality	31
	LP2 DMEI 12: Development of Land Affected by Contamination	33
	LP2 DMEI 14: Air Quality	33
Highways and Parking	LP T4: Assessing and mitigating transport impacts	33
	LP T5: Cycling	34
	LP T6: Car parking	35
	LP T6.1: Residential parking	36
	LP2 DMT 1: Managing Transport Impacts	37
	LP2 DMT 2: Highways Impacts	38
	LP2 DMT 5: Pedestrians and Cyclists	38
	LP2 DMT 6: Vehicle Parking	39

LP2 DMHD 1: Alterations and Extensions to Residential Dwellings

A) Planning applications relating to alterations and extensions of dwellings will be required to ensure that:

- i) there is no adverse cumulative impact of the proposal on the character, appearance or quality of the existing street or wider area;
- ii) a satisfactory relationship with adjacent dwellings is achieved;
- iii) new extensions appear subordinate to the main dwelling in their floor area, width, depth and height;
- iv) new extensions respect the design of the original house and be of matching materials;
- v) there is no unacceptable loss of outlook to neighbouring occupiers;
- vi) adequate garden space is retained;
- vii) adequate off-street parking is retained, as set out in Table 1: Parking Standards in Appendix C;
- viii) trees, hedges and other landscaping features are retained; and
- ix) all extensions in Conservation Areas and Areas of Special Local Character, and to Listed and Locally Listed Buildings, are designed in keeping with the original house, in terms of layout, scale, proportions, roof form, window pattern, detailed design and materials.

B) Rear Extensions

- i) single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more;
- ii) single storey rear extensions to detached houses with a plot width of 5 metres or more should not exceed 4.0 metres in depth;
- iii) flat roofed single storey extensions should not exceed 3.0 metres in height and any pitched or sloping roofs should not exceed 3.4 metres in height, measured from ground level;
- iv) in Conservation Areas and Areas of Special Local Character, flat roofed single storey extensions will be expected to be finished with a parapet;
- v) balconies or access to flat roofs which result in loss of privacy to nearby dwellings or gardens will not be permitted;
- vi) two storey extensions should not extend into an area provided by a 45-degree line of sight drawn from the centre of the nearest ground or first floor habitable room window of an adjacent property and should not contain windows or other openings that overlook other houses at a distance of less than 21 metres;
- vii) flat roofed two storey extensions will not be acceptable unless the design is in keeping with the particular character of the existing house;
- viii) pitched roofs on extensions should be of a similar pitch and materials to that of the original roof and subordinate to it in design. Large crown roofs on detached houses will not be supported; and
- ix) full width two storey rear extensions are not considered acceptable in designated areas or as extensions to Listed Buildings or Locally Listed Buildings.

C) Side Extensions

- i) side extensions should not exceed half the width of the original property;
- ii) extensions to corner plots should ensure that the openness of the area is maintained and the return building line is not exceeded;

- iii) garages should reflect the size guidelines set out in Appendix C Parking standards;
- iv) two storey side extensions should be set in a minimum of 1 metre from the side boundary or in the case of properties in the Copse Wood and Gatehill Estates, at least 1.5 metres, but more if on a wider than average plot, in order to maintain adequate visual separation and views between houses;
- v) two storey side extensions to detached and semi-detached properties should be set back a minimum of 1 metre behind the main front elevation;
- vi) where hip to gable roof extensions exist, a two storey side extension will not be supported; and
- vii) in Conservation Areas, single storey side extensions may be required to be set back.

D) Front Extensions

- i) alterations and extensions to the front of a house must be minor and not alter the overall appearance of the house or dominate the character of the street. Front extensions extending across the entire frontage will be refused;
- ii) porches should be subordinate in scale and individually designed to respect the character and features of the original building; pastiche features will not be supported; and
- iii) notwithstanding the above, at least 25% of the front garden must be retained.

E) Roof Extensions

- i) roof extensions should be located on the rear elevation only, be subservient to the scale of the existing roof and should not exceed more than two thirds the average width of the original roof. They should be located below the ridge tiles of the existing roof and retain a substantial element of the original roof slope above the eaves line;
- ii) the Council will not support poorly designed or over-large roof extensions including proposals to convert an existing hipped roof to a gable;
- iii) raising of a main roof above the existing ridgeline of a house will generally not be supported;
- iv) all roof extensions should employ appropriate external materials and architectural details to match the existing dwelling; and
- v) in Conservation Areas, Areas of Special Local Character and on Listed and Locally Listed Buildings, roof extensions should take the form of traditional 'dormer' windows, on the rear elevation, to harmonise with the existing building. The highest point of the dormer should be kept well within the back roof slope, away from the ridge, eaves or valleys, whilst each window should match the proportions, size and glazing pattern of the first floor windows.

F) Front Gardens and Parking

- i) new or replacement driveways should use permeable (porous) surfacing. Surfaces of more than five square metres will need planning permission for laying traditional, impermeable driveways; and
- ii) the design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

LP2 DMHD 2: Outbuildings

The Council will require residential outbuildings to meet the following criteria:

- i) the building must be constructed to a high standard of design without compromising the amenity of neighbouring occupiers;
- ii) the developed footprint of the proposed building must be proportionate to the footprint of the dwelling house and to the residential curtilage in which it stands and have regard to existing trees;
- iii) the use shall be for a purpose incidental to the enjoyment of the dwelling house and not capable for use as independent residential accommodation; and
- iv) primary living accommodation such as a bedroom, bathroom, or kitchen will not be permitted.

LP2 DMHD 3: Basement Development

A) When determining proposals for basement and other underground development, the Council require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. Developers will be required to demonstrate by methodologies appropriate to the site that their proposals:

- i) avoid adversely affecting drainage and run-off or causing other damage to the water environment;
- ii) avoid cumulative impacts upon structural stability or the water environment in the local area;

B) Schemes should ensure that they:

- i) do not harm the amenity of neighbours;
- ii) do not lead to the loss of trees of townscape or amenity value;
- iii) do provide satisfactory landscaping, including adequate soil depth;
- iv) do not harm the appearance or setting of the property or the established character of the surrounding area, for example through the introduction of front lightwells; and
- v) do protect important archaeological remains.

C) The Council will not permit basement schemes which include habitable rooms and other sensitive uses in areas prone to flooding.

D) The Council will not permit basement schemes in Listed Buildings and will not permit them in Conservation Area locations where their introduction would harm the special architectural or historic character of the area.

LP D6: Housing Quality and Standards

- A) Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.
- B) Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.
- C) Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part D in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.
- D) The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- E) Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste
- F) Housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.

Private internal space

1. Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.
2. A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.
3. A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.
4. A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m.
5. Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).
6. Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.
7. A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double

bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.

8. The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

Private outside space

9. Where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. This does not count towards the minimum Gross Internal Area space standards required in Table 3.1

G) The Mayor will produce guidance on the implementation of this policy for all housing tenures.

LP2 DMHB 16: Housing Standards

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:

- i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
- ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

LP2 DMHB 18: Private Outdoor Amenity Space

A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3.

B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.

C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.

D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

LP H2: Small sites

A) Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:

1. significantly increase the contribution of small sites to meeting London's housing needs
2. diversify the sources, locations, type and mix of housing supply
3. support small and medium-sized housebuilders
4. support those wishing to bring forward custom, self-build and community-led housing
5. achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.

B Boroughs should:

1. recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites
2. where appropriate, prepare site-specific briefs, masterplans and housing design codes for small sites
3. identify and allocate appropriate small sites for residential development
4. list these small sites on their brownfield registers
5. grant permission in principle on specific sites or prepare local development orders.

LP H4: Delivering Affordable Housing

A) The strategic target is for 50 per cent of all new homes delivered across London to be genuinely affordable. Specific measures to achieve this aim include:

1. requiring major developments which trigger affordable housing requirements to provide affordable housing through the threshold approach (Policy H5 Threshold approach to applications)
2. using grant to increase affordable housing delivery beyond the level that would otherwise be provided
3. all affordable housing providers with agreements with the Mayor delivering at least 50 per cent affordable housing across their development programme, and 60 per cent in the case of strategic partners
4. public sector land delivering at least 50 per cent affordable housing on each site and public sector landowners with agreements with the Mayor delivering at least 50 per cent affordable housing across their portfolio
5. industrial land appropriate for residential use in accordance with Policy E7 Industrial intensification, co-location and substitution, delivering at least 50 per cent affordable housing where the scheme would result in a net loss of industrial capacity.

B) Affordable housing should be provided on site. Affordable housing must only be provided off-site or as a cash in lieu contribution in exceptional circumstances.

LP H10: Housing size mix

A) Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:

1. robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment
2. the requirement to deliver mixed and inclusive neighbourhoods
3. the need to deliver a range of unit types at different price points across London
4. the mix of uses in the scheme
5. the range of tenures in the scheme
6. the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity
7. the aim to optimise housing potential on sites
8. the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock
9. the need for additional family housing and the role of one and two bed units in freeing up existing family housing.

B For low-cost rent, boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified needs. This guidance should take account of:

1. evidence of local housing needs, including the local housing register and the numbers and types of overcrowded and under-occupying households
2. other criteria set out in Part A, including the strategic and local requirement for affordable family accommodation
3. the impact of welfare reform
4. the cost of delivering larger units and the availability of grant.

LP1 H1: Housing Growth

The Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

The borough's current target is to provide an additional 4,250 dwellings, annualised as 425 dwellings per year, for the ten year period between 2011 and 2021.

Rolled forward to 2026, this target equates to a minimum provision of 6,375 dwellings over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. Sites that will contribute to the achievement of this target will be identified in the Hillingdon Local Plan: Part 2- Site Specific Allocations Local Development Document (LDD).

LP2 DMH 1: Safeguarding Existing Housing

A) The net loss of existing self-contained³ housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

B) The Council will grant planning permission for the subdivision of dwellings only if:

- i) car parking standards can be met within the curtilage of the site without being detrimental to the street scene;
- ii) all units are self contained with exclusive use of sanitary and kitchen facilities and provided with individual entrances and internal staircases to serve units above ground floor level; iii) adequate amenity space is provided for the benefit of residents; and iv) adequate living space standards are met.

LP2 DMH 2: Housing Mix

The Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

LP2 DMH 4: Residential Conversions and Redevelopment

Residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and
- iv) units are limited to one unit per floor for residential conversions.

LP2 DMH 5: Houses in Multiple Occupation (HMOs) and Student Accommodation

A) In all parts of the Borough

Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:

- i) there is good accessibility to local amenities and public transport;
- ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

B) In wards covered by an Article 4 Direction for HMOs

Planning applications for the change of use from dwelling house (Use Class C3) to HMO (Use Class C4 and Sui Generis) will only be permitted:

- i) where it is in a neighbourhood area where less than 20% of properties are or would be exempt from paying council tax (or in the case of Conservation Areas 10%) because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs;
- ii) in Conservation Areas where less than 10% of properties are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs and the change of use does not form a consecutive HMO use in a street frontage;
- iii) where less than 15% of properties within 100 metres of a street length either side of an application property are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs; and iv) where the accommodation complies with all other planning standards relating to car parking, waste storage, retention of amenity space and garages and will not have a detrimental impact upon the residential amenity of adjoining properties.

LP2 DMH 6: Garden and Backland Development

There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
- iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

LP2 DMH 7: Provision of Affordable Housing

A) In accordance with national policy:

- i) developments with a capacity to provide 10 or more units will be required to maximise the delivery of on-site affordable housing;
- ii) subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split 70% Social/Affordable Rent and 30% Intermediate as set out in Policy H2: Affordable Housing of the Local Plan Part 1.

B) Affordable housing should be built to the same standards and should share the same level of amenity as private housing.

C) Proposals that do not provide sufficient affordable housing will be resisted.

D) To ensure that Policy H2: Affordable Housing of the Local Plan Part 1 is applied consistently and fairly on all proposed housing developments, the requirement for affordable housing will apply to:

i) sites that are artificially sub-divided or partially developed;
ii) phased developments where a housing development is part of a much larger development of 10 or more units (gross), affordable housing will be required as part of the overall scheme; and iii) additional units created through or subsequently amended planning applications, whereby the amount of affordable housing required will be calculated based on the new total number of units on the site. Affordable housing will be required where a development under the 10 unit threshold is amended to have 10 or more housing units in total (gross).

E) In exceptional circumstances, where on-site provision of affordable housing cannot be delivered and as a last resort, a financial contribution will be required to provide off-site affordable housing on other sites which may be more appropriate or beneficial in meeting the Borough's identified affordable housing needs.

LP D3: Optimising site capacity through the design-led approach

The design-led approach

A) All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

B) Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

C) In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites.

D) Development proposals should:

Form and layout

1. enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions
2. encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area
3. be street-based with clearly defined public and private environments
4. facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users

Experience

1. achieve safe, secure and inclusive environments
2. provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest
3. deliver appropriate outlook, privacy and amenity
4. provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity
5. help prevent or mitigate the impacts of noise and poor air quality
6. achieve indoor and outdoor environments that are comfortable and inviting for people to use

Quality and character

1. respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character
2. be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well
3. aim for high sustainability standards (with reference to the policies within London Plan Chapters 8 and 9) and take into account the principles of the circular economy
4. provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.

E) Where development parameters for allocated sites have been set out in a Development Plan, development proposals that do not accord with the site capacity in a site allocation can be refused for this reason.

LP D5: Inclusive Design

A) Boroughs, in preparing their Development Plans, should support the creation of inclusive neighbourhoods by embedding inclusive design, and collaborating with local communities in the development of planning policies that affect them.

B) Development proposal should achieve the highest standards of accessible and inclusive design. They should:

1. be designed taking into account London's diverse population
2. provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
3. be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
4. be able to be entered, used and exited safely, easily and with dignity for all
5. be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

C) Design and Access Statements, submitted as part of development proposals, should include an inclusive design statement.

LP D7: Accessible Housing

A) To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

1. at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
2. all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

LP D8: Public Realm

Development Plans and development proposals should:

A) encourage and explore opportunities to create new public realm where appropriate

B) ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable. Lighting, including for advertisements, should be carefully considered and well-

designed in order to minimise intrusive lighting infrastructure and reduce light pollution

C) maximise the contribution that the public realm makes to encourage active travel and ensure its design discourages travel by car and excessive on-street parking, which can obstruct people's safe enjoyment of the space. This includes design that reduces the impact of traffic noise and encourages appropriate vehicle speeds

D) be based on an understanding of how the public realm in an area functions and creates a sense of place during different times of the day and night, days of the week and times of the year. In particular, they should demonstrate an understanding of how people use the public realm, and the types, location and relationship between public spaces in an area, identifying where there are deficits for certain activities, or barriers to movement that create severance for pedestrians and cyclists

E) ensure both the movement function of the public realm and its function as a place are provided for and that the balance of space and time given to each reflects the individual characteristics of the area. The priority modes of travel for the area should be identified and catered for, as appropriate. Desire lines for people walking and cycling should be a particular focus, including the placement of street crossings, which should be regular, convenient and accessible

F) ensure there is a mutually supportive relationship between the space, surrounding buildings and their uses, so that the public realm enhances the amenity and function of buildings and the design of buildings contributes to a vibrant public realm

G) ensure buildings are of a design that activates and defines the public realm, and provides natural surveillance. Consideration should also be given to the local microclimate created by buildings, and the impact of service entrances and facades on the public realm

H) ensure appropriate management and maintenance arrangements are in place for the public realm, which maximise public access and minimise rules governing the space to those required for its safe management in accordance with the Public London Charter

I) incorporate green infrastructure such as street trees and other vegetation into the public realm to support rainwater management through sustainable drainage, reduce exposure to air pollution, moderate surface and air temperature and increase biodiversity

J) ensure that appropriate shade, shelter, seating and, where possible, areas of direct sunlight are provided, with other microclimatic considerations, including temperature and wind, taken into account in order to encourage people to spend time in a place

K) ensure that street clutter, including street furniture that is poorly located, unsightly, in poor condition or without a clear function is removed, to ensure that pedestrian amenity is improved. Consideration should be given to the use, design and location of street furniture so that it complements the use and function of the space. Applications which seek to introduce unnecessary street furniture should be refused

L) explore opportunities for innovative approaches to improving the public realm such as open street events and Play Streets

M) create an engaging public realm for people of all ages, with opportunities for social activities, formal and informal play and social interaction during the daytime, evening and at night. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary public realm

N) ensure that any on-street parking is designed so that it is not dominant or continuous, and that there is space for green infrastructure as well as cycle parking in the carriageway. Parking should not obstruct pedestrian lines

O) ensure the provision and future management of free drinking water at appropriate locations in the new or redeveloped public realm.

LP D12: Fire Safety

A) In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

1. identify suitably positioned unobstructed outside space:
 - a - for fire appliances to be positioned on
 - b - appropriate for use as an evacuation assembly point
2. are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
3. are constructed in an appropriate way to minimise the risk of fire spread
4. provide suitable and convenient means of escape, and associated evacuation strategy for all building users
5. develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
6. provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

B) All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

The statement should detail how the development proposal will function in terms of:

1. the building's construction: methods, products and materials used, including manufacturers' details

2. the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
3. features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
4. access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
5. how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
6. ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

LP HC1: Heritage Conservation and Growth

A) Boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to, and interpretation of, the heritage assets, landscapes and archaeology within their area.

B) Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London's heritage in regenerative change by:

1. setting out a clear vision that recognises and embeds the role of heritage in place-making
2. utilising the heritage significance of a site or area in the planning and design process
3. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place
4. delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C) Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D) Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E) Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

LP G7: Trees and Woodlands

A) London's urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest – the area of London under the canopy of trees.

B) In their Development Plans, boroughs should:

1. protect 'veteran' trees and ancient woodland where these are not already part of a protected site¹³⁹
2. identify opportunities for tree planting in strategic locations.

C) Development proposals should ensure that, wherever possible, existing trees of value are retained.¹⁴⁰ If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

LP 1 BE1: Built Environment

The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:

1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;
2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local

area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;

3. Be designed to include “Lifetime Homes” principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people’s lives;

4. In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);

5. Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;

6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;

7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;

8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;

9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;

10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable

Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;

11. In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape. Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies.

LP2 DMHB 1: Heritage Assets

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

LP2 DMHB 2: Listed Buildings

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

LP2 DMHB 3: Locally Listed Buildings

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

LP2 DMHB 4: Conservation Areas

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.

B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.

C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

LP2 DMHB 5: Areas of Special Local Character

A) Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.

B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings.

C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

LP2 DMHB 11: Design of New Development

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing;
 - local topography, views both from and to the site; and

- impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development⁵ sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

LP2 DMHB 12: Streets and Public Realm

A) Development should be well integrated with the surrounding area and accessible. It should:

- i) improve legibility and promote routes and wayfinding between the development and local amenities;
- ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;
- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- iv) provide safe and direct pedestrian and cycle movement through the space;
- v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
- vi) where appropriate, include the installation of public art; and
- vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

LP2 DMHB 14: Trees and Landscaping

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

LP2 DMHB 15: Planning for Safer Places

The Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

LP D13: Agent of Change

A) The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby.

B) Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

C) New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

D) Development proposals should manage noise and other potential nuisances by:

1. ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
2. exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
3. separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

E) Boroughs should not normally permit development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed.

LP D14: Noise

A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

1. avoiding significant adverse noise impacts on health and quality of life
2. reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4. improving and enhancing the acoustic environment and promoting appropriate
5. separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation
6. where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

B) Boroughs, and others with relevant responsibilities, should identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra's Noise Action Plan for Agglomerations.

LP SI 2: Minimising Greenhouse Gas Emissions

A) Major development should be net zero-carbon.¹⁵¹ This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

B) Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C) A minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

1. through a cash in lieu contribution to the borough's carbon offset fund, or
2. off-site provided that an alternative proposal is identified and delivery is certain.

D) Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver carbon reductions. The operation of offset funds should be monitored and reported on annually.

E) Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

F) Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

LP SI 12: Flood Risk Management

A) Current and expected flood risk from all sources (as defined in paragraph 9.2.12) across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers.

B) Development Plans should use the Mayor's Regional Flood Risk Appraisal and their Strategic Flood Risk Assessment as well as Local Flood Risk Management

Strategies, where necessary, to identify areas where particular and cumulative flood risk issues exist and develop actions and policy approaches aimed at reducing these risks. Boroughs should cooperate and jointly address cross-boundary flood risk issues including with authorities outside London.

C) Development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

D) Developments Plans and development proposals should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan. The Mayor will work with the Environment Agency and relevant local planning authorities, including authorities outside London, to safeguard an appropriate location for a new Thames Barrier.

E) Development proposals for utility services should be designed to remain operational under flood conditions and buildings should be designed for quick recovery following a flood.

F) Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading. Unless exceptional circumstances are demonstrated for not doing so, development proposals should be set back from flood defences to allow for any foreseeable future maintenance and upgrades in a sustainable and cost-effective way.

G) Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat.

LP SI 13: Sustainable Drainage

A) Lead Local Flood Authorities should identify – through their Local Flood Risk Management Strategies and Surface Water Management Plans – areas where there are particular surface water management issues and aim to reduce these risks. Increases in surface water run-off outside these areas also need to be identified and addressed.

B) Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

1. rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
2. rainwater infiltration to ground at or close to source
3. rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)

4. rainwater discharge direct to a watercourse (unless not appropriate)
5. controlled rainwater discharge to a surface water sewer or drain
6. controlled rainwater discharge to a combined sewer.

C) Development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

D) Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

LP1 EM6: Flood Risk Management

The Council will require new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework (NPPF).

The subsequent Hillingdon Local Plan: Part 2 -Site Specific Allocations LDD will be subjected to the Sequential Test in accordance with the NPPF. Sites will only be allocated within Flood Zones 2 or 3 where there are overriding issues that outweigh flood risk. In these instances, policy criteria will be set requiring future applicants of these sites to demonstrate that flood risk can be suitably mitigated.

The Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.

LP1 EM8: Land, Water, Air and Noise

Water Quality

The Council will seek to safeguard and improve all water quality, both ground and surface. Principal Aquifers, and Source Protection Zones will be given priority along with the:

- River Colne
- Grand Union Canal
- River Pinn
- Yeading Brook
- Porter Land Brook
- River Crane
- Ruislip Lido

Air Quality

All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy. London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.

Noise

The Council will investigate Hillingdon's target areas identified in the Defra Noise Action Plans, promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected.

The Council will seek to identify and protect Quiet Areas in accordance with Government Policy on sustainable development and other Local Plan policies.

The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

Land Contamination

The Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

Water Resources

The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. For residential

developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day.

LP2 DMEI 2: Reducing Carbon Emissions

- A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
- B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.
- C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

LP2 DMEI 9: Management of Flood Risk

- A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.
- B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.
- C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place.
- D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site.
- E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

LP2 DMEI 10: Water Management, Efficiency, and Quality

- A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that

appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).

B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.

E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

F) Developments should be drained by a SuDS system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency

G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.

H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.

I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure

J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

LP2 DMEI 12: Development of Land Affected by Contamination

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

LP2 DMEI 14: Air Quality

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

- i) be at least “air quality neutral”;
- ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
- iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

TP T4: Assessing and Mitigating Transport Impacts

A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans,

Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger.

LP T5: Cycling

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space

from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

LP T6: Car Parking

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

LP T6.1: Residential Parking

A) New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B) Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C) All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D) Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E) Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F) The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1. ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2. demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H) All disabled persons parking bays associated with residential development must:

1. be for residents' use only (whether M4(2) or M4(3) dwellings)
2. not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3. be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4. count towards the maximum parking provision for the development
5. be designed in accordance with the design guidance in BS8300vol.1
6. be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

LP2 DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments¹¹ that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

LP2 DMT 2: Highways Impacts

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

LP2 Policy DMT 5: Pedestrians and Cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be

required to complement and enhance local amenity and include passive surveillance to the network.

LP2 DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

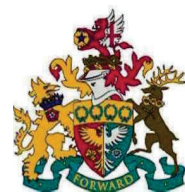
- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

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Hillingdon Planning Committee

Thursday 2nd October 2025



HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Head of Development Management and Building Control

Address: 5 THE MEADS, COWLEY, UXBRIDGE

Development: Erection of a single storey rear extension and double storey side extensions to both sides of property following the demolition of existing garage and removal of two chimney stacks (amended description)

LBH Ref Nos: 27254/APP/2025/1529

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Client: 5 The Meadows, Uxbridge, UB8 3HE

Drawing Title: Block and Location Plan

Scale: PN

Drawn By: PN

Check Date: 24/04/2025

Drawn Date: 24/04/2025

Drawn By: PN

Drawn Date: 24/04/2025

Drawn By: PN

Drawn Date: 24/04/2025



APPLICATION SITE



2 Location Plan 1:1250m



1 Block Plan 1:500

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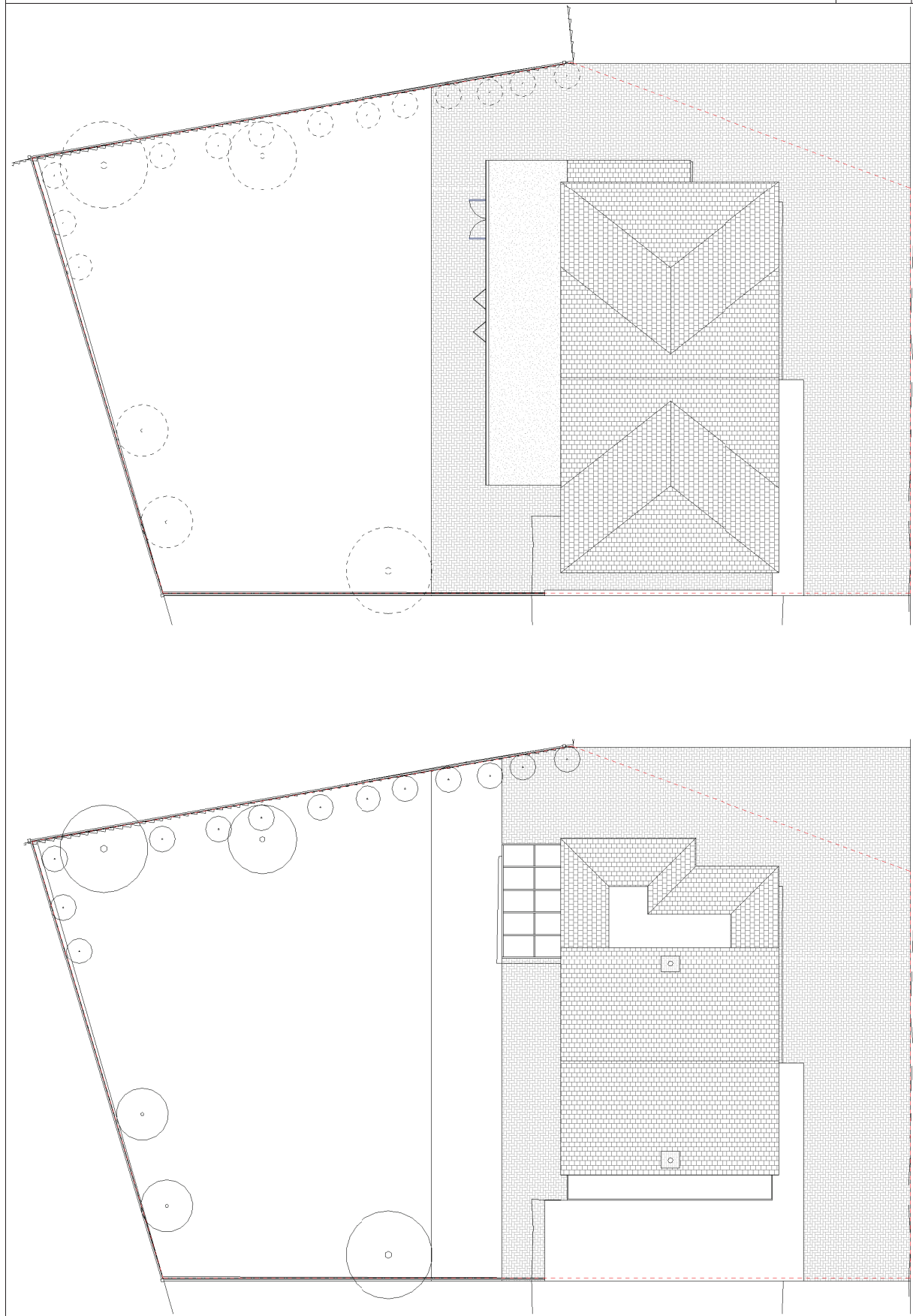
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Client:	5 The Meadows, Lutteridge, USB 3HE
Drawing Title:	Site Plan
Sheet:	PN
Scale:	1:100 @A3
Drawn By:	PL3
Project Name:	5 The Meadows, Lutteridge, USB 3HE
Sheet Date:	10/08/2025
Drawn By:	PL3
Sheet Date:	10/08/2025





1

Site Plan

1:100

(Existing)

2

Site Plan

1:100

(Proposed)

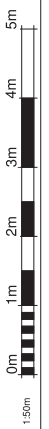
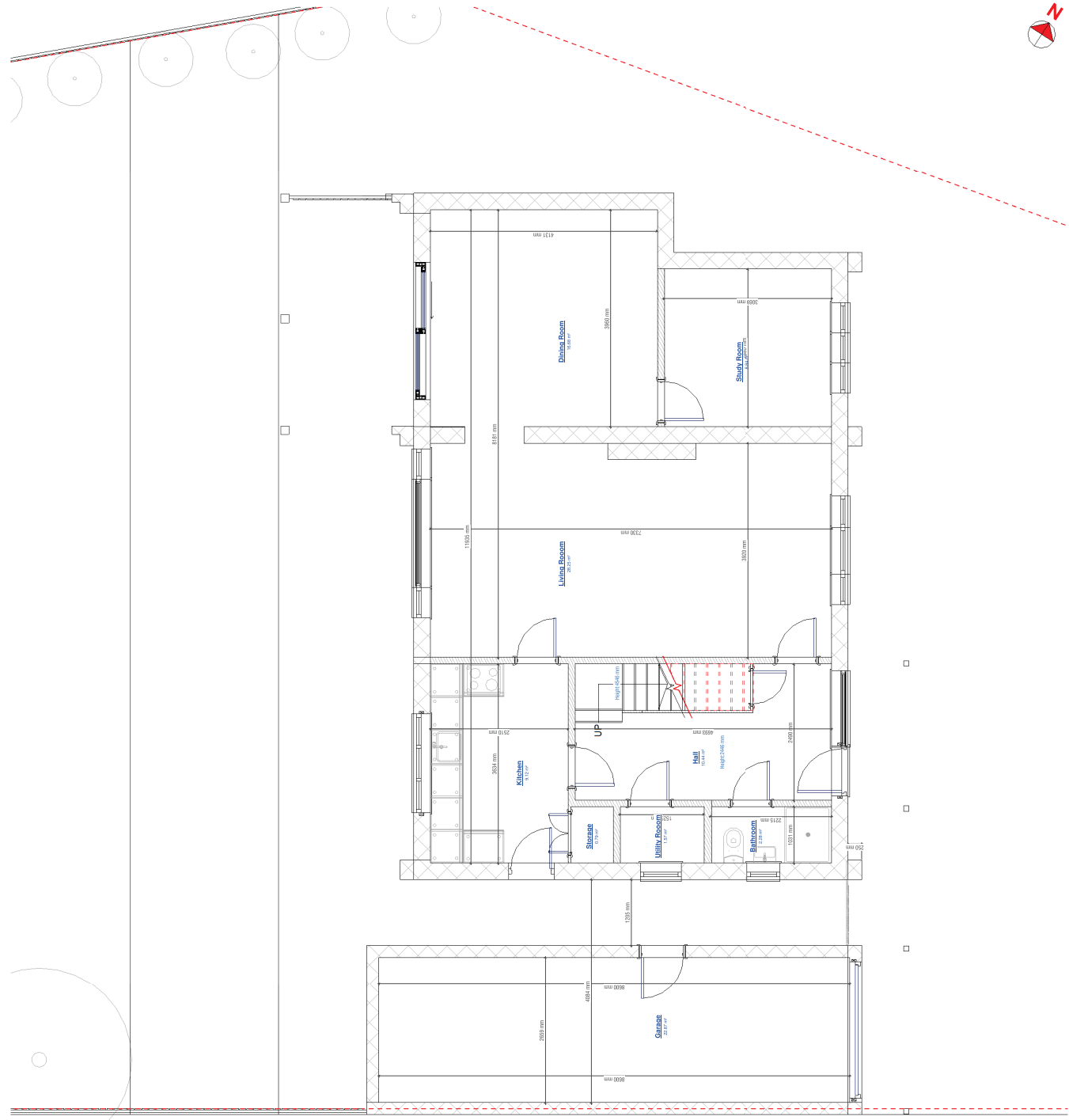
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Client:	5 The Meads, Uxbridge, URB 3ME		
Drawing Title:	Floor Plans - Existing		
Sheet:	PN	Drawn By:	NAP
Scale:	As Indicated @A3	Drawn Date:	19-04-2025
Drawn By:	PL4	Drawn Date:	19-04-2025



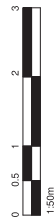
Ground Floor Main House GIA: 84.029sqm
Garage GIA: 22.86 sqm

1 Ground Floor Plan
1:50 (Existing)

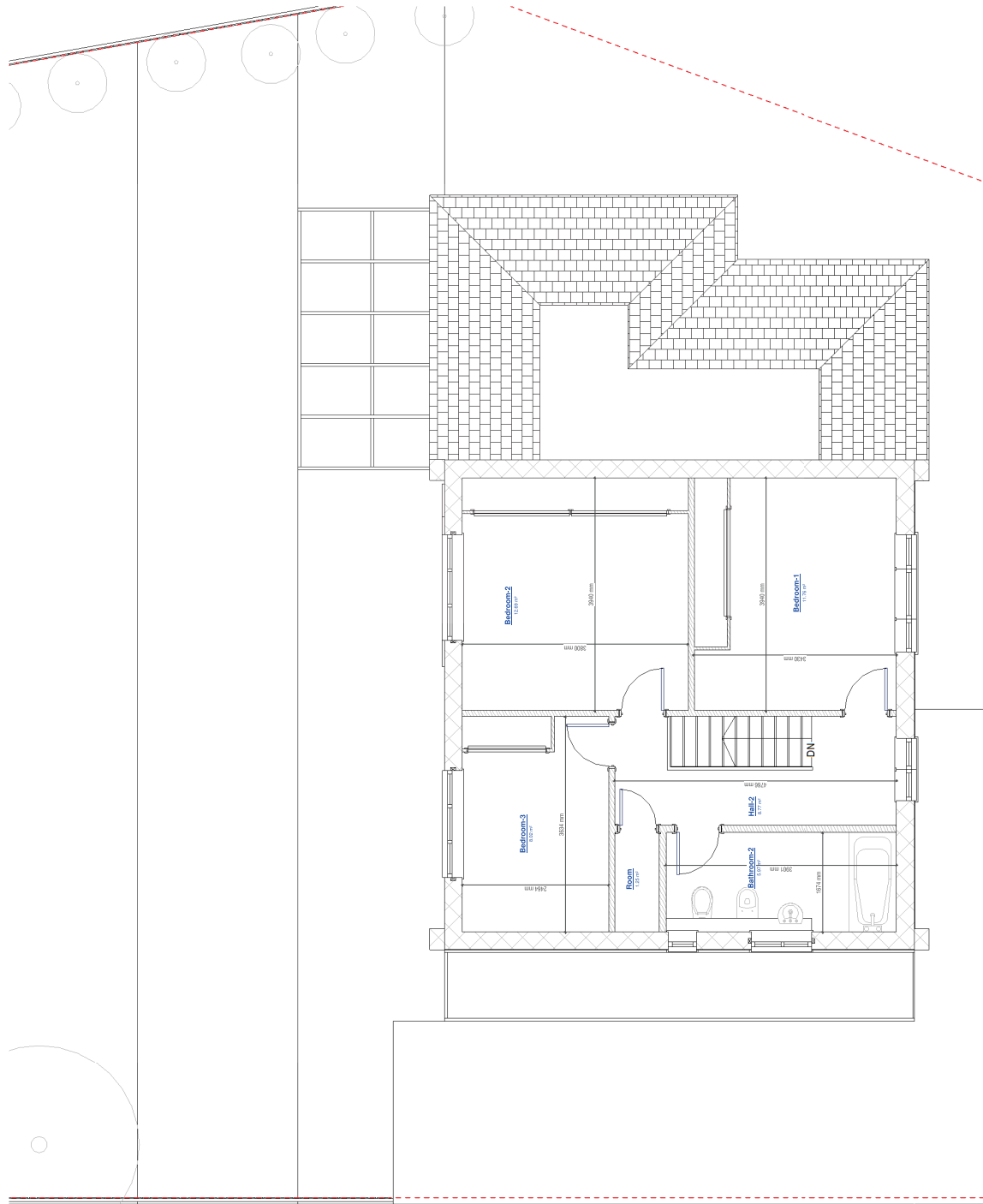
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5. WORKS TO BE CARRIED OUT WITH MATERIALS AND WORKMANSHIP TO THE REQUIREMENTS OF THE AMENDED DOCUMENT FOR REGULATION (THE AMENDED BUILDING REGULATIONS 2010).
6. WORKS TO BE CARRIED OUT IN A SAFE MANNER IN ACCORDANCE WITH CDM REGULATIONS 2015.
7. OPEN UP EXISTING STRUCTURE AS REQUIRED BY THE BUILDING INSPECTOR
8. THE PROVIDER'S SUPPLIER TO MEASURE ON SITE AND SANITATIONS WITHIN THE EXISTING HOUSE TO BE MANUFACTURED.
9. GENERAL CONTRACTOR TO VERIFY FIELD CONDITIONS PRIOR TO COMMENCEMENT OF EACH PORTION OF THE WORK.
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15. REPERITIVE FEATURES ARE NOT ALWAYS DRAWN IN THEIR ENTIRETY AND SHALL BE COMPLETELY PROVIDED AS IF DRAWN IN FULL.
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17. LINE OF EXISTING FLOOR SLABS, AS SHOWN ON THE ARCHITECTURAL SECTIONS AND SECTIONS ARE APPROXIMATE.
18. FLOOR LEVELS AND BOUNDARIES ASSUMED WHERE NOTED, DEPICTED BY LINE DASH LINES.
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Client:	5 The Meadows, Uxbridge, UB8 3HE
Drawing Title:	Floor Plans - Existing
Sheet:	PN
Scale:	As Indicated @A3
Drawn By:	PL5
Project Name:	5 The Meadows, Uxbridge, UB8 3HE
Project Number:	19-04-2025
Revision:	1



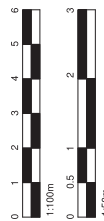
First Floor GIA: 56.25 SQM

1 First Floor Plan
1:50 (Existing)

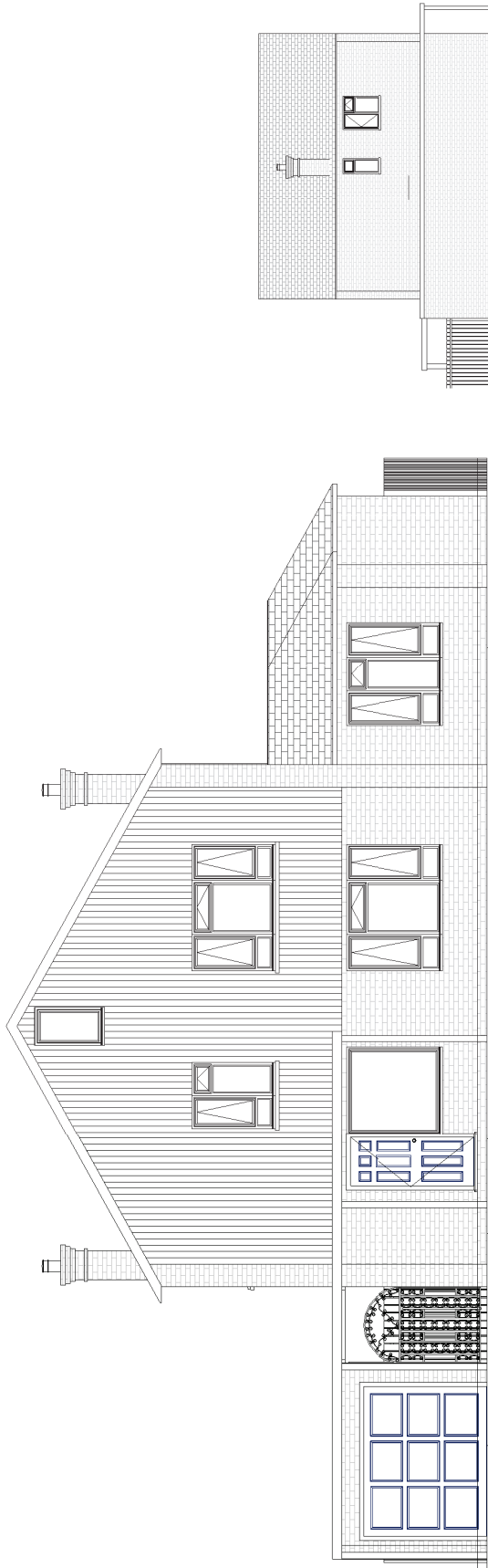
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GENERAL NOTES

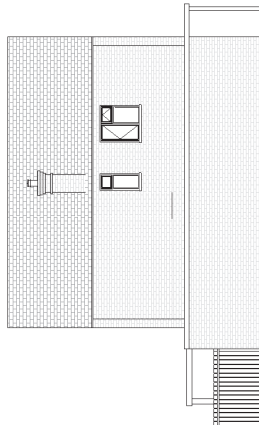
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7. OPEN UP EXISTING STRUCTURE AS REQUIRED BY THE BUILDING INSPECTOR
8. THE PROVIDER'S SUPPLIER TO MEASURE ON SITE AND SANCTIONS WITH REGARD TO THE SITE
9. GENERAL CONTRACTOR TO VERIFY FIELD CONDITIONS PRIOR TO COMMENCEMENT OF EACH PORTION OF THE WORK
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16. LINE OF EXISTING FLOOR SLABS, AS SHOWN ON THE DRAWINGS, ARE APPROXIMATE.
17. FLOOR LEVELS AND BOUNDARIES ASSUMED WHERE NOTED, DEPICTED BY LINE DASH LINES.
18. REFER TO ARCHITECTURAL, STRUCTURAL, MECHANICAL, ELECTRICAL, PLUMBING, HEATING, VENTILATION, AIR CONDITIONING, GENERAL SPECIFICATION AND OTHER CATEGORIES OR DRAWINGS FOR ADDITIONAL NOTES.
19. VERIFY SIZE LOCATION/FINISH/FIRE RATING, ETC. AND PROVIDE COMPLETION WALLS, ACCESSORIES, FURNISHINGS, CURBS & INSERTS.
20. CONTRACTOR TO CARRY OUT MOST LOGICAL SOLUTION BUT TO CHECK WITH ARCHITECT OR ENGINEER FOR ANY CHANGES THAT MAY ARISE FROM DESIGN VOIDS THE DESIGN LIABILITY.
21. SEE STRUCTURAL GENERAL NOTES AND PLANS TO COMPLEMENT ARCHITECTURAL PLANS AT ALL TIMES. DO NOT DISREGARD ANY NOTES.
22. CONTRACTOR TO CHECK HEIGHT OF THE ROOF WHEN DOING FRING FALLS TO NOT BE IN BREACH OF PLANNING. TO NOTIFY ARCHITECT IF CHANGING FROM EXISTING TO A FLAT ROOF. TO VERIFY THE CORRECT VENTILATION AND SIGNED OFF BY BC
23. CONTRACTOR TO GET SIGN OFF ON ALL FOUNDATION DEPTHS AND NOTIFY THE ENGINEER IF ANY CHANGES.
24. CLIMB AND THE CONTRACTOR TO AGREE LIFT, BUILD/INFORM ARCHITECT BEFORE COMMENCING JOB TO CHECK STAFF DESIGN/HEAD HEIGHT(S)



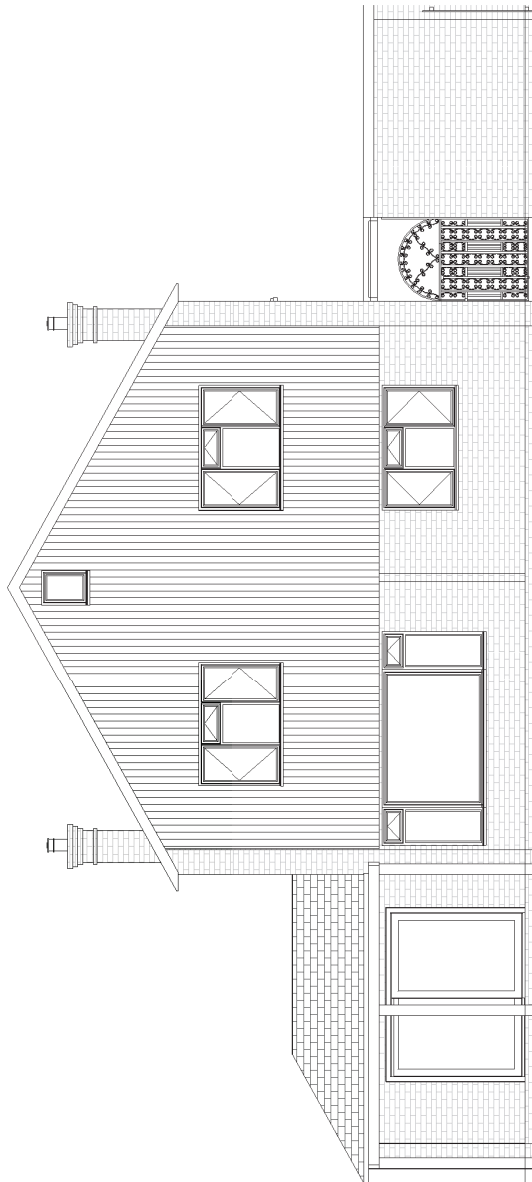
Client:	5 The Meadows, Ladbroke, USB 3HE		
Drawing Title:	Elevations - Existing		
Sheet:	PN	Drawn By:	NAP
Scale:	Indicated @A3	Project Date:	19-04-2025
Drawing No.:	PL8	Sheet Date:	19-04-2025
Rev:		Rev:	1



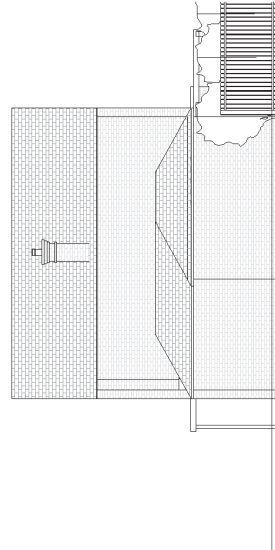
1 Front Elevation
1:50 (Existing)



4 Left Side Elevation
1:100 (Existing)



2 Rear Elevation
1:50 (Existing)



3 Right Side Elevation
1:100 (Existing)



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6. WORKS TO BE CARRIED OUT IN A SAFE MANNER IN ACCORDANCE WITH CDM REGULATIONS 2015.
7. OPEN UP EXISTING STRUCTURE AS REQUIRED BY THE BUILDING INSPECTOR.
8. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE SUPPLIER TO MEASURE ON SITE AND SANITARY FIXINGS WITH APPROPRIATE JOINTS TO BE MANUFACTURED.
9. GENERAL CONTRACTOR TO VERIFY FIELD CONDITIONS PRIOR TO COMMENCEMENT OF EACH PORTION OF THE WORK.
10. ANY DISCREPANCIES IN THESE DRAWINGS SHOULD BE NOTED TO US PRIOR TO ANY WORKS PROCEEDING.
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18. VERIFY SIZE LOCATION FINISH FLOORING, ETC. AND PROVIDE COMPLETES AND WALLS ACCORDING TO THE DRAWINGS.
19. CONTRACTOR TO CARRY OUT MOST LOGICAL SOLUTIONS TO CHECK WITH ARCHITECT OR ENGINEER PRIOR TO COMMENCEMENT OF WORK. DESIGN FROM DESIGN VOIDS THE DESIGN LIABILITY.
20. SEE STRUCTURAL GENERAL NOTES AND PLANS TO COMPLEMENT ARCHITECTURAL PLANS AT ALL TIMES. DO NOT ALTER OR REMOVE ANY PART OF THE STRUCTURE.
21. CONTRACTOR TO CHECK HEIGHT OF THE ROOF WHEN DOING FRING FALLS TO NOT BE IN BREACH OF PLANNING. TO NOTIFY ARCHITECT IF CHANGING FROM CORRECT VENTILATION AND SIGNED OFF BY BC.
22. CONTRACTOR TO GET SIGN OFF ON ALL FOUNDATION DEPTHS AND NOTIFY THE ENGINEER IF ANY CHANGES.
23. CLIMB AND THE CONTRACTOR TO ASSESS LIFT, BUILDUP INFORM ARCHITECT BEFORE COMMENCING JOB TO CHECK STAFF DESIGN HEAD HEIGHTS.



Client: 5 The Meads, Uxbridge, UB8 3HE

Drawing Title: Ground Floor Plan - Proposed

Scale: 1:50

Drawn By: PN

Project Name: 5 The Meads, Uxbridge, UB8 3HE

Project Date: 10/08/2025

Revision: 1

Drawn By: PN

Project Name: 5 The Meads, Uxbridge, UB8 3HE

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Drawn By: PN

Project Name: 5 The Meads, Uxbridge, UB8 3HE

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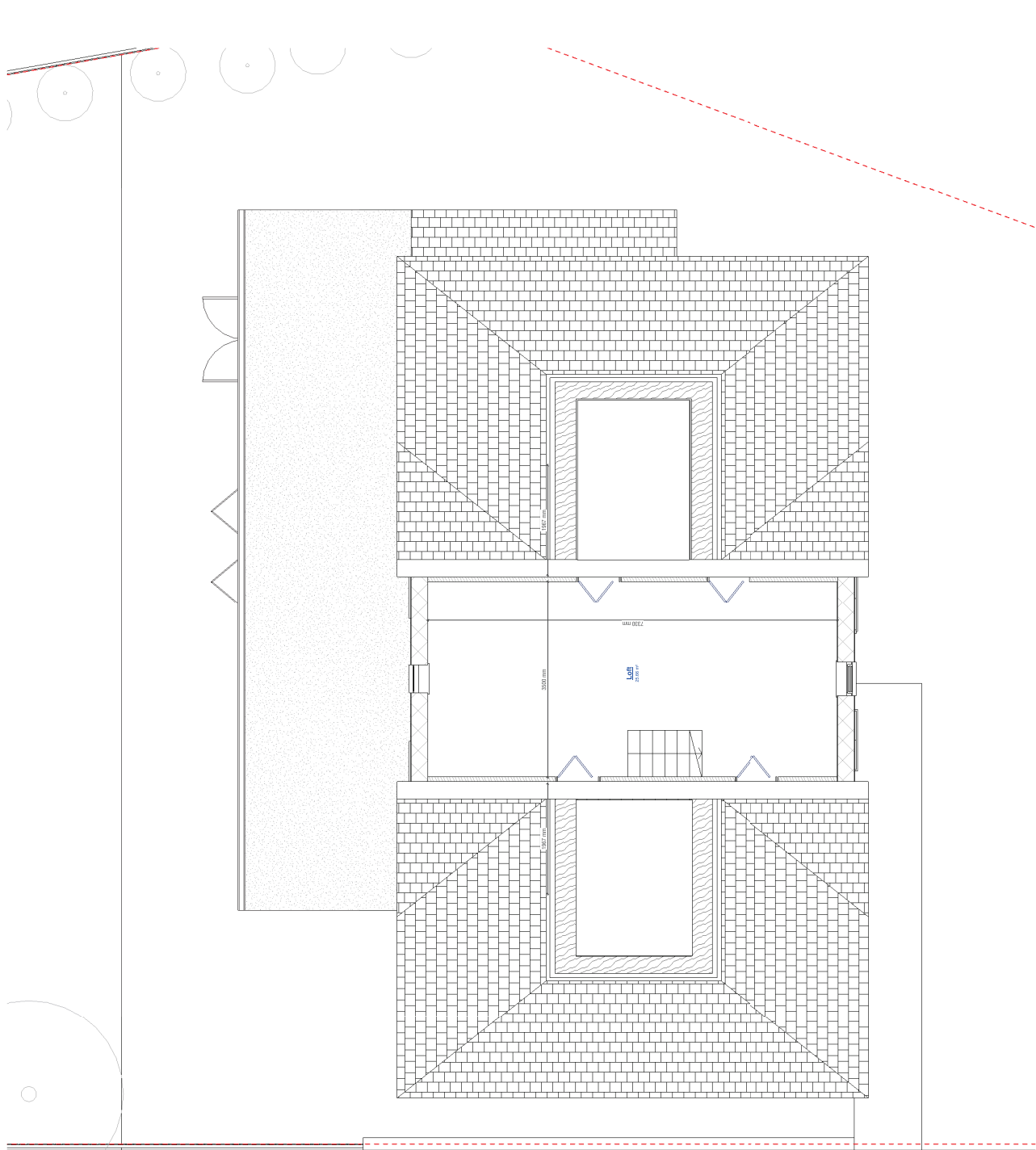
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GENERAL NOTES

1. ALL DIMENSIONS ON SITE
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
3. ALL VERTICAL MEASUREMENTS ASSUME GROUND TO BE LEVEL UNLESS OTHERWISE STATED.
4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE GENERAL NOTES.
5. WORKS TO BE CARRIED OUT WITH MATERIALS AND WORKMANSHIP TO THE STANDARDS SPECIFIED IN THE AMENDED DOCUMENT FOR REGULATION (THE AMENDED BUILDING REGULATIONS 2010).
6. WORKS TO BE CARRIED OUT IN A SAFE MANNER IN ACCORDANCE WITH CDM REGULATIONS 2015.
7. OPEN UP EXISTING STRUCTURE AS REQUIRED BY THE BUILDING INSPECTOR
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY AND SUPPLIER TO MEASURE ON SITE AND SANITATIONS WITH APPROPRIATE TOLERANCES ON SITE MANUFACTURING.
9. GENERAL CONTRACTOR TO VERIFY FIELD CONDITIONS PRIOR TO COMMENCEMENT OF EACH PORTION OF THE WORK.
10. ANY DISCREPANCIES IN THESE DRAWINGS SHOULD BE NOTIFIED TO US PRIOR TO ANY WORKS PROCEEDING.
11. UNLESS OTHERWISE INDICATED, PLAN DIMENSIONS ARE TO COLUMN GRID ON CENTER LINES, NOMINAL FINISH FLOORING TO THE TOP OF CONCRETE SLABS, CONCRETE WALLS AND BEAM CENTRE TO CENTRES.
12. "FLOOR LINE" REFERS TO TOP OF CONCRETE SLABS FINISH FLOORING IS INSTALLED ABOVE THE FLOOR LINE. DIMENSIONS TO THE FINISH FLOORING TO THE TOP OF CONCRETE SLABS.
13. REPEATITIVE FEATURES ARE NOT ALWAYS DRAWN IN THEIR ENTIRETY AND SHALL BE COMPLETELY PROVIDED AS IF DRAWN IN FULL.
14. WHERE A DOOR IS LOCATED NEAR CORNER OF ROOM DIMENSIONS SHALL BE TO THE FACE OF THE DOOR. DETAILS, DIMENSION SHALL BE 100MM FROM FACE OF STUD (WALL).
15. LINE OF EXISTING FLOOR SLABS, AS SHOWN ON THE DRAWING, SHALL BE TO THE FACE OF THE SLAB. DIMENSIONS AND SECTIONS ARE APPROXIMATE.
16. FLOOR LEVELS AND BOUNDARIES ASSUMED WHERE NOTED, DEPICTED BY LINE DASH LINES.
17. REFER TO ARCHITECTURAL, STRUCTURAL, MECHANICAL, ELECTRICAL, PLUMBING, HEATING, VENTILATION, AIR CONDITIONING, GENERAL SPECIFICATION AND OTHER CATEGORIES OR DRAWINGS FOR ADDITIONAL NOTES.
18. VERIFY SIZE LOCATION FINISH FLOORING, ETC. AND PROVIDE COMPLETION WALLS, ACCESSORIES, FURNISHINGS, CURBS, ANCHORS & INSERTS.
19. CONTRACTOR TO CARRY OUT MOST LOGICAL SOLUTIONS TO CHECK WITH ARCHITECT OR ENGINEER PRIOR TO COMMENCEMENT OF WORK. ANY CHANGES FROM DESIGN VOIDS THE DESIGN LIABILITY.
20. SEE STRUCTURAL GENERAL NOTES AND PLANS TO COMPLEMENT ARCHITECTURAL PLANS AT ALL TIMES, DO NOT USE FOR CONSTRUCTION.
21. CONTRACTOR TO CHECK HEIGHT OF THE ROOFS WHEN DOING FINISH FALLS TO NOT BE IN BREACH OF PLANNING. TO NOTIFY ARCHITECT IF CHANGING FROM PLANNING. CORRECT VENTILATION AND SIGNED OFF BY BC.
22. CONTRACTOR TO GET SIGN OFF ON ALL FOUNDATION DEPTHS AND NOTIFY THE ENGINEER IF ANY CHANGES.
23. CLIMB AND THE CONTRACTOR TO AGREE LOFT FLOOR STARTING POSITION, TOTAL FLOOR BUILDUP, INFORM ARCHITECT BEFORE COMMENCING JOB TO CHECK START DESIGN HEAD HEIGHT(S).



Client:	5 The Meadows, Uxbridge, UB8 3HE		
Drawing Title:	Loft Floor Plan - Proposed		
Sheet:	PN	Drawn By:	MAP
Scale:	As Indicated @A3	Drawn Date:	10/08/2025
Drawing No.:	PL11	Rev:	2

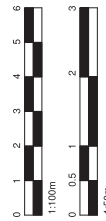


1 Loft Floor Plan
1:50 (Proposed)

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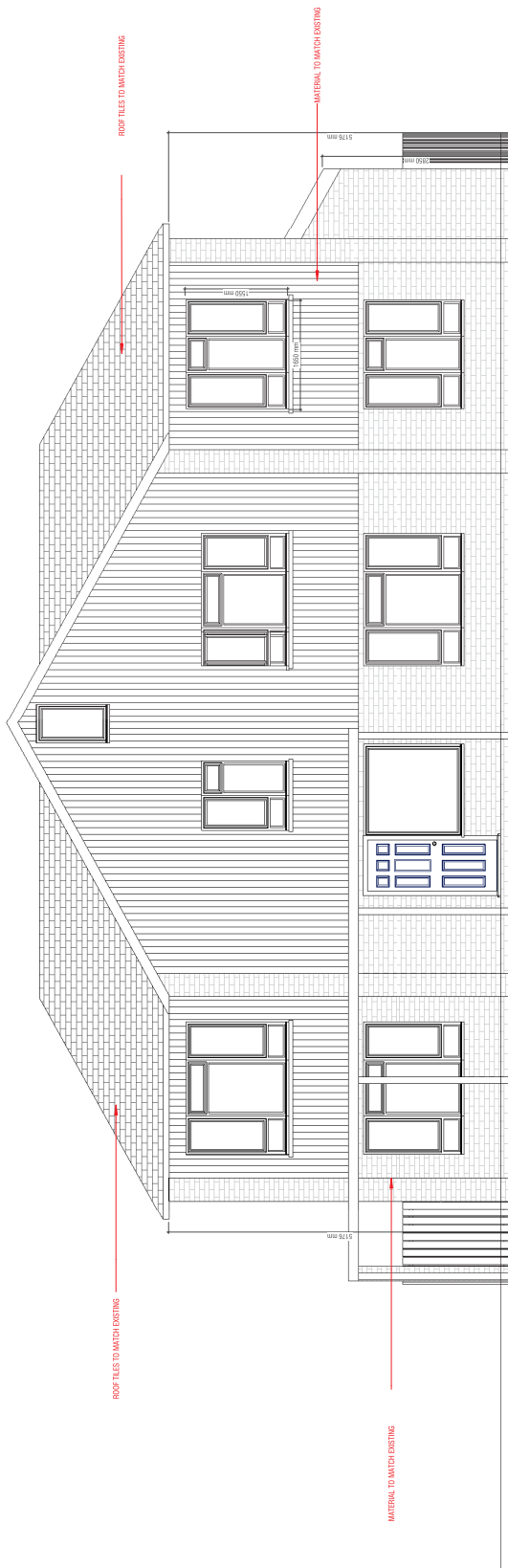
GENERAL NOTES

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5. WORKS TO BE CARRIED OUT WITH MATERIALS AND WORKMANSHIP TO BE APPROVED BY THE ARCHITECT DOCUMENT FOR REGULATION (THE AMENDED BUILDING REGULATIONS 2010).
6. WORKS TO BE CARRIED OUT IN A SAFE MANNER IN ACCORDANCE WITH CDM REGULATIONS 2015.
7. OPEN UP EXISTING STRUCTURE AS REQUIRED BY THE BUILDING INSPECTOR
8. THE ARCHITECT HAS NOT VISITED THE SITE AND HAS NOT MET THE SUPPLIER TO MEASURE ON SITE AND SANCTIONS WITH REGARD TO THE SITE MANUFACTURING
9. GENERAL CONTRACTOR TO VERIFY FIELD CONDITIONS PRIOR TO COMMENCEMENT OF EACH PORTION OF THE WORK.
10. ANY DISCREPANCIES IN THESE DRAWINGS SHOULD BE NOTED TO US PRIOR TO ANY WORKS PROCEEDING.
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12. "FLOOR LINE" REFERS TO TOP OF CONCRETE SLABS FINISH FLOORING IS INSTALLED ABOVE THE FLOOR LINE. DO NOT ASSUME ANYTHING FROM THESE DRAWINGS.
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14. WHERE A DOOR IS LOCATED NEAR CORNER OF ROOM DETAILS, DIMENSION SHALL BE 100MM FROM FACE OF STUD WALL.
15. LINE OF EXISTING FLOOR SLABS, AS SHOWN ON THE EXISTING CONDITIONS AND SECTIONS ARE APPROXIMATE.
16. FLOOR LEVELS AND BOUNDARIES ASSUMED WHERE NOTED, DEPICTED BY LINE DASH LINES.
17. REFER TO ARCHITECTURAL, STRUCTURAL, MECHANICAL, ELECTRICAL, PLUMBING, SANITARY, ELECTRICAL, GENERAL SPECIFICATION AND OTHER CATEGORIES OF DRAWINGS FOR ADDITIONAL NOTES.
18. VERIFY SIZE LOCATION FINISH FLOORING, ETC. AND PROVIDE COMPLETION ANALYSIS ACCORDING TO THE DRAWINGS.
19. CONTRACTOR TO CARRY OUT MOST LOGICAL SOLUTION BUT TO CHECK WITH ARCHITECT OR ENGINEER DESIGN VOIDS THE DESIGN LIABILITY.
20. SEE STRUCTURAL GENERAL NOTES AND PLANS TO COMPLEMENT ARCHITECTURAL NOTES AT ALL TIMES. DO NOT ASSUME ANYTHING FROM THESE DRAWINGS.
21. CONTRACTOR TO CHECK HEIGHT OF THE ROOFS WHEN DOING FIRING FALLS TO NOT BE IN BREACH OF PLANNING. TO NOTIFY ARCHITECT IF CHANGING FROM CORRECT VENTILATION AND SIGNED OFF BY BC.
22. CONTRACTOR TO GET SIGN OFF ON ALL FOUNDATION DEPTHS AND NOTIFY THE ENGINEER IF ANY CHANGES.
23. CLIMB AND THE CONTRACTOR TO ASSESS LEFT, BUILDUP INFORM ARCHITECT BEFORE COMMENCING JOB TO CHECK STAFF DESIGN HEAD HEIGHTS).

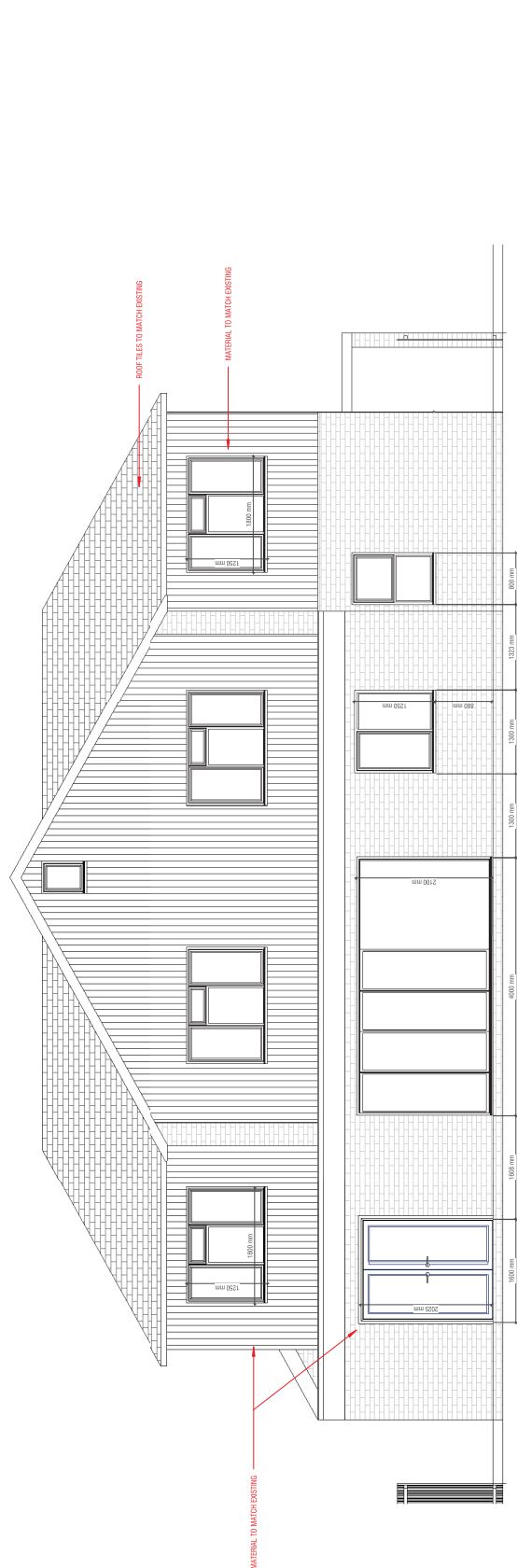


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www.serahomes.co.uk

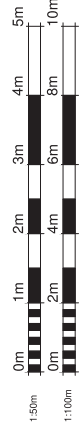
Drawing Title:	Elevations - Proposed		
Sheet:	PN	Drawn By:	NAP
Scale:	1:50 @A3	Proj. Date:	10/08/2025
Drawing No.:	PL13	Rev:	2



1 Front Elevation
1:50 (Proposed)



2 Rear Elevation
1:50 (Proposed)



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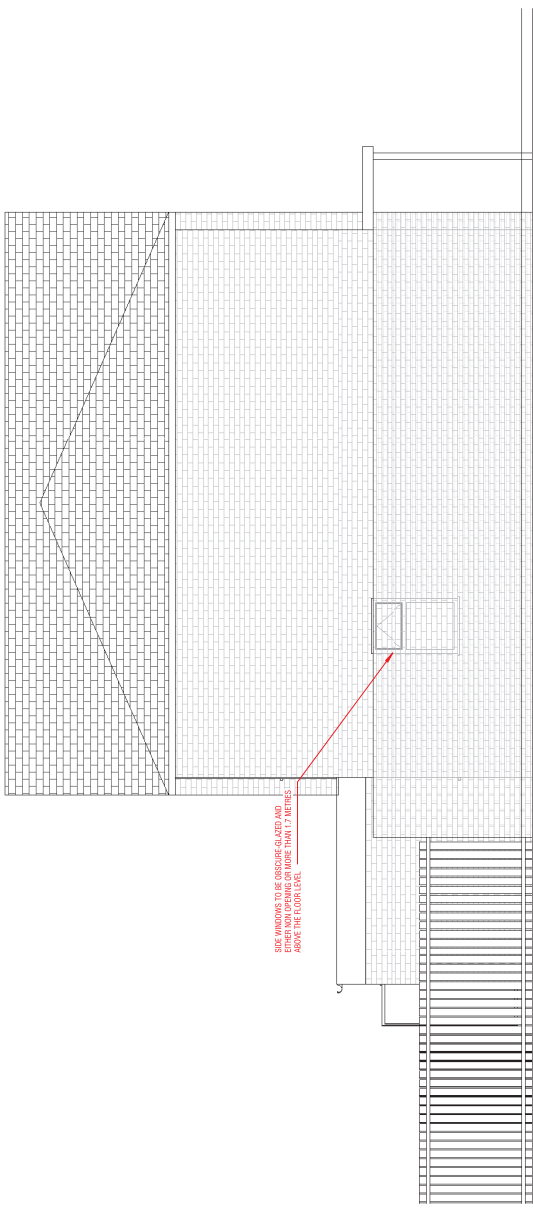
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 5. WORKS TO BE CARRIED OUT WITH MATERIALS AND WORKMANSHIP TO COMPLY WITH THE AMENDMENTS TO THE BUILDING REGULATIONS 2010.
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 7. OPEN UP EXISTING STRUCTURE AS REQUIRED BY THE BUILDING INSPECTOR
 8. THE DRAWING IS A SUPPLIER TO MEASURE ON SITE AND SANCTIONS WITH REGARD TO THE USE OF SITE MANUFACTURING
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 12. "FLOOR LINE" REFERS TO TOP OF CONCRETE SLABS. FINISH FLOORING IS INSTALLED ABOVE THE FLOOR LINE. DIMENSIONS TO FINISHED FLOORS AND CURBS, SEE STRUCTURAL DRAWINGS.
 13. REPEATIVE FEATURES ARE NOT ALWAYS DRAWN IN THEIR ENTIRETY AND SHALL BE COMPLETELY PROVIDED AS IF DRAWN IN FULL.
 14. WHERE A DOOR IS LOCATED NEAR CORNER OF ROOM OR CURB, DIMENSIONS SHALL BE 100MM FROM FACE OF STUD WALL.
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 18. VERIFY SIZE LOCATION/FINISH/FIRE RATING, ETC. AND PROVIDE COMPLETE ANALYSIS OF ALL OPENINGS, FURNISH, CURBS, ANCHORS & INSERTS.
 19. CONTRACTOR TO CARRY OUT MOST LOGICAL SOLUTION BUT TO CHECK WITH ARCHITECT OR ENGINEER FOR ANY CHANGES THAT MAY BE REQUIRED FROM DESIGN VOIDS THE DESIGN LIABILITY.
 20. SEE STRUCTURAL GENERAL NOTES AND PLANS TO COMPLEMENT ARCHITECTURAL PLANS AT ALL TIMES. DO NOT DISREGARD ANY NOTES.
 21. CONTRACTOR TO CHECK HEIGHT OF THE ROOF WHEN DOING FIRING FALLS TO NOT BE IN BREACH OF PLANNING. TO NOTIFY ARCHITECT IF CHANGING FROM EXISTING TO A NEW ROOF TYPE. TO VERIFY THE CORRECT VENTILATION AND SIGNED OFF BY BC.
 22. CONTRACTOR TO GET SIGN OFF ON ALL FOUNDATION DEPTHS AND NOTIFY THE ENGINEER IF ANY CHANGES.
 23. CLIMB AND THE CONTRACTOR TO ASSESS LOFT, BUILD UP/INFORM ARCHITECT BEFORE COMMENCING JOB TO CHECK STAIR DESIGN/HEAD HEIGHT(S).

0 1 2 3 4 5 6
1:100m
0 0.5 1 2 3
1:50m

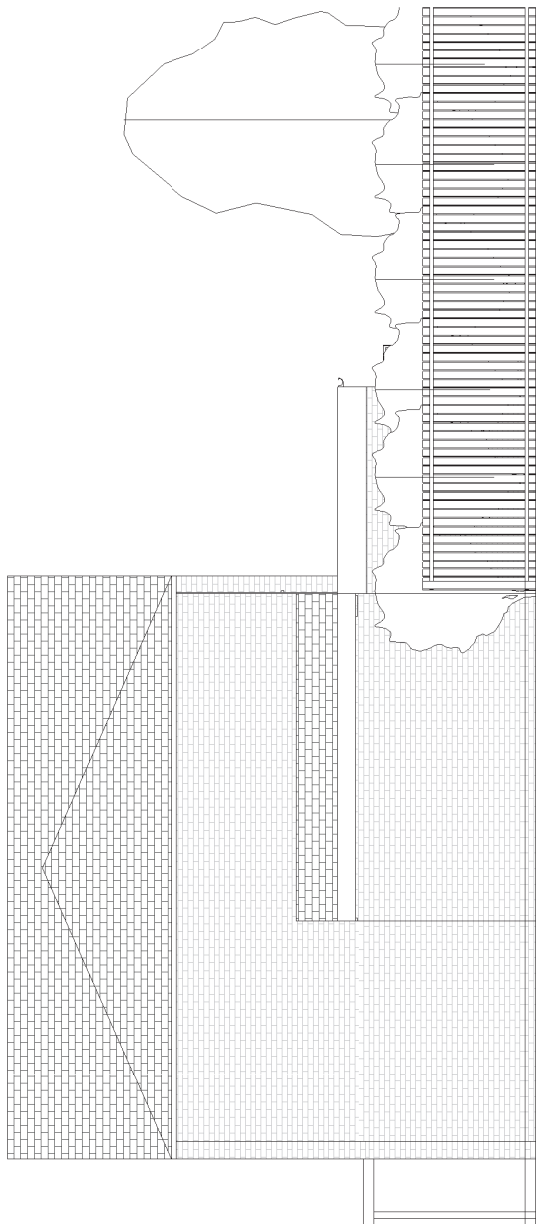


Client:	5 The Meads, Uxbridge, UB8 3HE		
Drawing Title:	Elevations - Proposed		
Sheet:	PN	Drawn By:	NAP
Scale:	1:50 @A3	Project Date:	10/08/2025
Drawing No.:	PL14	Rev:	2

1500m
1:100m



4 Left Side Elevation
1:50 (Proposed)

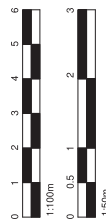


3 Right Side Elevation
1:50 (Proposed)

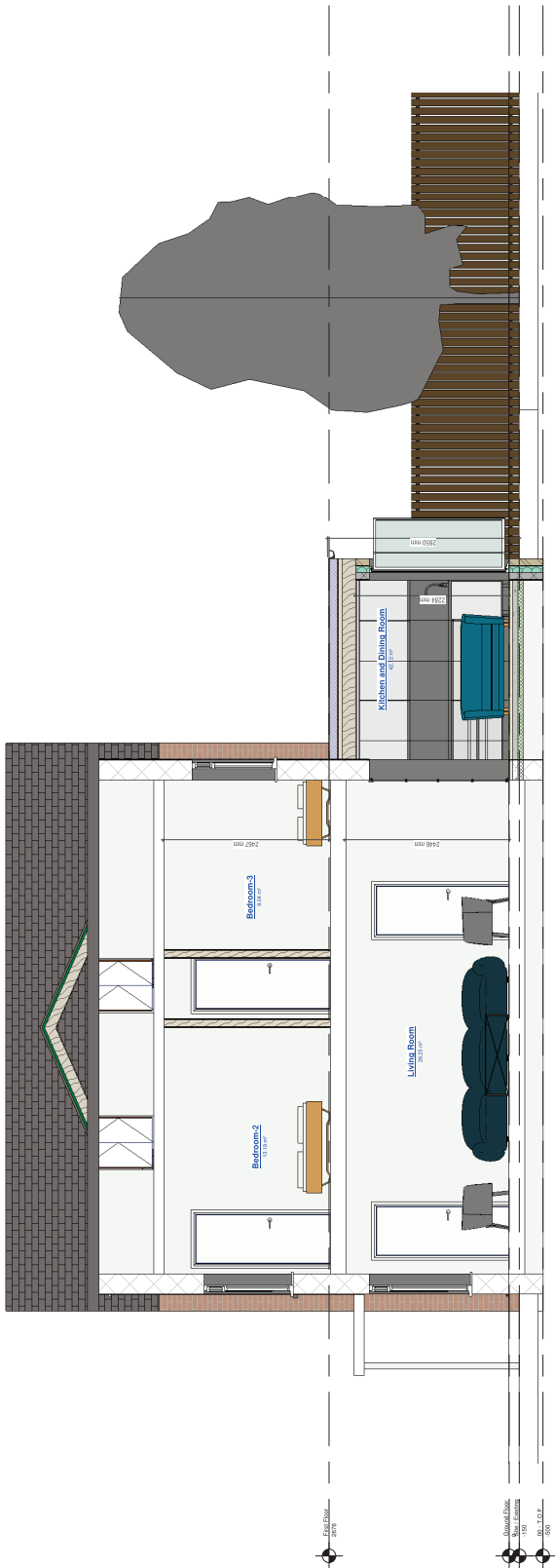
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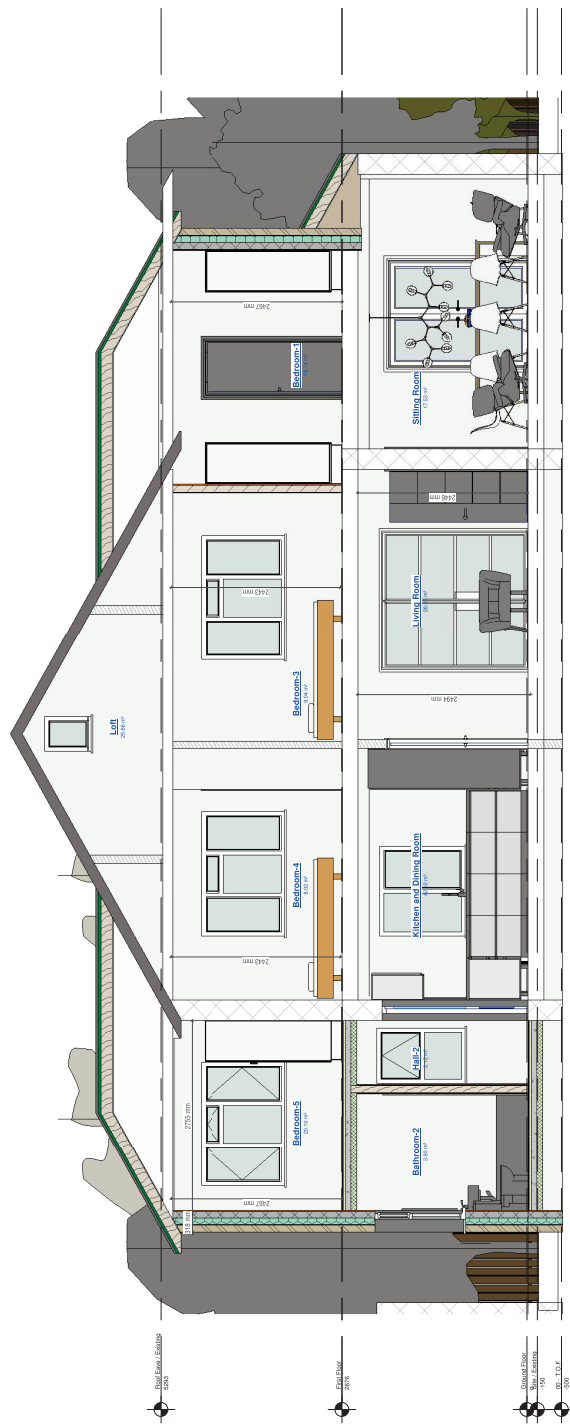
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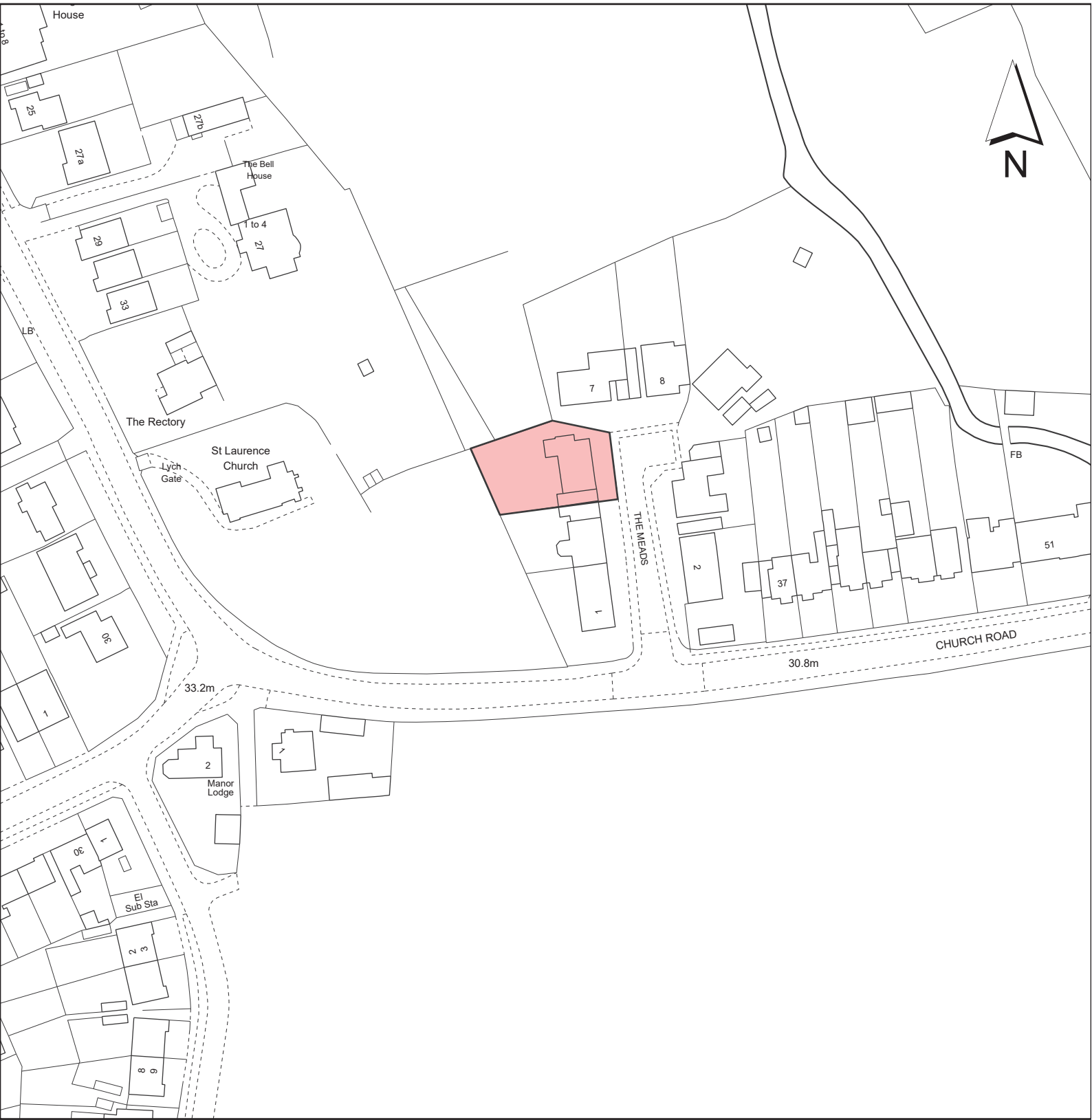
Client: 5 The Meadows, Uxbridge, UB8 3HE
Drawing Title: Proposed Sections
Status: PN
Scale: 1:50 @A3
Drawing No.: PL15
Drawn By: 1:50 @A3
Check Date: 10/08/2025
Rev: 2



Section A
1:50 (Existing)



Section B
1:50 (Existing)



KEY : <div><div></div> Site Boundary</div>		ADDRESS : 5 THE MEADS		LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION	
DISCLAIMER : For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright © Crown copyright and database rights 2024 Ordnance Survey AC0000810857		PLANNING APPLICATION REFERENCE : 27254/APP/2025/1529	SCALE : 1:1,250	CIVIC CENTRE, UXBRIDGE, UB8 1UW	
		PLANNING COMMITTEE :	DATE : October 2025		

Report of the Head of Development Management and Building Control

Address:	HAYES BRIDGE RETAIL PARK AND HEATHROW INTERCHANGE
Development:	<p>Hybrid planning application for a four-phased redevelopment to deliver a data centre campus comprising of:</p> <p>Phase 1 - Full planning permission for (a) a data centre building; (b) energy, power, and water infrastructure; (c) site access and internal roads including a vehicular and pedestrian link between Uxbridge Road and Bullsbrook Road; (d) site security arrangements and security fencing; (e) hard and soft, green and blue, infrastructure; and (f) other ancillary and auxiliary forms of development;</p> <p>Phase 2 - Outline planning permission for (a) an Innovation Hub; (b) hard and soft, green and blue, infrastructure; and (c) other ancillary and auxiliary forms of development (all matters reserved);</p> <p>Phase 3 - Outline planning permission for (a) a data centre building; (b) energy, power, and water infrastructure; (c) internal roads; (d) site security arrangements and security fencing; (e) hard and soft, green and blue, infrastructure; and (f) other ancillary and auxiliary forms of development (all matters reserved); and</p> <p>Phase 4 - Outline planning permission for (a) a data centre building; (b) energy, power, and water infrastructure; (c) internal roads; (d) site security arrangements and security fencing; (e) hard and soft, green and blue, infrastructure; and (f) other ancillary and auxiliary forms of development (all matters reserved).</p>
LBH Ref Nos:	78343/APP/2025/719



- [illegible]

[illegible]

LEAD CONSULTANT / ARCHITECT:

WILL & STRUCTURES DESIGNERS

ARUP
Central Square, Forth Street
Newcastle Upon Tyne
NE1 3PL, United Kingdom
www.arup.com

STEP DESIGNER:

CUNDA
One Carter Lane
London
EC4A 3ER
United Kingdom
www.cundall.com

PROJECT MANAGEMENT CONSULTANT:
[REDACTED]
The Company's Bar Code

RIDGE
Park, Oxford Road,
Woodstock, Oxfordshire,
OX20 1QR
Tel: 01235 844444

CLIENT:  Colt House

coll
Data Centre Services

PROJECT NAME

RAWING TITLE

S3 - For Planning

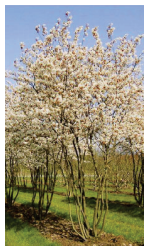
DESIGNED BY: Designer	DRAWN BY: SS	CHECKED BY: CM	SCALE: 1 : 1250	SIZE: A0	STATUS:
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Trees Images



Acer campestre 'Elsrijk'



Amelanchier lamarckii (multi-stem umbrella)



Carpinus betulus



Betula pendula (multi-stem)

Landscape Masterplan



Tree Schedule

- Verge and Parking Court Trees**
Planted as semi-mature, multi-stems and advanced nursery stock

Acer campestre 'Elsrijk'
Amelanchier lamarckii (multi-stem)
Betula pendula (multi-stem)
Betula pendula 'Fastigiata'
Carpinus betulus 'Frans Fontaine'
Carpinus betulus 'Fastigiata'
Prunus avium 'Plena'
Sorbus aucuparia 'Sheerwater Seedling'

- Podium Trees**
Planted as advanced nursery stock & multi-stems 3-5m high

Acer campestre (multi-stem umbrella)
Amelanchier lamarckii (multi-stem umbrella)
Malus 'Evereste' (multi-stem umbrella)

- Woodland Edge Trees**
Planted as advanced nursery stock

Acer campestre
Carpinus betulus

- SUDS & Water Associated Trees**
Planted as multi-stems 3-6m high

Betula pendula (multi-stem)
Cornus mas (multi-stem)

Tree Location Plan (nts)



Landscape Elements

- Proposed shrub and tree planting to Metro Bank boundary, softening the perimeter of the car park, whilst also offering views from Uxbridge Road towards the Metro Bank signage and building
- Staff amenity garden with natural pond, landscaping and seating. Shrub and tree planting along the roadside to provide some visual screening along the security fencing and road, whilst following the security requirements of landscaping near the fencing
- Proposed footpath link along Yeading Brook, outside of the Root Protection Zones. Proposed mixed native hedgerow planting and deadwood along the top of bank
- Security gate entrance into LON6 Data Centre
- Podium amenity staff garden and Opportunity for brown roofs to enhance the biodiversity of the roofscape, subject to detail design
- Additional tree planting along Yeading Brook

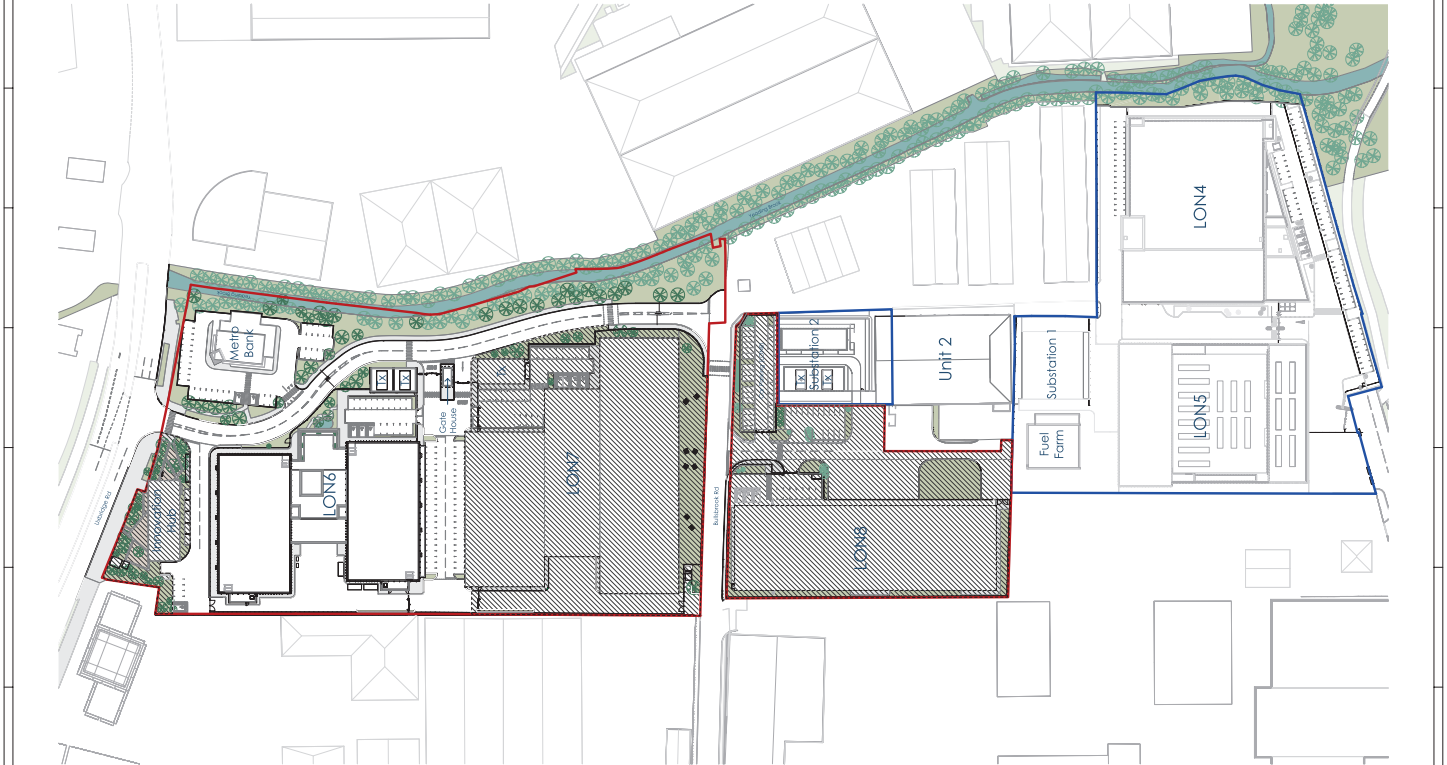
Legend

	LON6 Application Boundary (Detail)		Timber bench
	LON7, LON8 & Innovation Hub boundaries (Outline)		Podium staff amenity garden
	Sub Station 2 application boundary (Refer to separate application)		Bio-diverse brown roof
	Building entrance		Bitumen macadam
	Loading bay access		Footway block paving
	Existing trees		Footway - Bitumen macadam
	Proposed trees		Permeable block paving
	Shrub planting		Grasscrete planted with species rich turf
	Mixed native hedge planting		Security fencing & gates, refer to Architects for details
	Amenity grass		Realigned fencing to accommodate hedgerow planting
	Wildflower meadow		Line of security fence
	Pond with native marginal aquatic planting		

The planting proposals shown within the Metro Bank plot is subject to formal agreement with the tenant.

Scale





KEY:

- Site Boundary
- Site Ownership
- Transformer
- Outline Application

Refer to drawing 19-A-12801
to LON4-NWA-R-22-DKA-12810
for extent of outline application
plan.

- GENERAL NOTES
1. MEASUREMENTS TO BE VERIFIED ON SITE.
 2. THE CONVEYANCE OF THE LAND SHOWN ON THIS PLAN IS SUBJECT TO THE EXISTING EASEMENTS AND RIGHTS OF WAY.
 3. THE CONVEYANCE OF THE LAND SHOWN ON THIS PLAN IS SUBJECT TO THE EXISTING EASEMENTS AND RIGHTS OF WAY.
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NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	10/1/2021	ARUP	ARUP

ARUP
CUNDCALL
colt Data Centre Services

PROJECT MANAGER: CONSULTANT

PROJECT NAME: 19-A-12801

DRAWING TITLE: Site Plan - Fuel Farm

STATUS: 19-A-12801

REVISIONS: 19-A-12801

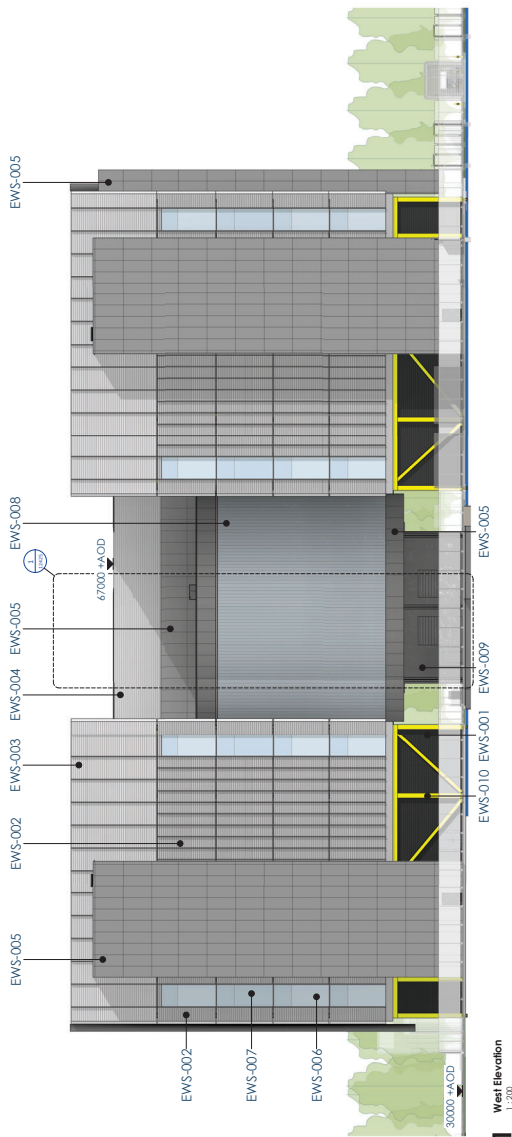
DATE: 10/1/2021

BY: ARUP

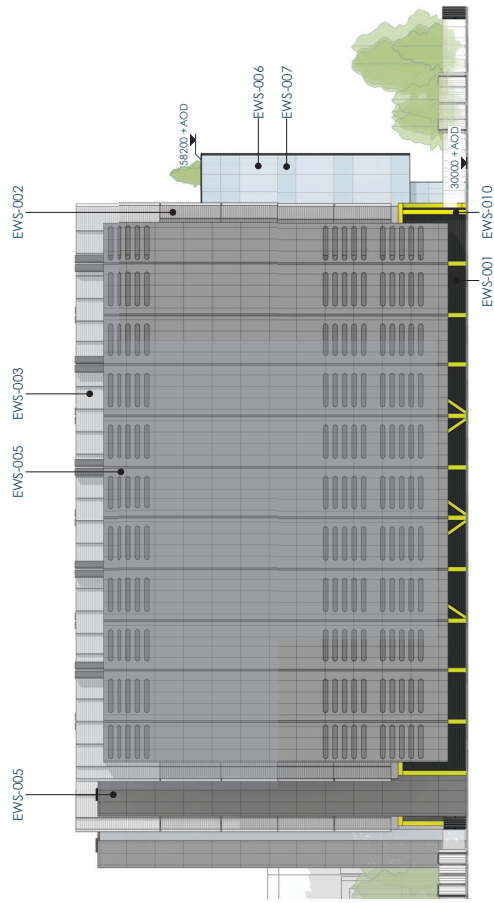
CHKD.: ARUP

External Wall System - Key

- EWS-001 - Horizontal louvers system, Aluminium, dark grey PPC finish
- EWS-002 - Horizontal louvers system, with insulated aluminium wall system behind. With vertical fins at 1200mm centres, light grey PPC finish
- EWS-003 - Horizontal louvers system, with insulated aluminium wall system behind. With vertical fins at 1200mm centres, light grey PPC finish
- EWS-004 - Aluminium louvers system (Crown - plant screen), Aluminium vertical fins at 2400mm centres, pale light grey PPC finish
- EWS-005 - Insulated composite aluminium wall system, Panels notional 1200mm, wide 3000mm high, light grey PPC finish
- EWS-006 - Curtain walling system, Clear glazing, Aluminium, dark grey PPC finish to caps and frames
- EWS-007 - Insulated translucent glazed wall system (Profile type system), Aluminium, dark grey PPC finish to caps and frames
- EWS-008 - Insulated translucent glazed wall system (Profile type system), Aluminium, dark grey PPC finish to caps and frames
- EWS-009 - Dark grey engineering brick
- EWS-010 - Cladding to external structure, Proprietary cladding system, yellow PPC finish



2 South Elevation
1:200



LOW6 - Detail Key

- GENERAL NOTES
1. MEASUREMENTS TO BE VERIFIED ON SITE.
 2. THE DRAWING IS NOT AN INSTALLATION DRAWING. IT IS INDICATED ARE IN ALL LETTERS UNLESS OTHERWISE INDICATED.
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LEAD CONSULTANT / ARCHITECT: **ARUP**

CONSULTANT'S DESIGN: **CUNDCALL**

PROJECT MANAGER: **RIDGE**

CLIENT: **colt Data Centre Services**

PROJECT NAME: **colt Data Centre Services**

DRAWING TITLE: **LOW6 - Elevation - South & West**

STATUS: **03 - For Planning**

DESIGNED BY: **NAVA**

CHECKED BY: **ES**

DATE: **10/10/2023**

SCALE: **1:200**

PROJECT NUMBER: **001**

PROJECT NAME: **colt Data Centre Services**

DRAWING TITLE: **LOW6 - Elevation - South & West**

STATUS: **03 - For Planning**

DESIGNED BY: **NAVA**

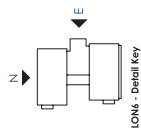
CHECKED BY: **ES**

DATE: **10/10/2023**

SCALE: **1:200**

PROJECT NUMBER: **001**

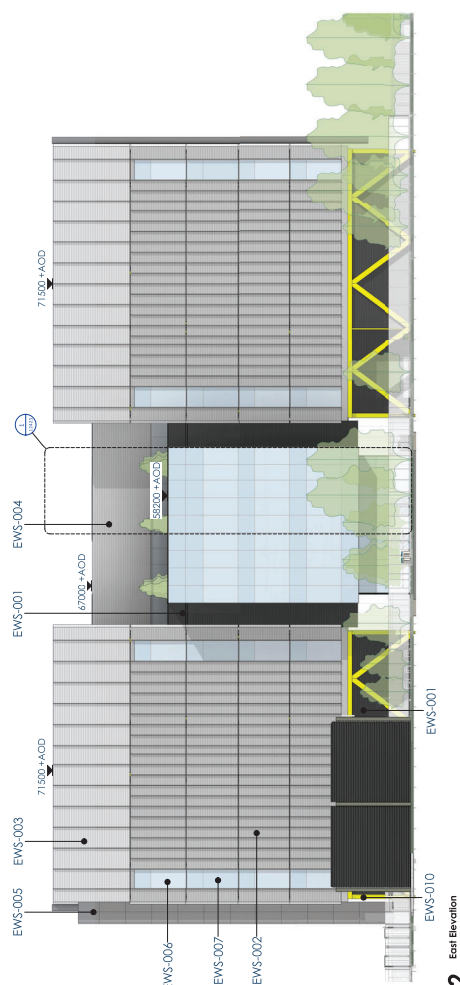
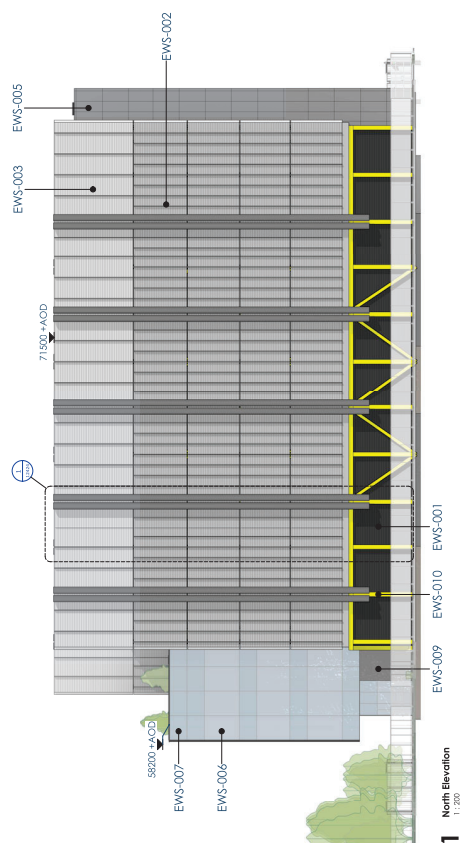
Fig. 1. Horizontal lower system. Aluminium, dark grey PVC finish
Fig. 2. Horizontal lower system, with insulated aluminium system behind. With vertical fins at 1200mm centres, light grey PVC finish
Fig. 3. Horizontal lower system, with insulated aluminium system behind. With vertical fins at 2000mm centres, light grey PVC finish
Fig. 4. Horizontal lower system (Crown - plant screen). Aluminium, vertical fins of 2000mm centres, pale light grey PVC finish
Fig. 5. As Fig. 5-03 without vertical fins
Fig. 6. Horizontal lower system. Porcelain, 1200mm wide, 2000mm centres, light grey PVC finish
Fig. 7. Curved walling system. Black painted. Aluminium, dark grey PVC finish to caps and frames
Fig. 8. Curved walling system. Clear glazing. Aluminium, dark grey PVC finish to caps and frames
Fig. 9. Curved walling system. Clear glazing. Aluminium, dark grey PVC finish to caps and frames
Fig. 10. Insulated translucent glazed wall system (profil type system)
Fig. 11. Coping to external structure. Propriety cladding system, yellow PVC finish



LONG6 - Detail Key

GENERAL NOTES:

- MEASUREMENTS TO BE VERIFIED ON SITE. DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION RESPONSIBILITY TO PRODUCE THE FINAL COORDINATED INSTALLATION SHOP DRAWINGS. THESE ARE PRELIMINARY DRAWINGS AND ARE SUITABLE FOR CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE CONTENTS OF THE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE CIVIL, MECHANICAL, ELECTRICAL, TELEPHONE (ANY RELATED ASSOCIATED) AND PLUMBING DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE SECTIONS, ELEVATIONS AND ANY ASSOCIATED OTHER DOCUMENTS ARE TO BE BROUGHT TO THE AUTHORIZING ORGANISATION (CONTRACTOR / CONSULTANT / ARCHITECT) FOR VERIFICATION. ELEVATIONS ON PLANS ARE BASED ON THE SHORTEST GRADELINE AVAILABLE, AS OUTLINED IN THE DRAWING.

[illegible]

CRIMINAL JUSTICE / LAW ENFORCEMENT

The Old Dairy
Haysdenbury Farm
Radcliffe, Manchester
AL3 7QA, United Kingdom

ARUP
CIVIL & STRUCTURES DESIGNER

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NE1 1PL, United Kingdom

sch. northch.

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PROJECT MANAGEMENT CONSULTANT:

RIDGE

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Weybridge, Surrey.
GU24 0DQ

11

colt
Data Centre Services

Colt Plc
20 Great Portland Street
London EC2A 3EJ
United Kingdom
www.coltdatacentres.net

1

PROJECT NAME:	HDP Mandarlian
DATE:	07/18/2016
BY:	WILLIAM C. TITUS, II

LONG - Elevations - North & East

--	--

STATUS: SA - Fire Planning

Discussion

RESTORED:	DRAWN:	CHECKED:	SCALE:	DATE:	STATUS:
NVA	SS	CM	1:200	AO	53

DRAWING NUMBER: _____


DOI: 10.1002/anie.201200022

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1. MEASUREMENTS TO BE VIEWED ON SITE
2. DO NOT SCALE FROM THIS DRAWING ALL DIMENSIONS
3. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER
4. STATED OR NOT IN THIS DRAUGHTING OTHERWISE
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE
6. THE NECESSARY MATERIALS AND EQUIPMENT FOR
7. ISSUED FOR CONSTRUCTION DRAWINGS
8. THE TESTS FOR THE STAINING SHALL BE READ IN
9. THE CONTENTS OF THIS DRAWING SHALL BE READ IN
10. SPECIAL INSTRUCTIONS SHALL BE READ IN
11. ARCHITECTURAL STRUCTURES, CIVIL, MECHANICAL
12. ELECTRICAL, PLUMBING, AND OTHER DRAWINGS
13. IN CONNECTION WITH ALL RELEVANT DATA DRAWINGS
14. SPECIFICATIONS
15. AND OTHER DOCUMENTS ARE TO BE BROUGHT TO THE
16. AUTHENTIC ORGANIZATION
17. THE DRAWING SHALL BE USED FOR THE
18. SURVEYED AND FOUND LEVELS AS OUTLINED IN THE

[illegible]


ARUP
 CIVIL & STRUCTURES DESIGNER
 The Old Quay
 Independence Park
 100 South, Westcliffe
 100 South, Westcliffe
 www.arup.com/usa

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RIDGE
The Complete Solutions
Park, Oxford Road,
Worcester, Gloucestershire,
GL2 1QR
Ridge@Ridge.co.uk

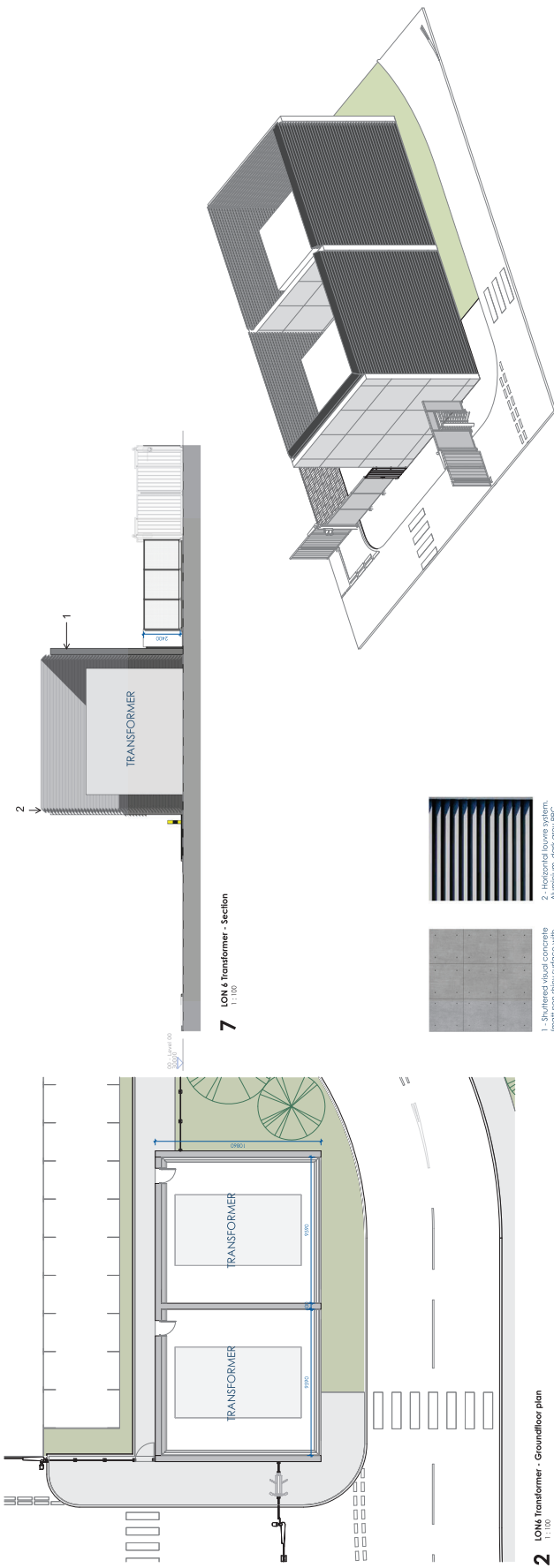
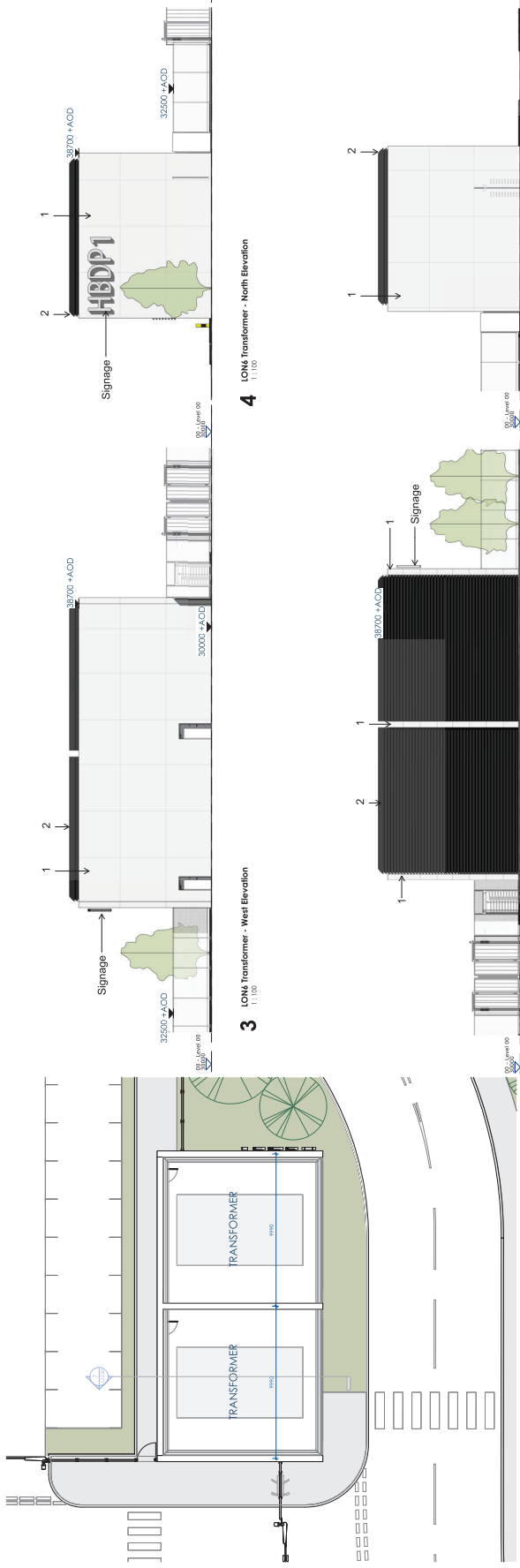
colt
Data Centre Services

Colt Plc, 20 Great Eastern Street, London, EC2A 3EH, United Kingdom
www.coltdatacentre.com

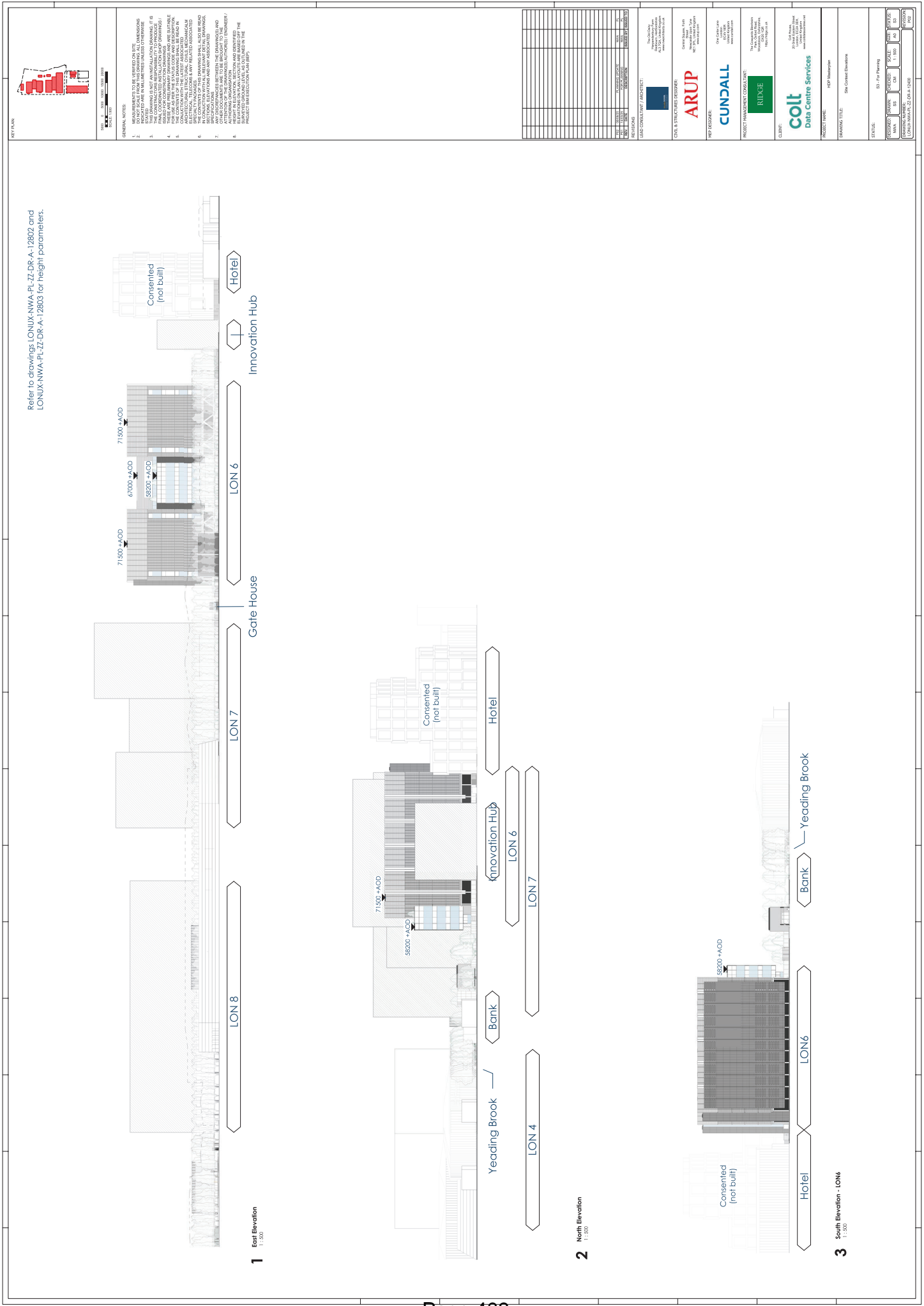
PROJECT NAME:	HDP Mustangplan
DRAWING TITLE:	

TABLE 6.

DESIGNED: NWA	DRAWN: LD	CHECKED: CM	SCALE: 1:100	SIZE: A0	STATUS: SD
DRAWING NUMBER: LONLUX-NWA-PL-50-DR-A-12200					REVISION: P02



8 LONG Transformer - Axo



Refer to drawings LONUX-NWA-PL-ZZ-DR-A-12802 and LONUX-NWA-PL-ZZ-DR-A-12803 for height parameters.

- GENERAL NOTES
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1 East Elevation
1:300

2 North Elevation
1:300

3 South Elevation - LON6
1:300

KEY PLAN

SCALE 1:500

GENERAL NOTES

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KEY PLAN

SCALE 1:500

GENERAL NOTES

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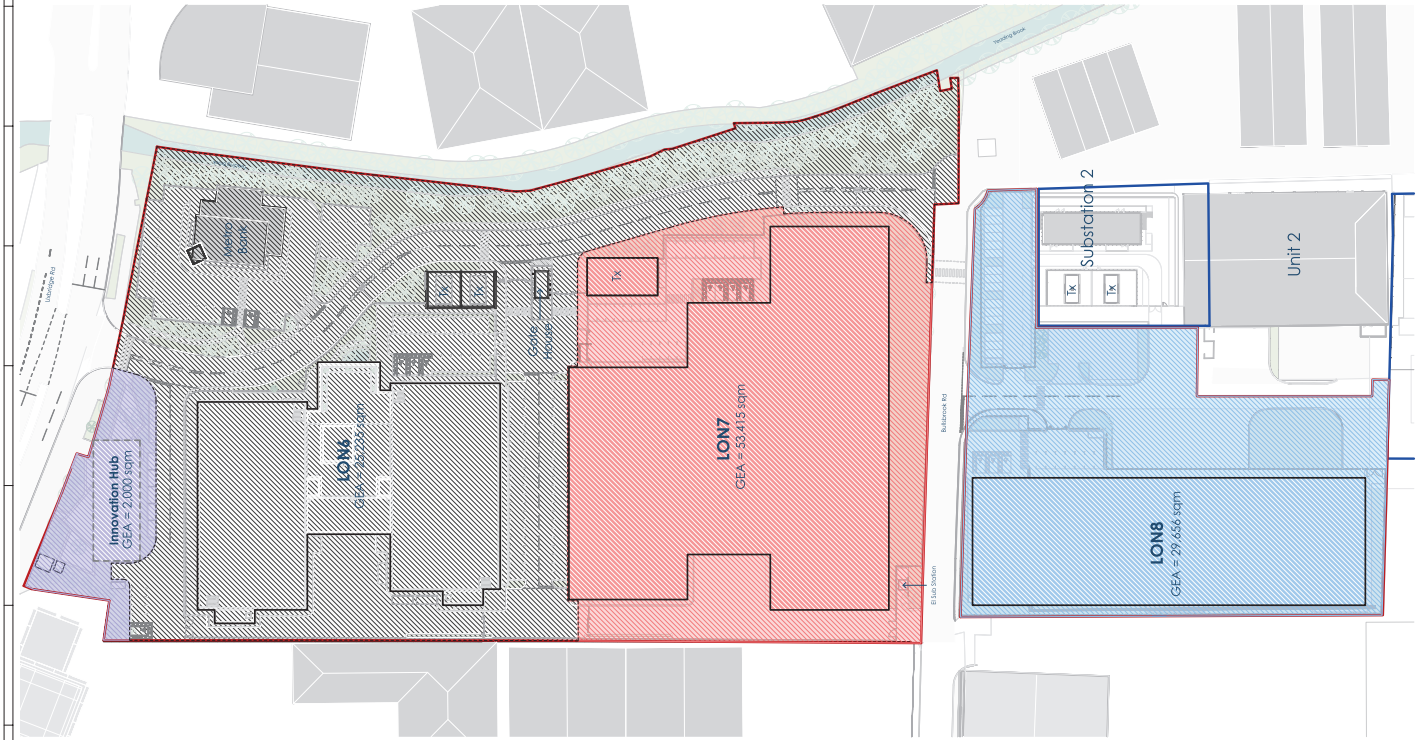
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- KEY:**
- Site Boundary
 - Site Ownership
 - Full Application Area
 - Outline Application
 - Building block - LON7
 - Plot - LON7
 - Building block - LON8
 - Plot - LON8
 - Building block - Innovation Hub
 - Plot - Innovation Hub

Note:
Landscape design shown in outline areas is indicative only.
The position of the Innovation Hub within the Innovation Hub plot is indicative only.

- GENERAL NOTES:**
1. MEASUREMENTS TO BE VERIFIED ON SITE.
 2. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. IT IS THE RESPONSIBILITY OF THE CLIENT TO OBTAIN ALL NECESSARY APPROVALS AND PERMITS FROM THE RELEVANT AUTHORITIES.
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CLIENT CONSULTANT / ARCHITECT:

CLIENT & PROJECT OWNER:

CLIENT: ARUP

PROJECT OWNER: CUNDCALL

PROJECT MANAGER / CONSULTANT: RUDGE

CLIENT: colt Data Centre Services

PROJECT NAME: colt Data Centre Services

DRAWING TITLE: Preliminary Site Plan - Final/Revised

STATUS: 01 - 01 - Planning

DATE: 01/01/2023

REVISION: 01

APPROVED BY: [Signature]

DATE: 01/01/2023

PROJECT NUMBER: 01/01/2023

PROJECT NAME: colt Data Centre Services

DRAWING TITLE: Preliminary Site Plan - Final/Revised

STATUS: 01 - 01 - Planning

DATE: 01/01/2023

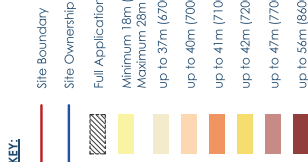
REVISION: 01

APPROVED BY: [Signature]

DATE: 01/01/2023

PROJECT NUMBER: 01/01/2023

PROJECT NAME: colt Data Centre Services



Note: Landscape design shown in outline areas is indicative only. The position of the Innovation Hub within the Innovation Hub plot is indicative only.



0	0	5000	10000	15000	20000
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GENERAL NOTES:

- [illegible]

[illegible]

DATE	DATE	REVISIONS
EAD COMESTITUT / ASOCIATIE		

The Old Quay
Hampdenbury Farm
Buckham, Hertfordshire
AL2 7QA, United Kingdom
Telephone: +44 (0)1438 710111
Website: www.oxford-architects.co.uk

STRUCTURE DESIGNER:

ARUP
Central Square, Fifth
Street
Newcastle Upon Tyne
NE1 1ST, United Kingdom
0191 276 6000

DESIGNER:

CUNY

PROJECT MANAGEMENT CONSULTANT:

RIDGE

The Company's Executive
Park, Oxford Road,
Woodstock, Oxfordshire,
OX20 1QR
Ridge@ridge.co.uk

2010

colt
Data Centre Services

ST NAME:

HDP Mustangman

Parameter Set Plan - Heights (Site Plan)

Q3. Core Ethos/Values

ECO:	DRAWN:	CHECKED:	SOME:	SIZE:	STATUS:
------	--------	----------	-------	-------	---------

LD	CM	Ag indicated	AO	SI
----	----	--------------	----	----

NO. NUMBER:
X-NWA-PL-ZZ-DR-A-12852



KEY

- Site Boundary
- Site Ownership
- Full Application Area
- Basement depth down to 10m (20000+AOD)

Note:

Landscaping design shown in outline areas is indicative only. The position of the Innovation Hub within the Innovation Hub plot is indicative only.

GENERAL NOTES

1. MEASUREMENTS TO BE VERIFIED ON SITE.
2. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. IT IS THE USER'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.
3. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. IT IS THE USER'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.
4. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. IT IS THE USER'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.
5. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. IT IS THE USER'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.
6. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. IT IS THE USER'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.
7. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. IT IS THE USER'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.
8. THE INFORMATION CONTAINED HEREIN IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A CONTRACT. IT IS THE USER'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.



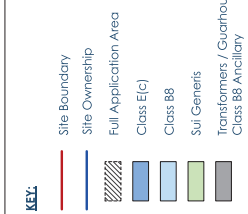
KEY PLAN

NO.	REVISION	DATE	BY	CHKD BY
1	ISSUED FOR PERMIT	10/10/2023	ARUP	ARUP

ARUP
CUNDCALL
colt
Data Centre Services

PROJECT MANAGER: [Name]
DESIGNER: [Name]
CHECKER: [Name]
APPROVED: [Name]

PROJECT TITLE: [Title]
DRAWING TITLE: [Title]
STATUS: [Status]



Note: Landscape design shown in outline areas is indicative only. The position of the Innovation Hub within the Innovation Hub plot is indicative only.



- [illegible]

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LEAD CONSULTANT / ARCHITECT:

 **THE OLD BURRY**
Representative firm
1000 Oldbury Road
AL3 7QA, United Kingdom
www.theoldbury.co.uk

ENGINEER:

 **THE OLD BURRY**
Representative firm
1000 Oldbury Road
AL3 7QA, United Kingdom
www.theoldbury.co.uk

ENVIRONMENTAL DESIGNER:

 **THE OLD BURRY**
Representative firm
1000 Oldbury Road
AL3 7QA, United Kingdom
www.theoldbury.co.uk

ARUP


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 One Carter Lane
 London
 EC4A 3DF
 United Kingdom
www.cundall.com

RIDGE

The Company Incubator
Park, Oxford Road,
Westbrook, Colchester,
CO3 3 QR
ridgexchange.co.uk

colt
Data Centre Services

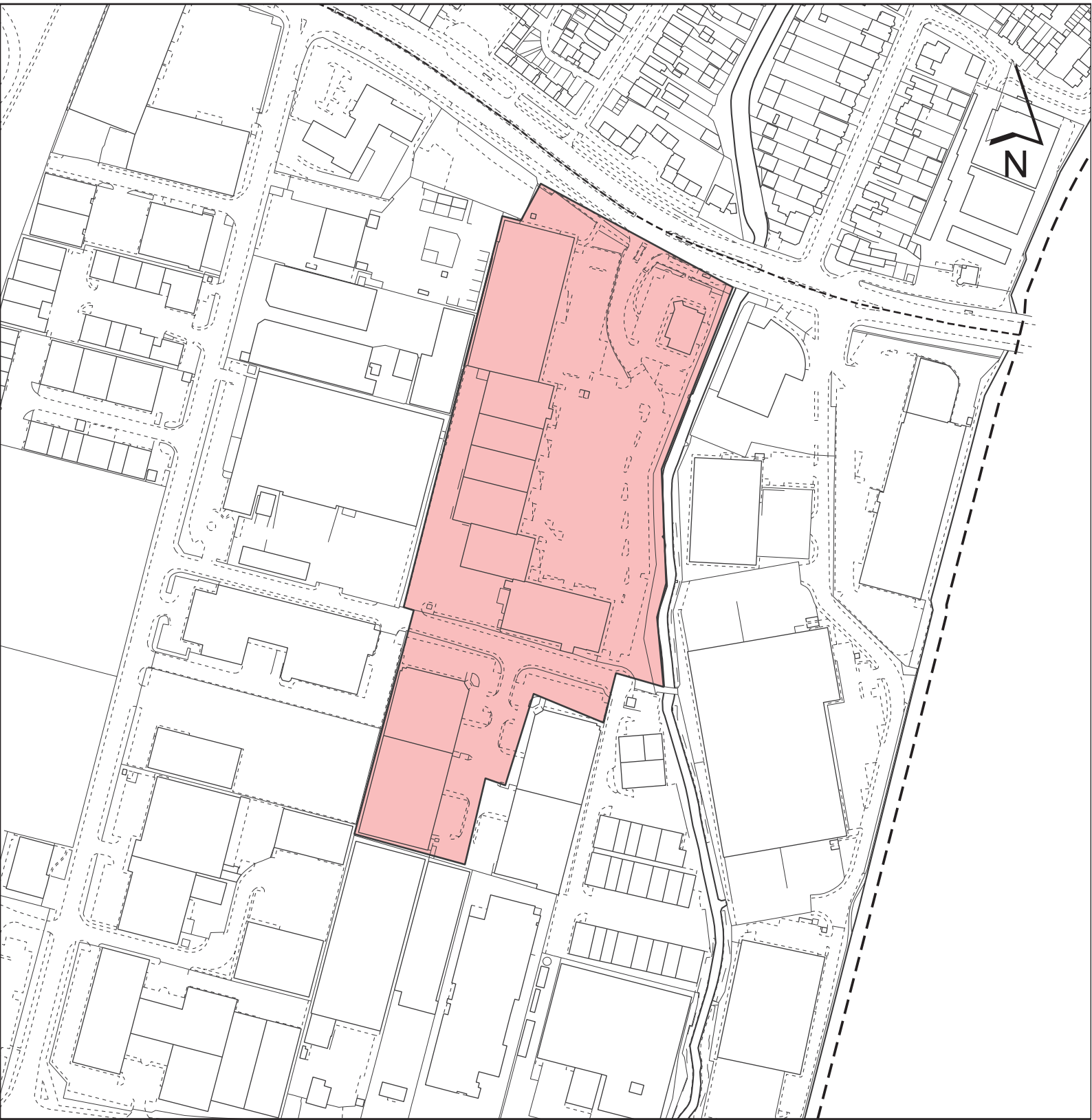
Colt Name:
30 Great Eastern Street
London, EC2A 3EH,
United Kingdom
www.coltdatacentres.net


PROJECT NAME: HDP Mustangplan

DRAWING TITLE:
Parameter Site Plan - Land use

STATUS:		S3 - For Planning	
DESIGNED:	CHECKED:	SCALE:	SIZE:
Designer	CM	As Indicated	A0
DRAWING NUMBER:		REVISION:	
CONUX-WA-PL-25 OR A-1267		P02	





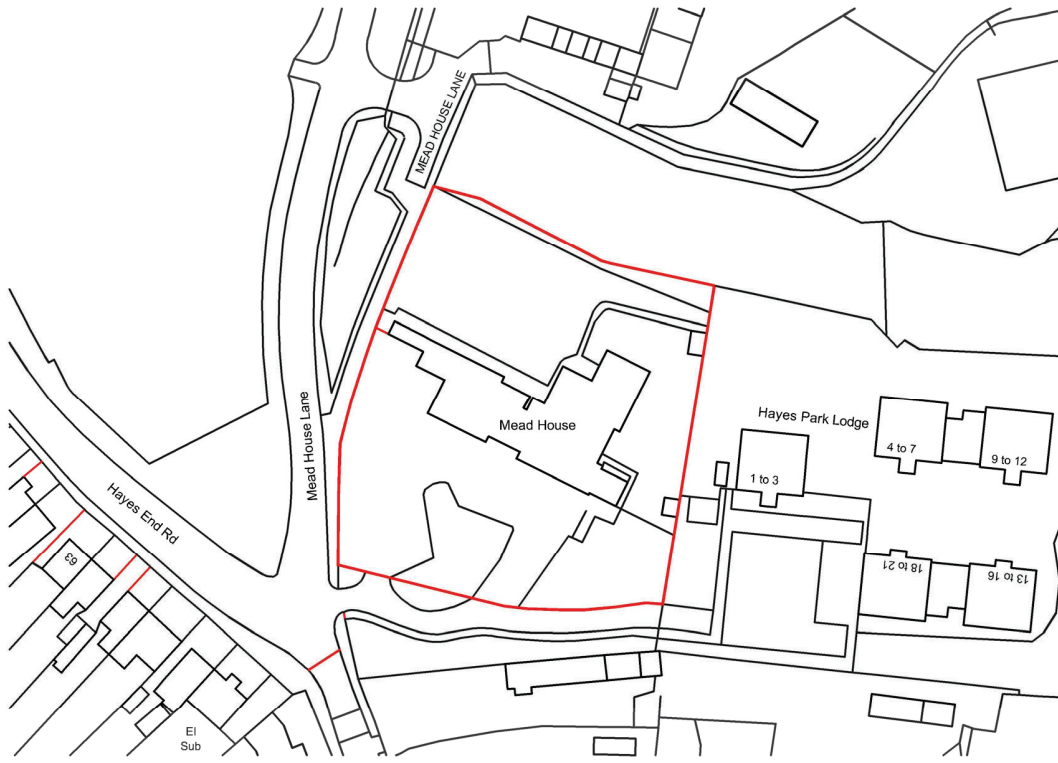
KEY : <div><div></div> Site Boundary</div>		ADDRESS : Hayes Bridge Retail Park and Heathrow Interchange		LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION	
DISCLAIMER : For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright © Crown copyright and database rights 2024 Ordnance Survey AC0000810857		PLANNING APPLICATION REFERENCE : 78343/APP/2025/719	SCALE : 1:1,250	CIVIC CENTRE, UXBRIDGE, UB8 1UW	
		PLANNING COMMITTEE :	DATE : October 2025		

Report of the Head of Development Management and Building Control

Address: MEAD HOUSE, MEAD HOUSE LANE

Development: Change of use from health care use to supported living accommodation
(Use Class C2) with ancillary offices and facilities

LBH Ref Nos: 12298/APP/2025/1001



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Site Location Plan

0m 5 10 20 30 40

SCALE: 1:1250



BUCKMASTERBATCUP
Architects Ltd.

CLIENT:

Reliant Care Ltd

PROJECT TITLE:

Mead House, Hayes End Road, Hayes, UB4 8EW -
Proposed Ground, First and Second Floor
Internal Alterations and Refurbishment and Rear
Infill Extension to Ground, First and Second Floor

DRAWING TITLE:

Site Location Plan

SCALE: 1:1250 @ A4 **DATE:** February 2025

SWANSEA

70 Walter Road
Swansea, SA1 4QA
T - 01792 466060
F - 01792 644646
www.bbarch.co.uk
info@bbarch.co.uk

LONDON

One Kingdom Street
Paddington Central
London, W2 6BD

BBA951.P.21.B

NOTES/AMENDMENTS:

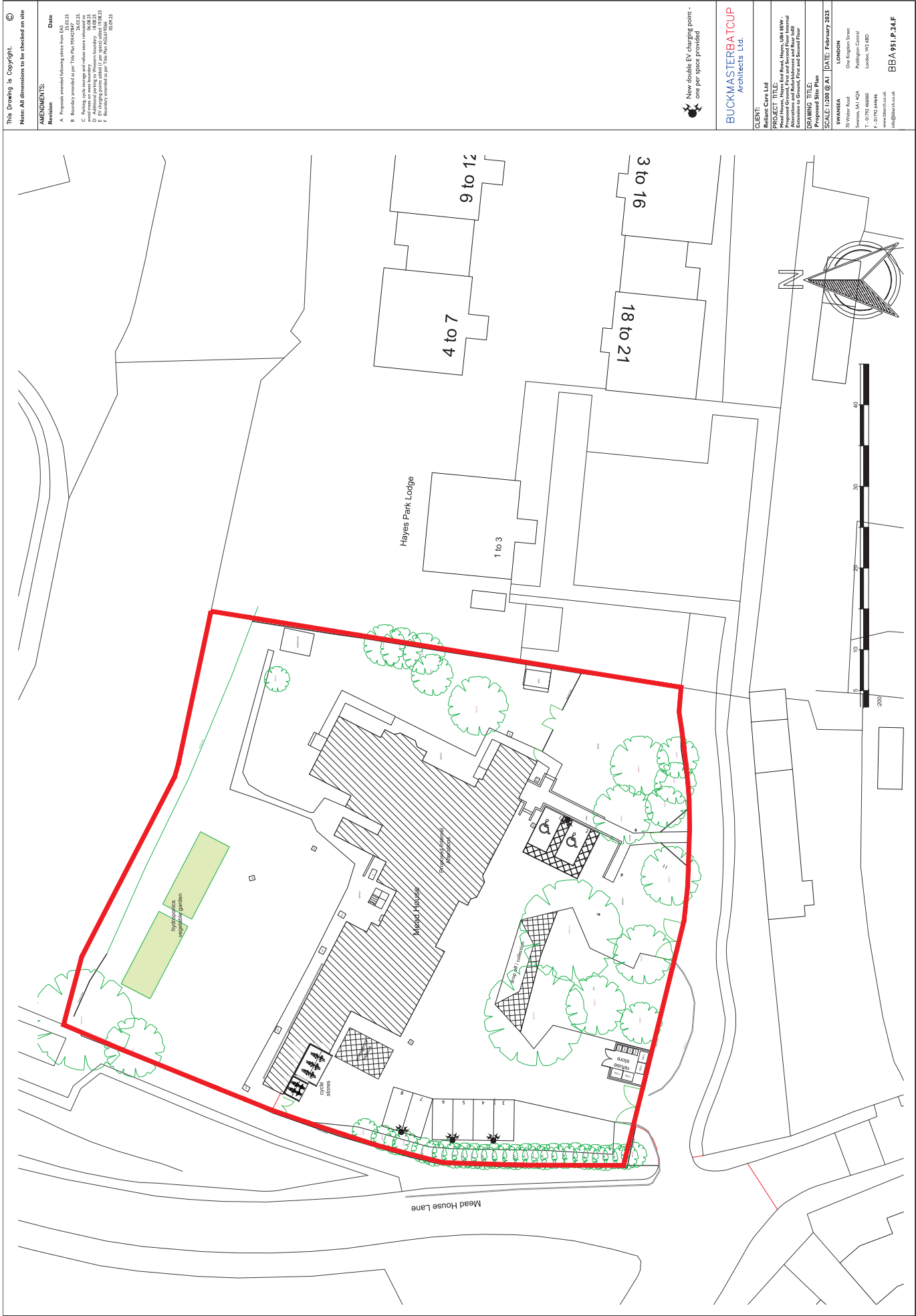
Revision

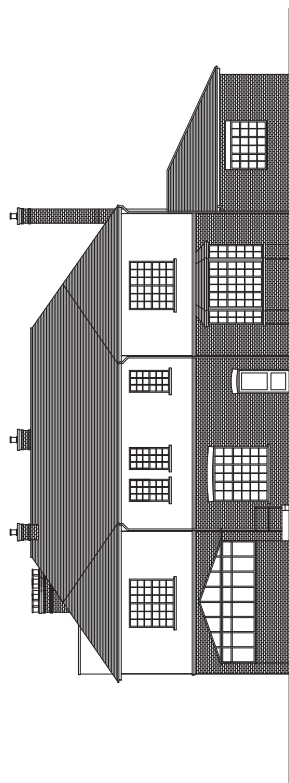
- A Boundary amended as per Title Plan MX427847
- B Boundary corrected as per title A

25.03.25
05.09.25

Date

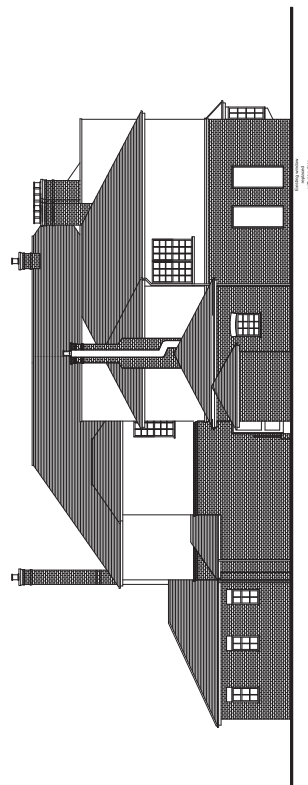
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Note: All dimensions to be checked on site





PROPOSED SOUTH EAST ELEVATION

(NC)



PROPOSED NORTH WEST ELEVATION



This Drawing is Copyright. ©
Note: All dimensions to be checked on site

Note: All dimensions to be checked on site

AMENDMENTS:

Revision

Date _____

A Drawings developed and external finishes shown.
25.03.25

BUCKMASTERBATCUP
Architects Ltd.

IDENTITY

CLIENT: Bellant Care Ltd

PROJECT TITLE:

PROJECT TITLE:
Mead House, Hayes End Road, Hayes, UB4 8EW -
Proposed Ground, First and Second Floor Internal
Alterations and Refurbishment and Rear Infill
Extension to Ground, First and Second Floor

DRAWING TITLE:

DRAWING TITLE:
Proposed SE and NW Elevations

SCALE: 1:100 @ A1	DATE: February 2025
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2100	100	100

90 Water Road
One Kingdom Street

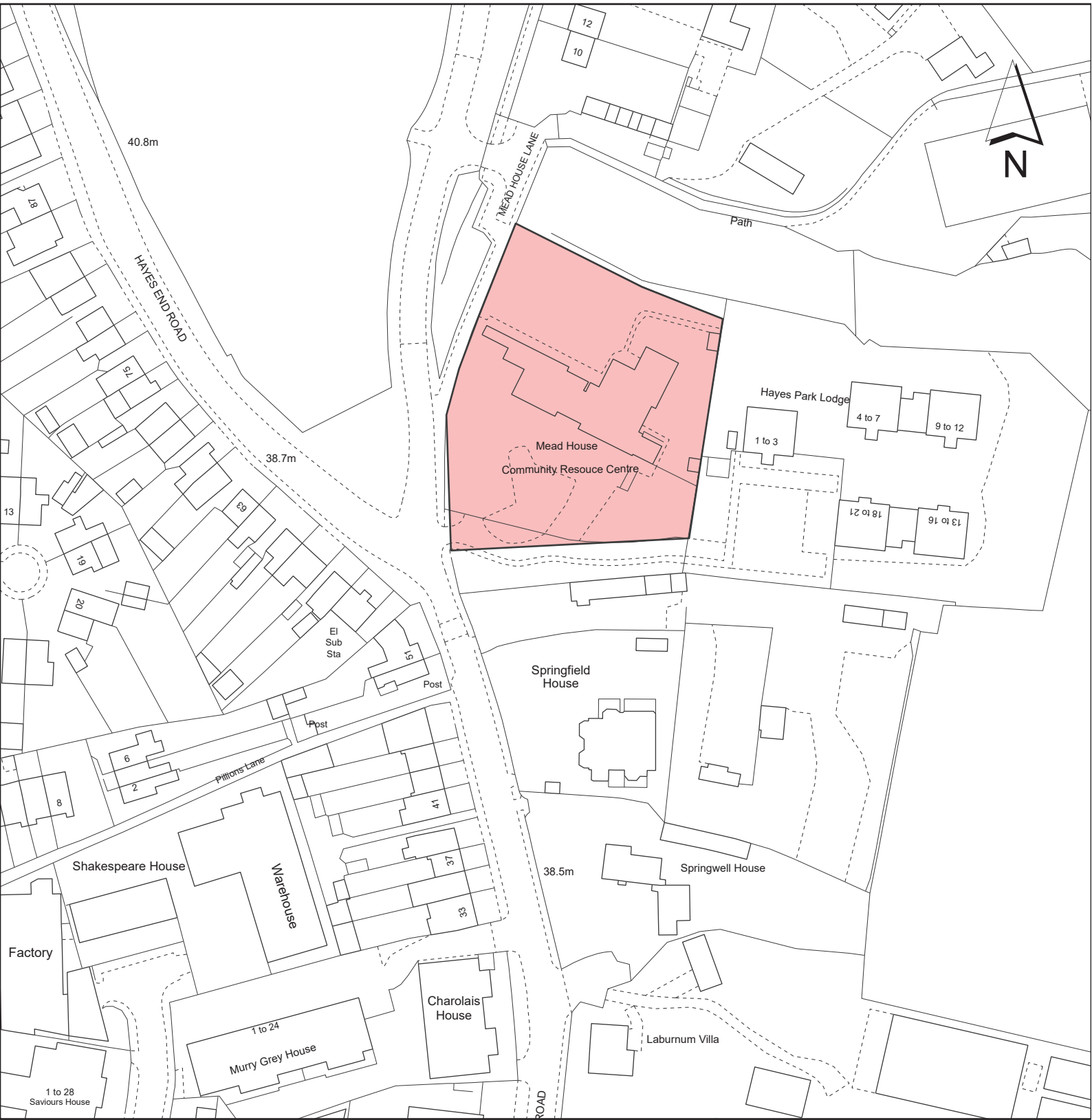
Swaresol, SA1 4QA


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London, W2 6BD

F - 01792 644646

www.barchi.co.uk

www.barch.co.uk
info@barch.co.uk



KEY : <div><div></div> Site Boundary</div>	ADDRESS : MEAD HOUSE	LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION CIVIC CENTRE, UXBRIDGE, UB8 1UW
DISCLAIMER : For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright	PLANNING APPLICATION REFERENCE : 12298/APP/2025/1001	SCALE : 1:1,250
© Crown copyright and database rights 2024 Ordnance Survey AC0000810857	PLANNING COMMITTEE : Page 427	DATE : October 2025
		

Report of the Head of Development Management and Building Control

Address:

COMAG, TAVISTOCK ROAD

Development:

Variation of Conditions 2 (Approved Plans) and 3 (Approved Documents) of planning permission reference 24843/APP/2022/2403, dated 11-06-2024 for the 'Erection of building comprising residential dwellings (Use Class C3), ranging from two to seven storeys together with associated accesses, car parking, cycle parking and hard and soft landscaping'(description amended via s96a application 24843/APP/2024/1586'

).' Amendments include ground floor community hub replaced with residents' lounge and ancillary space; removal of separating wall between blocks B and C; replacing 6 x 3-bedroom 5-person residential units with 6 x 3-bedroom 4-person residential units; construction of a 6-storey rear extension; installation of external staircase from the roof terrace to level 6; replacement of glazed balcony balustrades with metal balustrades; replacement of metal panels with brick panels; reconfiguration of green roof; lobby areas to Blocks B and C rearranged; cycle store layouts amended; cycle store enclosure amended from brickwork to hit and miss brickwork; balcony and window positions amended; and lift overruns and roof vents amended

LBH Ref Nos:

24843/APP/2024/2316





Notes:

- Do not scale from this drawing, work to figured dimensions only.
- All information is to be checked on site for accuracy and fit.
- All dimensions are to be given in metres to two decimal places.

CDM 2015 Notes



- Where RMA services on a project do not include for site inspection or on-site services, RMA do not warrant that the information is correct or that the design and construction of what has been constructed.
- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been made.

SCALE BAR: 1:200 @ A1



Notes on RMA drawings:
• RMA is not responsible for the design or construction of the building or its contents.
• RMA is not responsible for the design or construction of the building or its contents.
• RMA is not responsible for the design or construction of the building or its contents.
• RMA is not responsible for the design or construction of the building or its contents.

GARNET PLACE

WINSTOCK ROAD

TAMSTOCK ROAD

RAILWAY LINE

Rev	Date	Description	By	Chkd
P7	13/07/22	APPROVED BOUNDARY LINE	VC	CT
P6	14/07/22	PLANNING RESPONSES	VC	CT
P5	21/11/22	PLANNING ISSUE	VC	CT
P4	02/03/22	PLANNING RESPONSES	VC	CT
P3	18/07/22	PLANNING RESPONSES	VC	CT

RM_A

320C Highgate Road
London NW5 1TL
020 7284 1414, rma@rma.co.uk

Key Plan



Project

Comag West Drayton

Client

Bellway Homes Limited

Scale	Date	By	Checked
1:200 @ A1	06/04/22	AS	CT

Drawing Title

SITE PLAN
FIRST FLOOR LEVEL

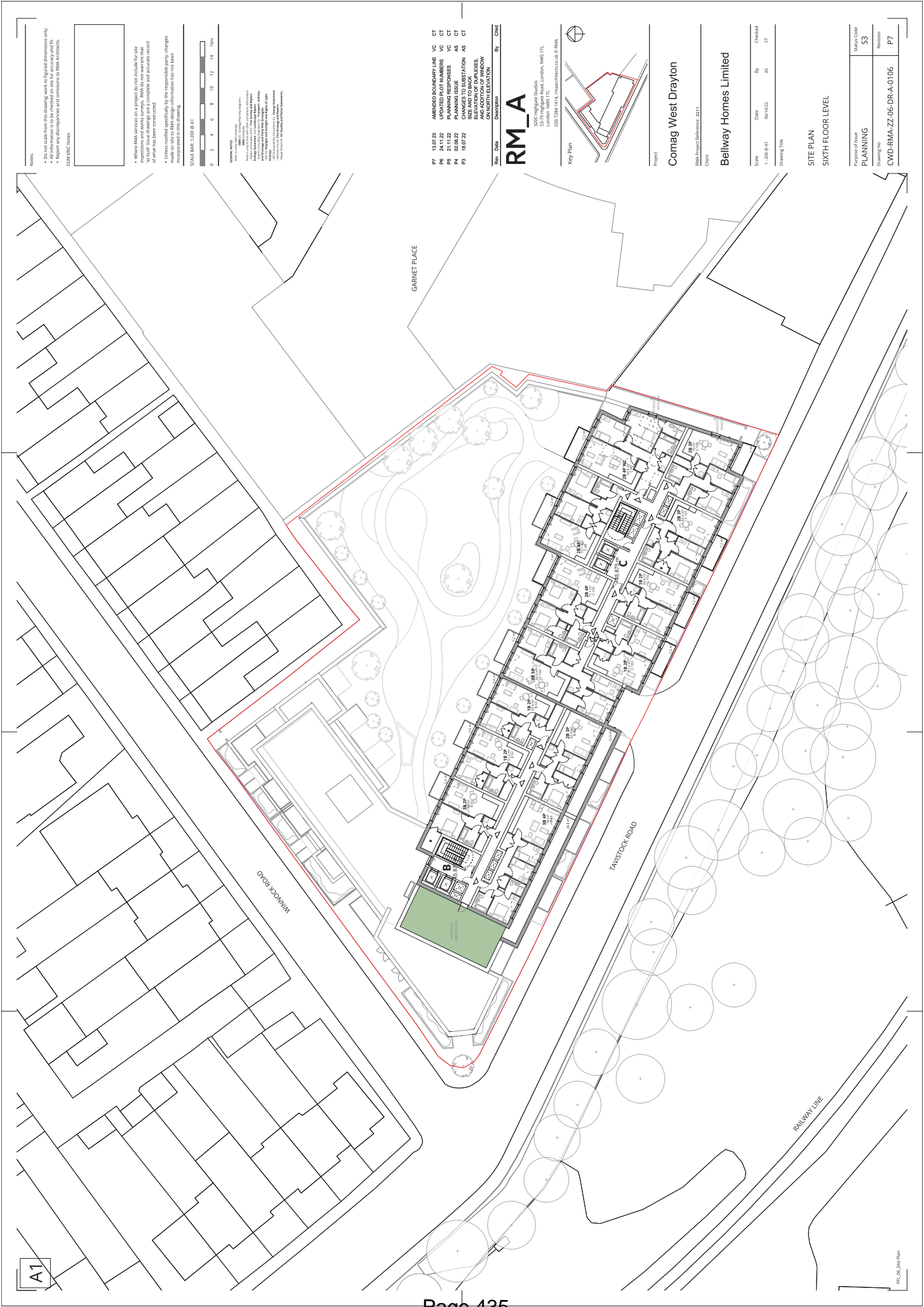
Version of Draw	Drawn Code
PLANNING	S3
Revision	Revision
CWD-RMA-ZZ-01-DRA-0101	P7

A1

FL_01_Site Plan







Notes:

- Do not scale from this drawing, work to figured dimensions only.
- All information is to be checked on site for accuracy and fit.
- This drawing is prepared for submission to the Local Authority.

CDM 2015 Roles



- Where RMA services on a project do not include for site inspection and on-site surveys, RMA do not warrant that the information is accurate or that the design and construction of what has been constructed.
- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been made.

SCALE BAR: 1:250 @ A1

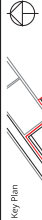


Notes on drawings:
• RMA is not responsible for the design of the building or the design of the landscape.
• RMA is not responsible for the design of the building or the design of the landscape.
• RMA is not responsible for the design of the building or the design of the landscape.
• RMA is not responsible for the design of the building or the design of the landscape.

Rev	Date	Description	By	Chkd
P7	13.07.23	APPROVED BOUNDARY LINE	VC	CT
P6	13.07.23	APPROVED BOUNDARY LINE	VC	CT
P5	21.11.22	PLANNING RESPONSES	VC	CT
P4	02.03.22	PLANNING ISSUE	AS	CT
P3	18.07.22	PLANNING RESPONSES	AS	CT
P2	18.07.22	ELEVATION OF SURFACES, MATERIALS AND FINISHES	AS	CT
P1	18.07.22	ELEVATION OF SURFACES, MATERIALS AND FINISHES	AS	CT

RM_A

320C Highgate Road
London NW5 1TL
020 7284 1141, rma@rma.co.uk @ RMA



Key Plan

Project:
Comag West Drayton

Client:
Bellway Homes Limited

Scale	Date	By	Checked
1:250 @ A1	06/10/23	AS	CT

Drawing Title

SITE PLAN
SIXTH FLOOR LEVEL

Version of Issue	Issue Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-06-DR-A-0106	P7



Notes:

- Do not scale from this drawing, work to figured dimensions only.
- All information is to be checked on site for accuracy and fit.
- All dimensions are given in metres to two decimal places.

CDM 2015 Roles



- Where RMA services on a project do not include for site inspection and works surveys, RMA do not warrant that the information is correct or that the design and construction of what has been constructed.
- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been made.

SCALE BAR: 1:250 @ A1



Notes on drawings:
• All drawings are to be read in conjunction with the RMA Design Manual.
• All drawings are to be read in conjunction with the RMA Design Manual.
• All drawings are to be read in conjunction with the RMA Design Manual.
• All drawings are to be read in conjunction with the RMA Design Manual.

Rev	Date	Description	By	Chk
P1	13.07.23	APPROVED BOUNDARY LINE	UC	CT
P2	02.08.22	PLANNING ISSUE	AS	CT
P3	18.07.22	CHANGES TO SUBSTATION	AS	CT
P4	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P5	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P6	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P7	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P8	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P9	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P10	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P11	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P12	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P13	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P14	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P15	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P16	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P17	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P18	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P19	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P20	18.07.22	ELEVATION OF SUPPLIES	AS	CT
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P24	18.07.22	ELEVATION OF SUPPLIES	AS	CT
P25	18.07.22	ELEVATION OF SUPPLIES	AS	CT
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P27	18.07.22	ELEVATION OF SUPPLIES	AS	CT
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P100	18.07.22	ELEVATION OF SUPPLIES	AS	CT

RM_A

320C Highgate Road
London NW5 1TL
020 7284 1141, rma@rma.co.uk

Key Plan



Project

Comag West Drayton

Client

Bellway Homes Limited

Scale

1:250 @ A1

Date

06/03/23

By

AS

Checked

CT

Drawing Title

SITE PLAN

SEVENTH FLOOR LEVEL

Revision	Revision No	Revision	Revision
P1	01	01	01
P2	02	02	02
P3	03	03	03
P4	04	04	04
P5	05	05	05
P6	06	06	06
P7	07	07	07
P8	08	08	08
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P99	99	99	99
P100	100	100	100

Notes:

- Do not scale from this drawing; work to figured dimensions only.
- All information is to be checked on site for accuracy and fit.
- Report any discrepancies and omissions to RMA Architects.

Full Text Provided by ERIC



- Where RIMA services on a project do not include for site inspections and works surveys, RIMA do not warrant that 'as built' issue drawings are a complete and accurate record of what has been constructed
- Unless notified specifically by the responsible party, changes made on site to RIMA design information has not been

SCALE BAR: 1:200 (S-A)



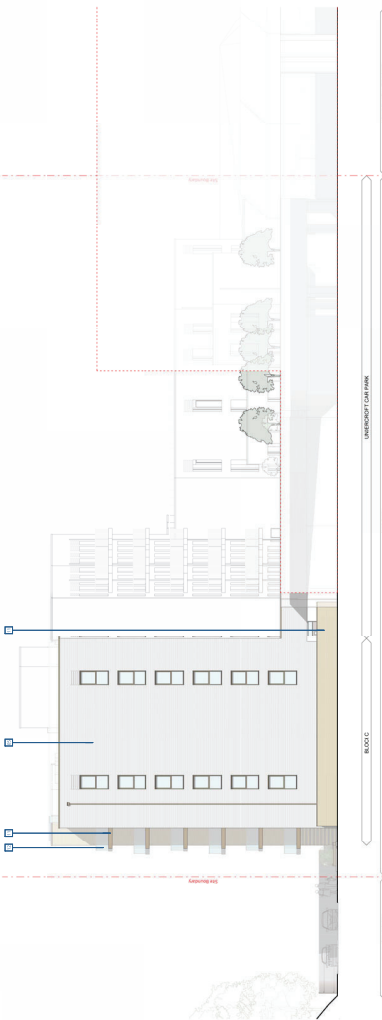
MATERIAL KEY: ELEVATION

- 11 Multi Buff Brickwork in Standard Stretcher Bond
- 12 Multi Buff Brickwork in Standard Stretcher Bond
- 13 Multi Buff Brickwork in Standard Stretcher Bond
- 14 Multi Buff Brickwork in Standard Stretcher Bond
- 15 Exposed Brick Detail in White Brick around Entrance Door
- 16 White Stock Brickwork in Standard Stretcher Bond
- 17 White Stock Brickwork in Standard Stretcher Bond
- 18 Window Head Detail in White Stock Brickwork
- 19 Light Multi Buff Brickwork in Standard Stretcher Bond
- 20 Exposed Brick Detail in White Stock (20mm projecting)
- 21 Window Head Panel - Colour to match Window Frame
- 22 Light Brown Smooth Window frame, balustrade, balconies and coping
- 23 Light Brown Smooth Window frame, balustrade, balconies and coping
- 24 Glossed Balustrade
- 25 Metal Railing

P6	21.11.22	PLANNING RESPONSES	VC	CT
P4	02.08.22	PLANNING ISSUE	AS	CT
P3	19.07.22	CHANGES TO SUBSTATION SIZE AND TO BACK ELEVATION OF DUPLEXES, AND ADDITION OF WINDOW ON NORTH ELEVATION	AS	CT
P2	08.07.22	CHANGES TO BALCONIES &	VC	CT

RM A

320C Highgate Studios
53-79 Highgate Road, London, NWS 1TL
London NWS 1TL
020 7284 1414. rmazur@barts.co.uk © BMA



C EAST ELEVATION

Comag West Drayton

AM6 Project Reference: 7244

Bellway Homes Limited

Scale	Date	By	Checked
As Indicated @ AI	06/14/22	AS	CT

AS PREVIOUSLY APPROVED

SITE ELEVATIONS
A, B & C

Purpose of Issue PLANNING	Status Code S3
Drawing No CWD-RMA-ZZ-00-DR-A-0200	Revision P5

Notes:

- Do not scale from this drawing, work to figured dimensions only.
- All information is to be checked as far as accuracy and fit.
- All dimensions are given in millimetres unless otherwise stated.

COMAG BRC Notes

- Where BMA services on a project do not include for site inspections and works savings, BMA do not warrant that the drawings are correct and are not liable for any cost of what has been constructed.
- Unless notified specifically by the responsible party, changes made on site to BMA design information has not been made.

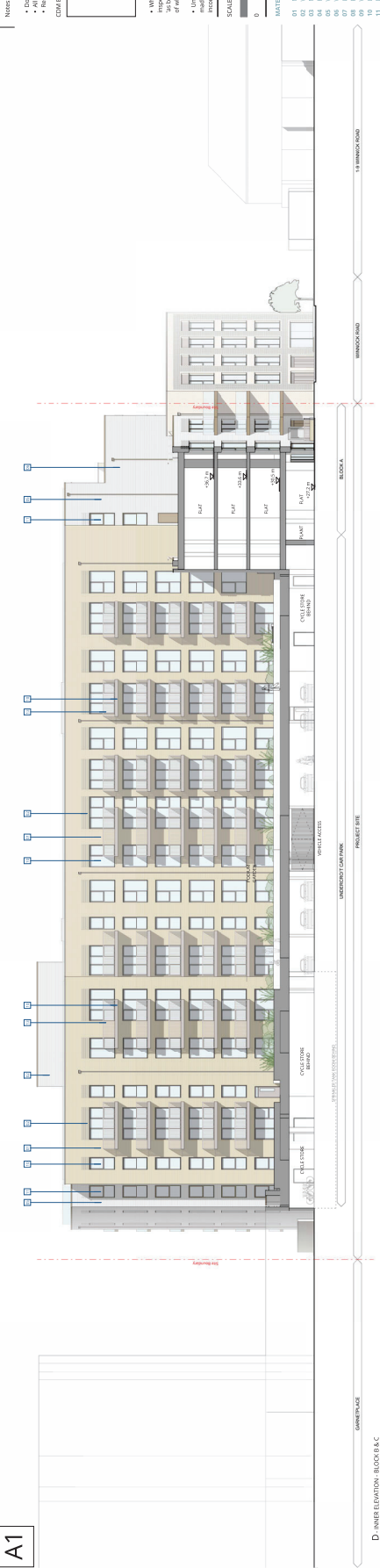
SCALE BAR: 1:250 @ A1



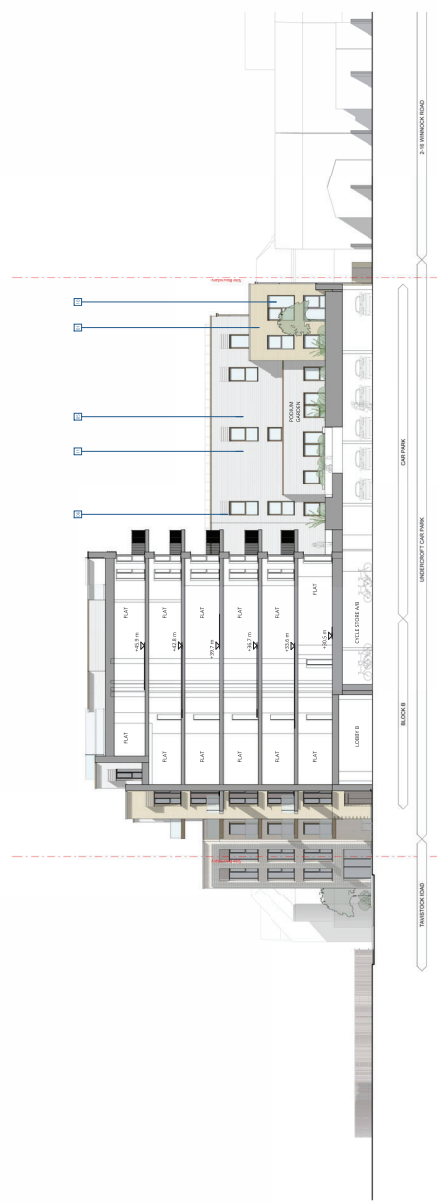
MATERIAL KEY - ELEVATION

- 01 Multi-Buff Brickwork in Standard Structural Bond
- 02 Window Head Detail in Multi-Buff Brickwork
- 03 Window Sill Detail in Multi-Buff Brickwork
- 04 External Brick Detail in White Brick around Entrance Door
- 05 White Brickwork in Standard Structural Bond
- 06 White Brickwork in Standard Structural Bond
- 07 Light Multi-Buff Brickwork in Standard Structural Bond
- 08 Light Multi-Buff Brickwork in Standard Structural Bond
- 09 Window Head Detail - Colour for match Window Frame
- 10 Light Brown Vertical Window Frames, Sills, Balconies, and Cornices
- 11 Light Brown Vertical Window Frames, Sills, Balconies, and Cornices
- 12 Ground Balustrade
- 13 Metal Railing

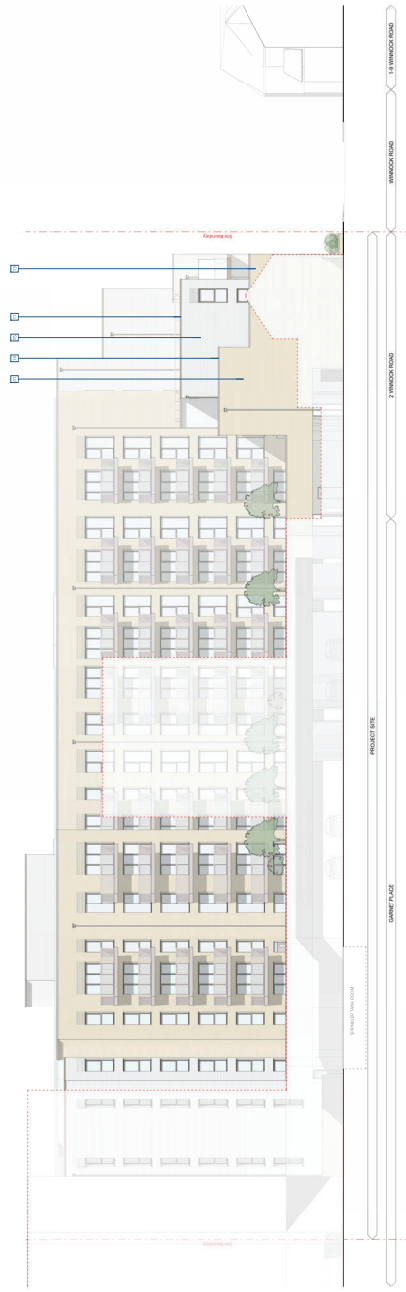
D - INNER ELEVATION - BLOCK B & C



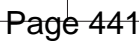
E - INNER ELEVATION - BLOCK A



F - NORTH ELEVATION





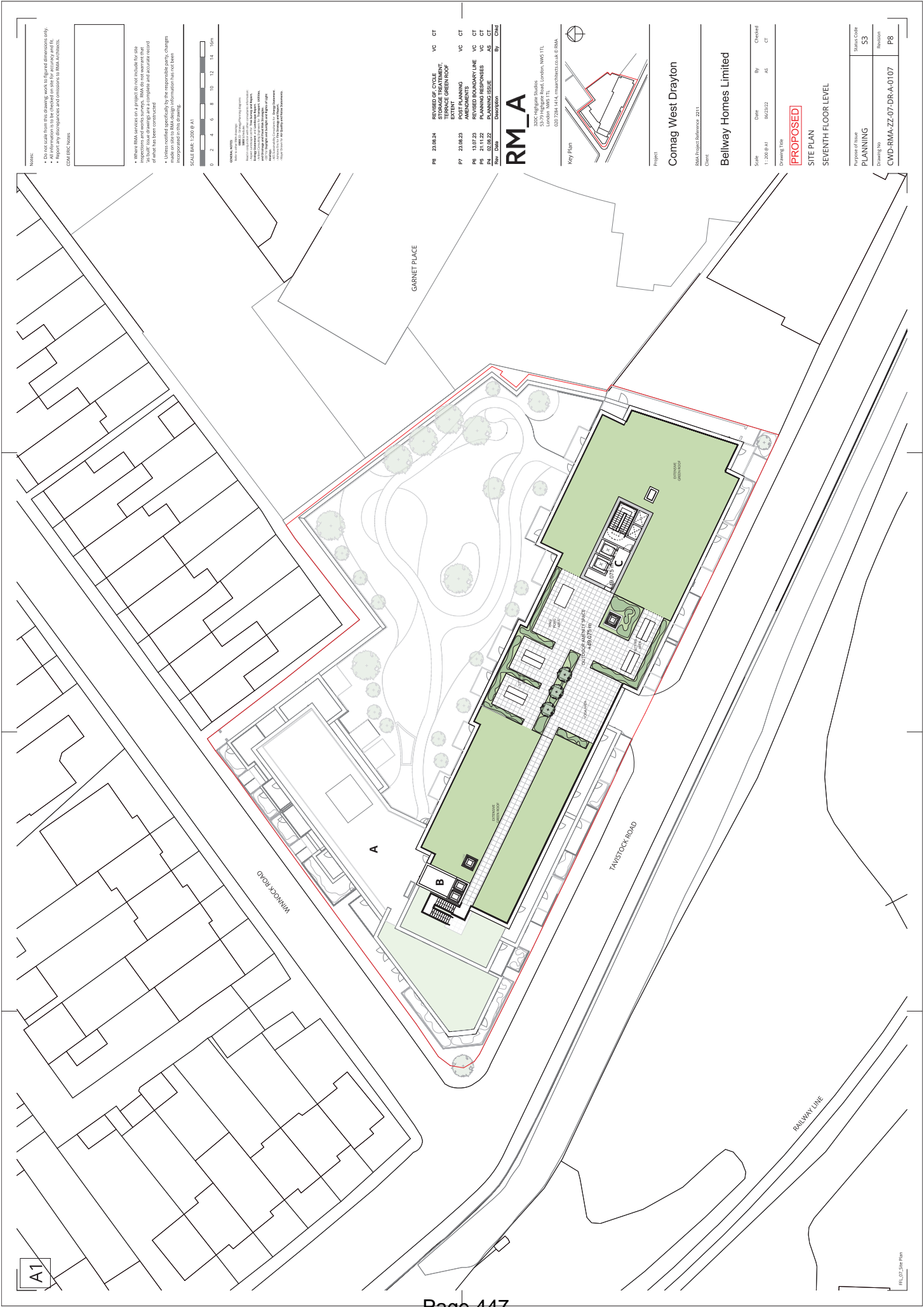












Notes:

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- All information is to be checked on site for accuracy and fit.
- The information is provided for reference only and is not to be used for construction.

CDM 2015 Notes

Where RMA services on a project do not include for site inspection and works surveys, RMA do not warrant that the information is accurate or that the information is correct of what has been constructed.

- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been made on site to RMA design information.

SCALE BAR: 1:250 @ A1



Notes on drawings:
• All drawings are to be checked on site for accuracy and fit.
• The information is provided for reference only and is not to be used for construction.
• The information is provided for reference only and is not to be used for construction.

P6	23.08.24	REVISIONS	VC	CT
P7	23.08.23	STORAGE GREEN ROOF	VC	CT
P8	13.07.23	AMENDMENTS	VC	CT
P9	13.07.23	REVISIONS	VC	CT
P10	13.07.23	REVISIONS	VC	CT
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P98	13.07.23	REVISIONS	VC	CT
P99	13.07.23	REVISIONS	VC	CT
P100	13.07.23	REVISIONS	VC	CT

RM_A

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London NW5 1TL
020 7284 1141, rma@rma.co.uk

Key Plan



Project
Comag West Drayton

RMA Project Reference: 2211

Client
Bellway Homes Limited

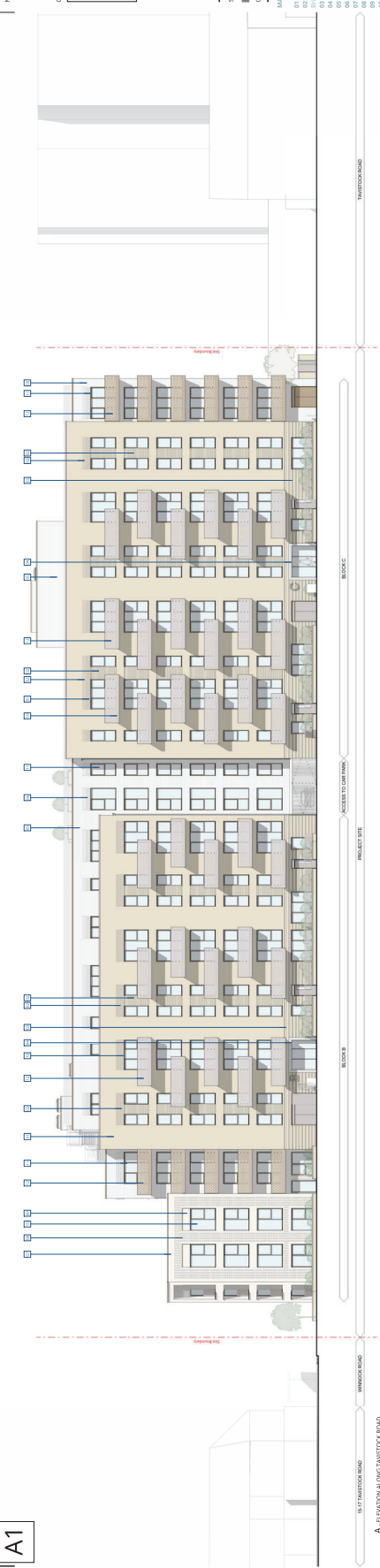
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1:250 @ A1	06/23/22	AS	CT

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PROPOSED

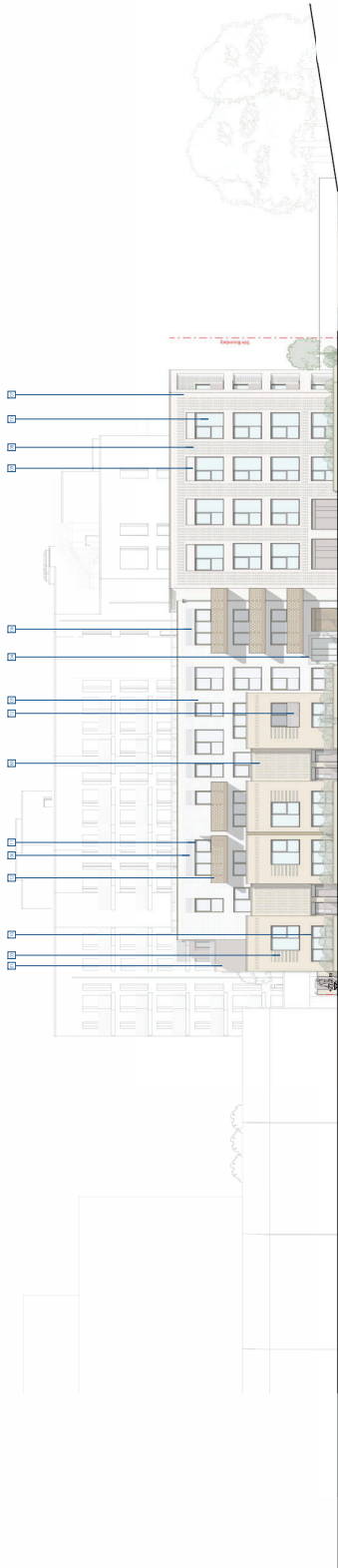
SITE PLAN

SEVENTH FLOOR LEVEL

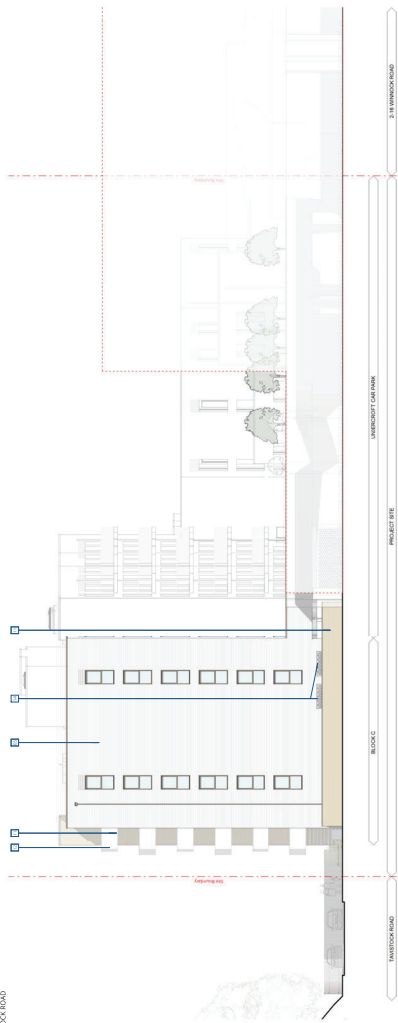
Project of Use	Revision
PLANNING	S3
Drawing No	CWD-RMA-ZZ-07-DRA-0107
Revision	P8



A. ELEVATION ALONG TWISLOCK ROAD



B. ELEVATION ALONG WINDOCK ROAD



C. EAST ELEVATION

Notes:

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- All information is to be checked on site for accuracy and fit.
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COMBIC Notes

- Where RMA services on a project do not include for site inspection and works savings, RMA do not warrant that the drawings are correct and are not liable for any loss or damage of what has been constructed.
- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been made on the drawings.

SCALE BAR: 1:200 @ A1



MATERIAL KEY ELEVATION

- 01 Multi Leaf Brickwork in Standard Stretcher Bond
- 02 Window Head Detail and Head Ends joints in stepped Multi Leaf
- 03 Multi Leaf Brickwork in Stippled Detail in White Brickwork
- 04 Excludes Brick Detail in White Brick around Entrance Door
- 05 Excludes Brick Detail in White Brick around Entrance Door
- 06 Window Head Detail in White Stock Brickwork
- 07 Excludes Brick Detail in White Stock Brickwork
- 08 Excludes Brick Detail in White Stock Brickwork
- 09 Iron Window Head Panel: Brick to match facade
- 10 Iron Window Head Panel: Brick to match facade
- 11 Iron Window Head Panel: Brick to match facade
- 12 Metal Lintel of Balustrade
- 13 Metal Lintel of Balustrade
- 14 Half and half brickwork

P7	23.08.24	REVISED CYCLE STORAGE TREATMENT, EXTENSION	VC	CT
P8	14.09.23	POST PLANNING AGREEMENTS	VC	CT
P9	21.11.22	AGREEMENTS	VC	CT
P10	02.08.22	PLANNING ISSUE	AS	CT
Rev	Date	Description	By	Chkd

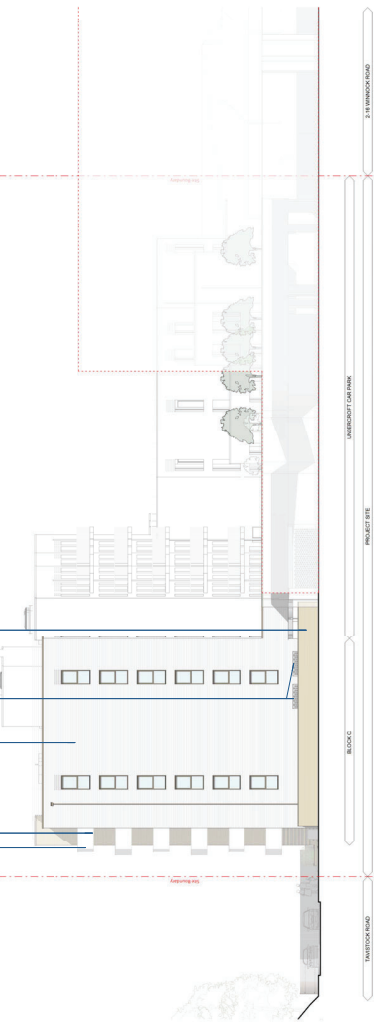
RM_A

350C Highgate Studios
350C Highgate Studios
London NW5 1TL
020 7284 1144, rmaarchitects.co.uk © RMA



Key Plan

B. ELEVATION ALONG WINDOCK ROAD



C. EAST ELEVATION

Project

Comag West Drayton

RMA Project Reference: 2211

Client

Bellway Homes Limited

Scale	Date	By	Checked
A1: 1:200 @ A1	06/11/22	AS	CT

Drawing Title

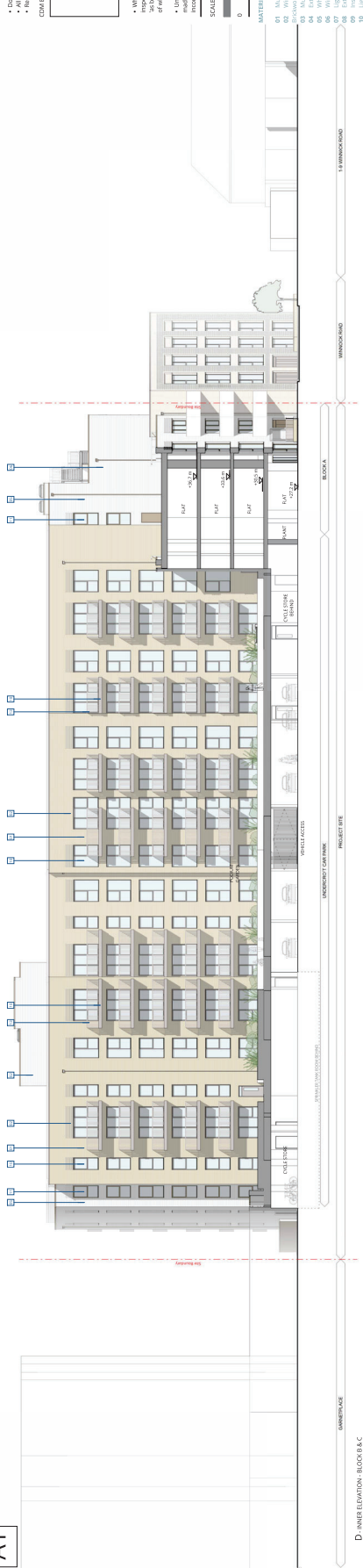
PROPOSED

SITE ELEVATIONS

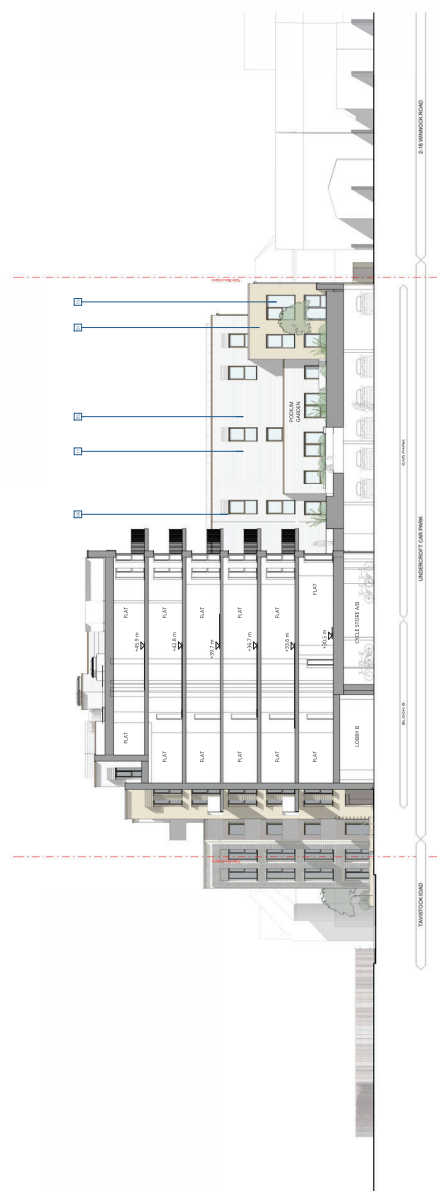
A, B & C

Project of Issue	Issue Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-00-00-A-0200	P7

A1



D - INNER ELEVATION - BLOCK A & C



E - INNER ELEVATION - BLOCK A



F - NORTH ELEVATION

Notes:

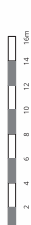
- Do not scale from this drawing, work to figured dimensions only.
- All information is to be checked on site for accuracy and fit.
- All dimensions are given in millimetres to three decimal places.

COMB-IRC Notes



- Where RMA services on a project do not include for site inspection and works savings, RMA do not warrant that the drawings are correct and that the works will be carried out as shown.
- Unless notified specifically by the responsible party, changes made on site to RMA design information has not been made on the drawings.

SCALE BAR: 1:200 @ A1



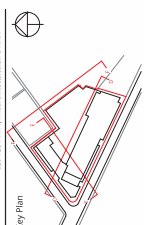
MATERIAL KEY - ELEVATION

- 01 Multi Leaf Brickwork to Standard Specifier Block
- 02 Window Head Detail and Head Ends joints in support Multi Leaf
- 03 Multi Leaf Brickwork to Specifier Detail in White Brickwork
- 04 External Brick Detail in White Brick around Entrance Door
- 05 External Brick Detail in White Brick around Entrance Door
- 06 Window Head Detail in White Brick
- 07 External Brick Detail in White Brick (Corner Projecting)
- 08 External Brick Detail in White Brick (Corner Projecting)
- 09 Iron Window Head Panel - Brick to match facade
- 10 Iron Window Head Panel - Brick to match facade
- 11 Iron Window Head Panel - Brick to match facade
- 12 Metal Lintel of Blinds
- 13 Metal Lintel of Blinds
- 14 Half and half brickwork

P7	23.08.24	REMOVED CYCLE STORAGE TREATMENT, EXTEND	VC	CT
P8	14.09.23	POST PLANNING AGREEMENTS	VC	CT
P9	21.11.22	REMOVED CYCLE STORAGE TREATMENT, EXTEND	VC	CT
P10	02.08.22	PLANNING ISSUE	AS	CT
Rev	Date	Description	By	Chkd

RM_A

30C Highgate Studios
30C Highgate Studios
London, NW5 1TL
020 7284 1414, maarchitects.co.uk © RMA



Project

Comag West Drayton

RMA Project Reference: 2211

Client

Bellway Homes Limited

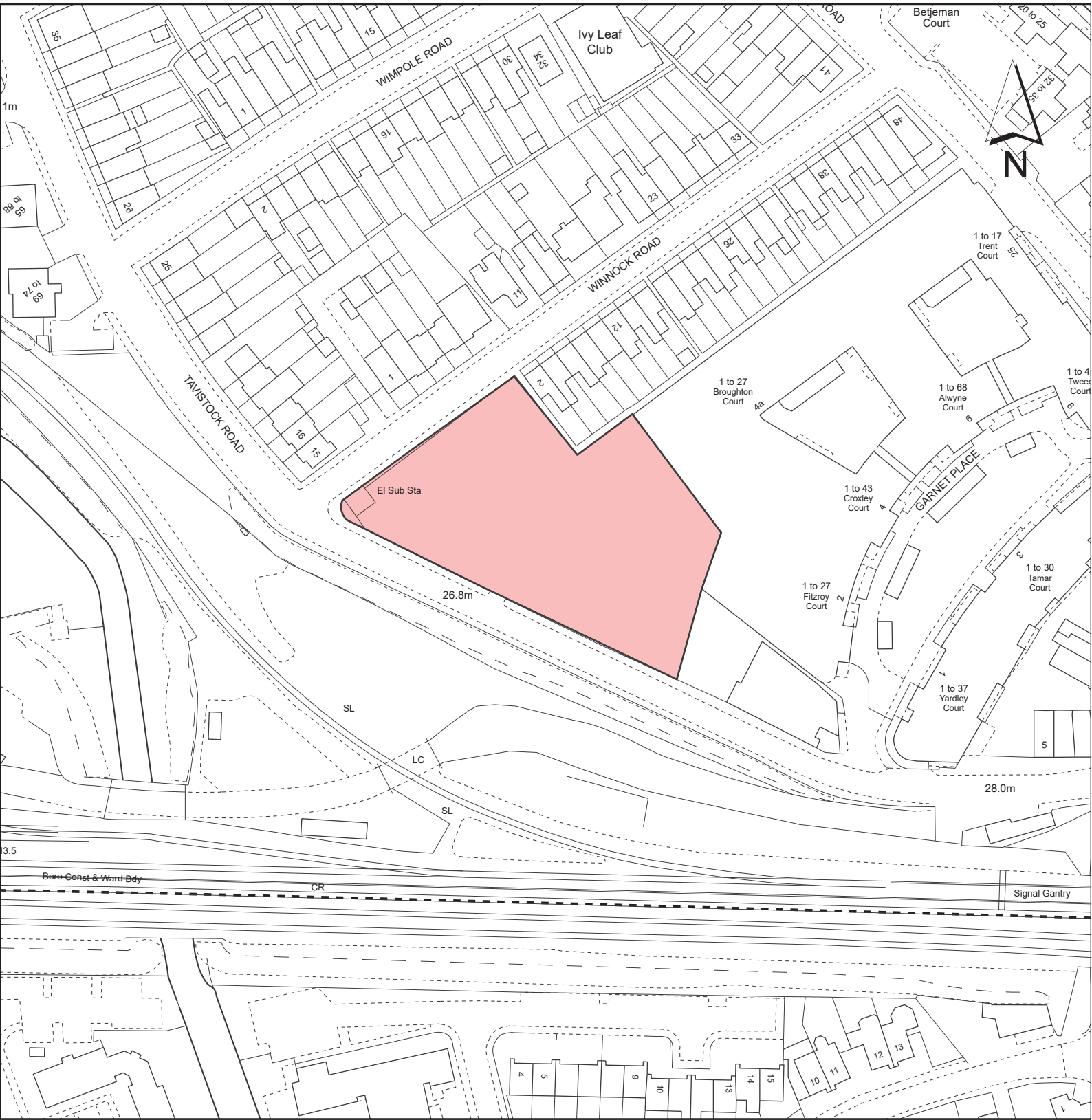
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As indicated @ A1	06/11/22	AS	CT
Drawing Title			


PROPOSED

SITE ELEVATIONS

D, E & F

Project of Name	Project Code
PLANNING	S3
Drawing No	Revision
CWD-RMA-ZZ-00-00A-0201	P7



KEY : <div><div></div> Site Boundary</div>		ADDRESS : COMAG TAVISTOCK ROAD		LONDON BOROUGH OF HILLINGDON RESIDENTS SERVICES PLANNING SECTION	
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		PLANNING COMMITTEE :	DATE : October 2025	 HILLINGDON LONDON	

Report of the Head of Development Management and Building Control

Address:

ACORNS YOUTH CENTRE, COLUMBIA AVENUE

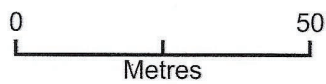
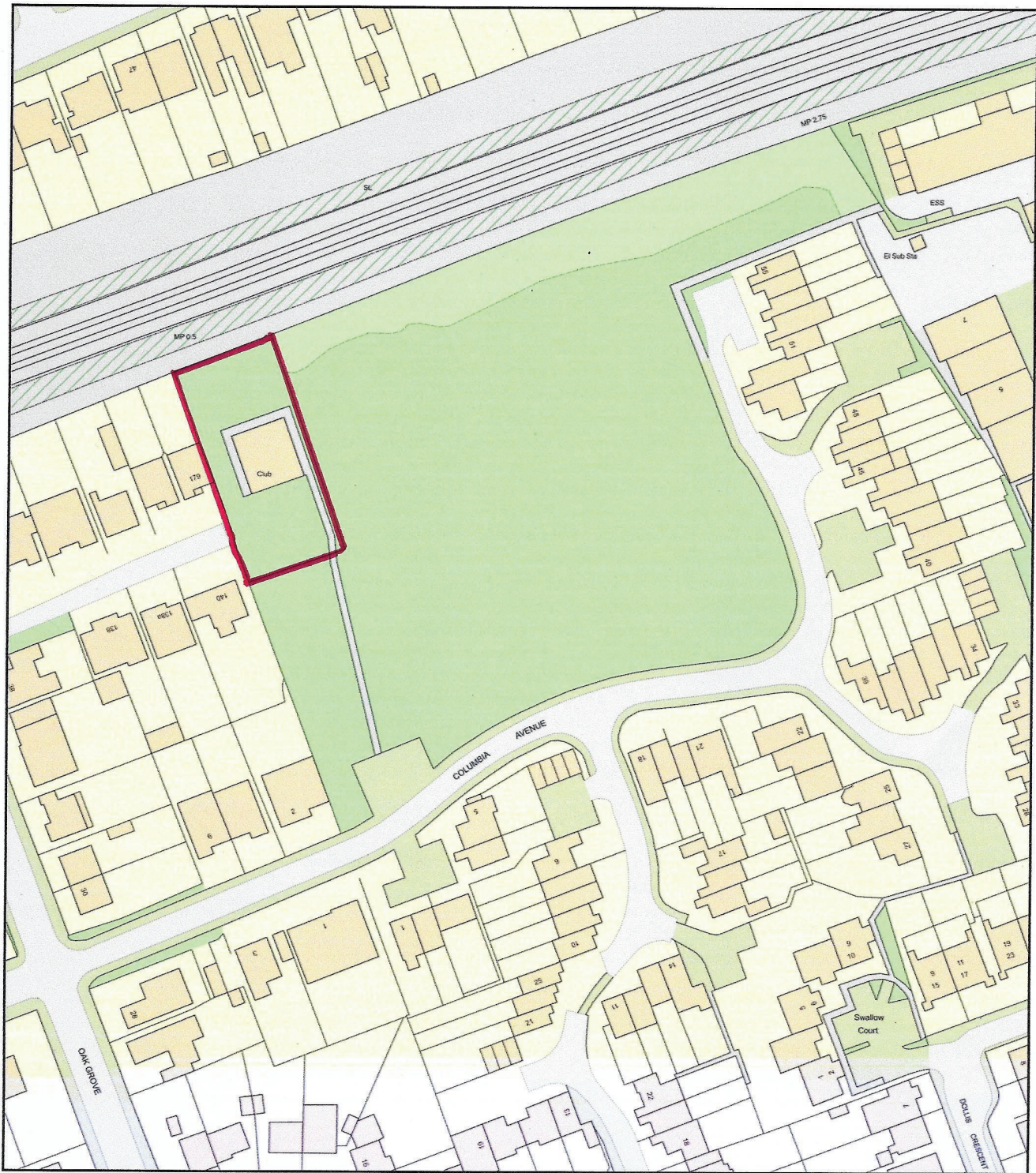
Development:

Erection of a single storey detached building for use by Acorn Youth Club.

LBH Ref Nos:

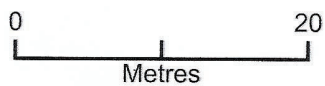
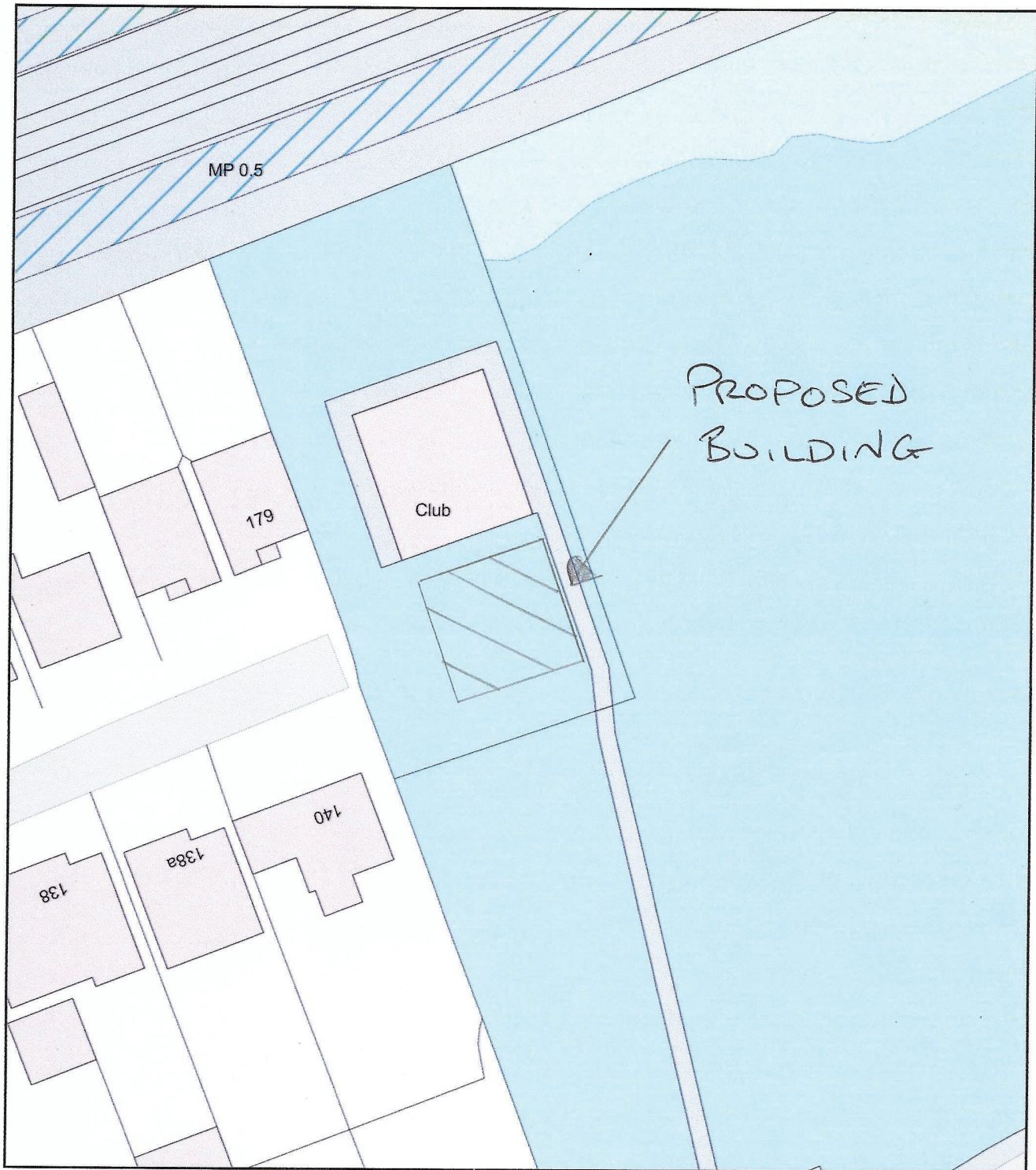
58215/APP/2025/1068

LOCATION PLAN



Plan Produced for: ACORN YOUTH CLUB
Date Produced: 07 Apr 2025
Plan Reference Number: TQRQM25097100130442
Scale: 1:1250 @ A4

SITE PLAN

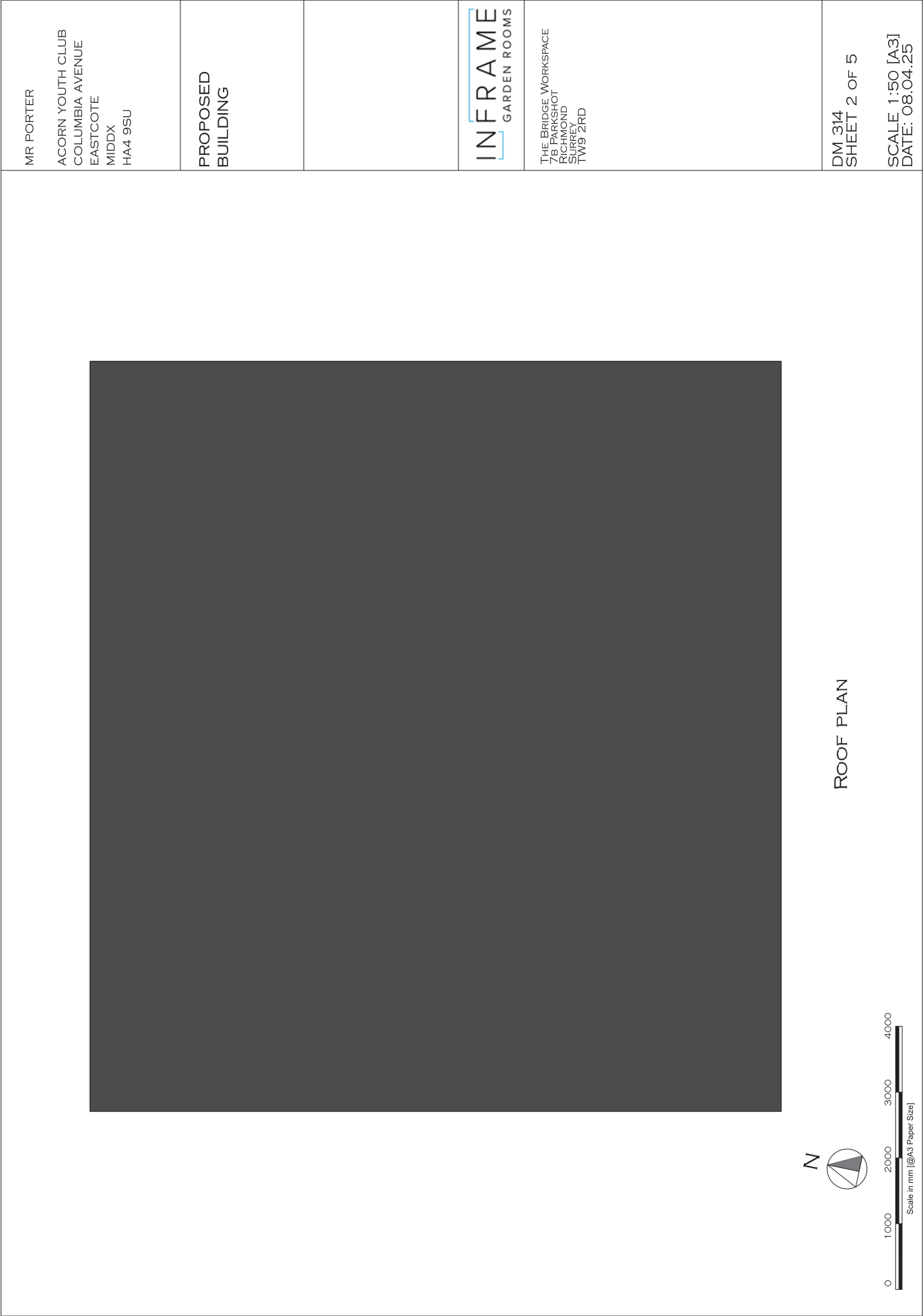


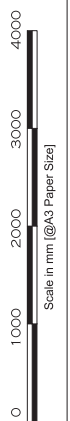
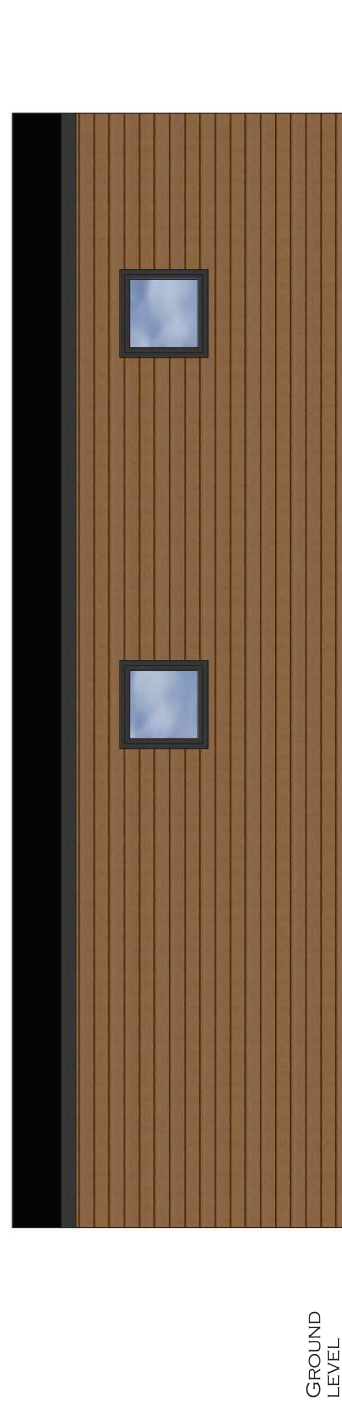
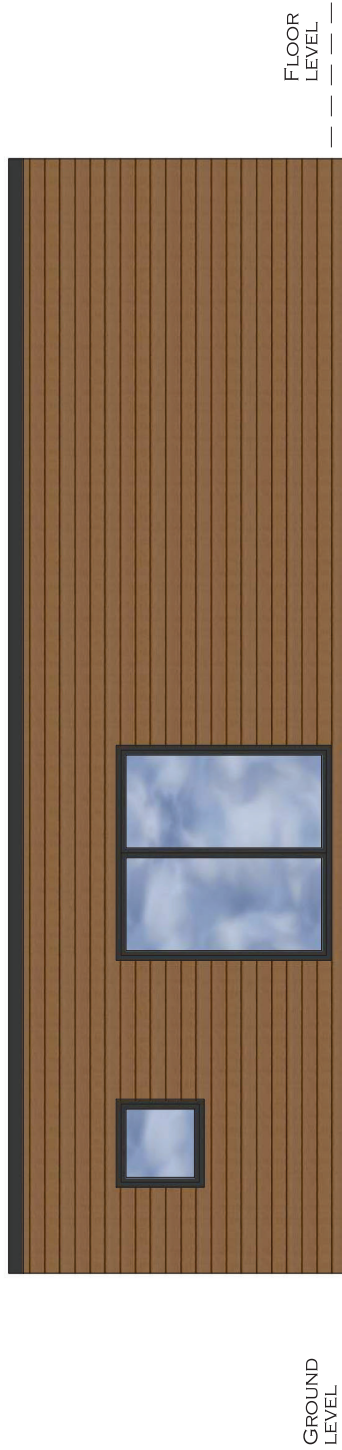
Plan Produced for: ACORN YOUTH CLUB

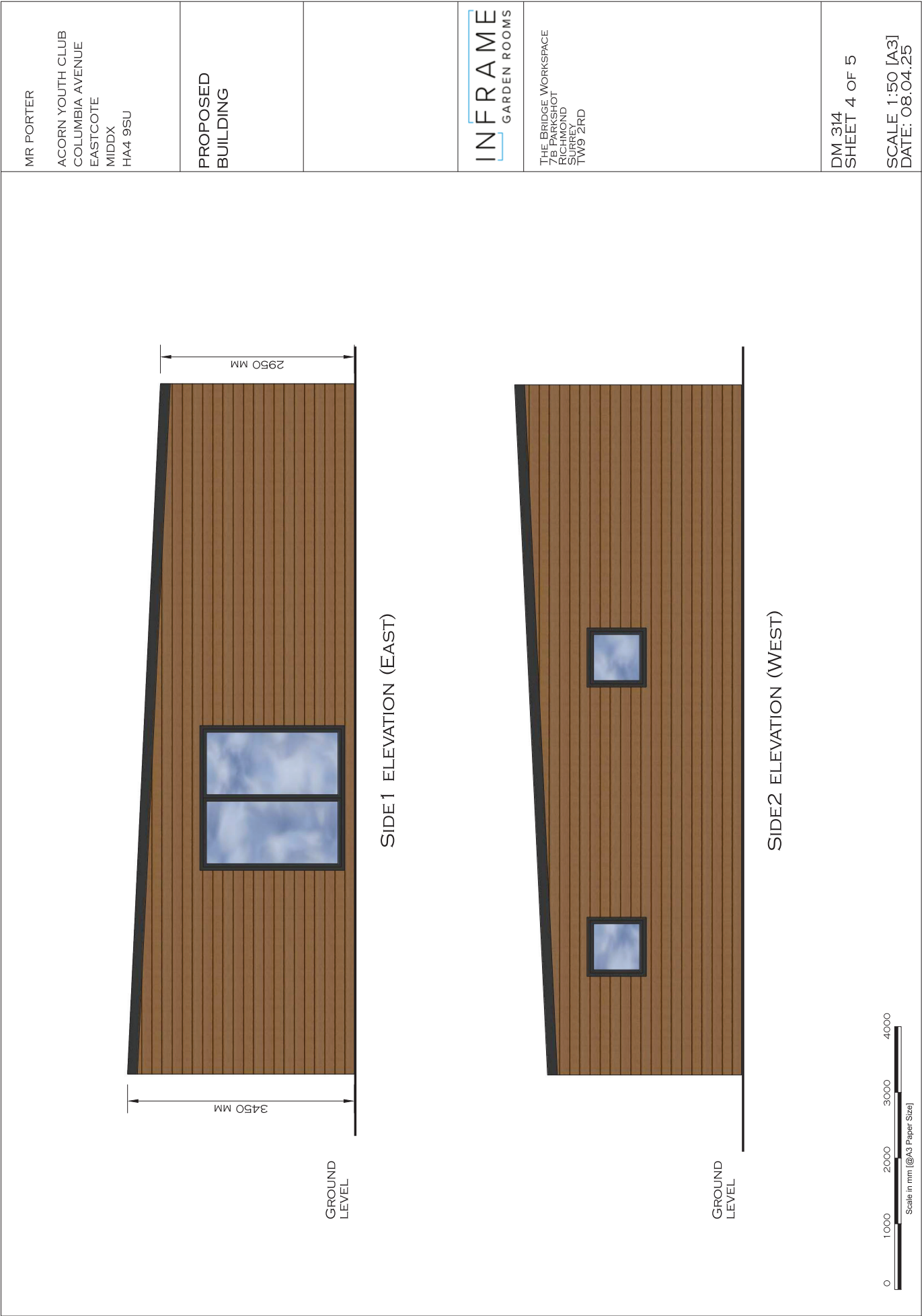
Date Produced: 07 Apr 2025

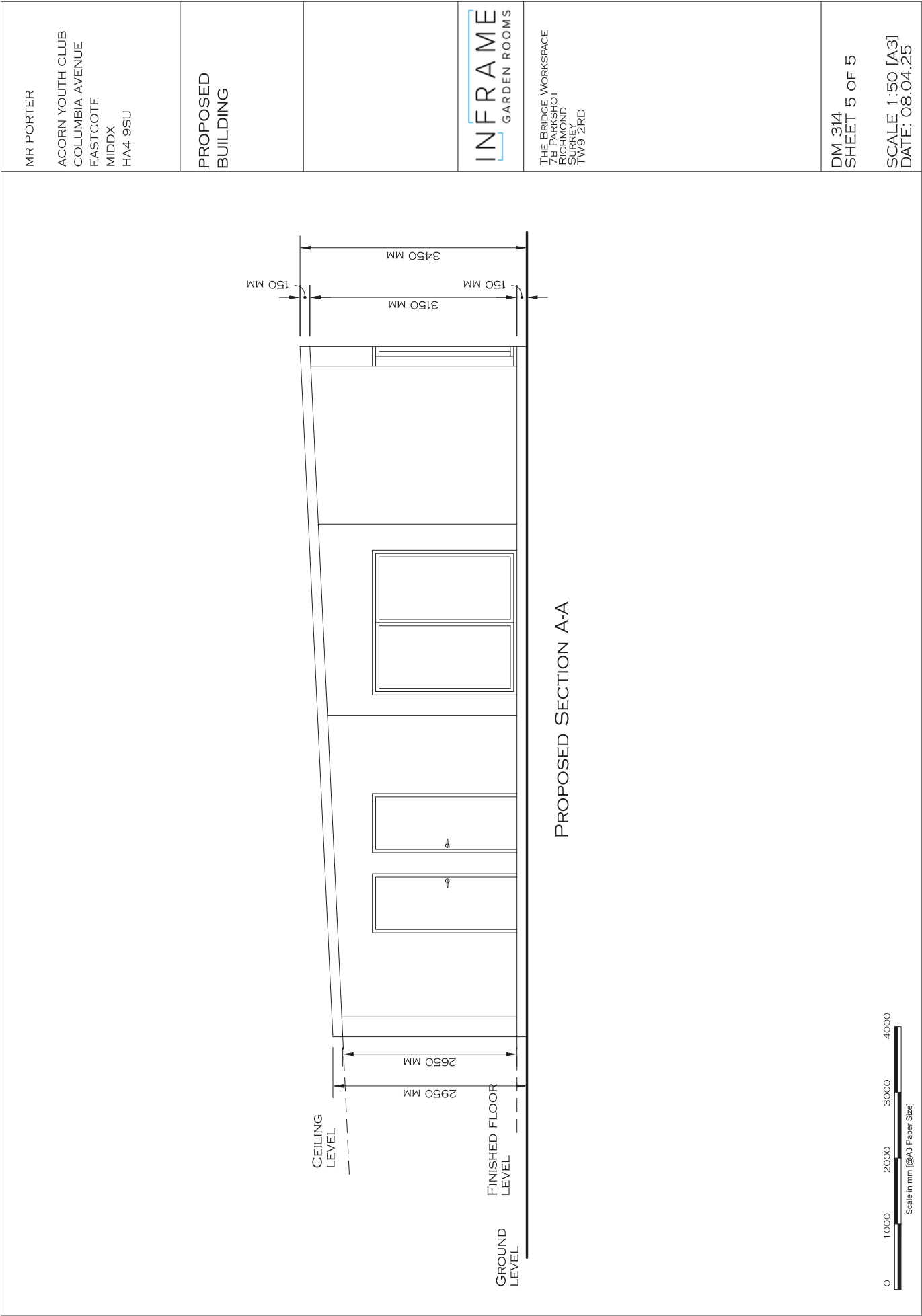
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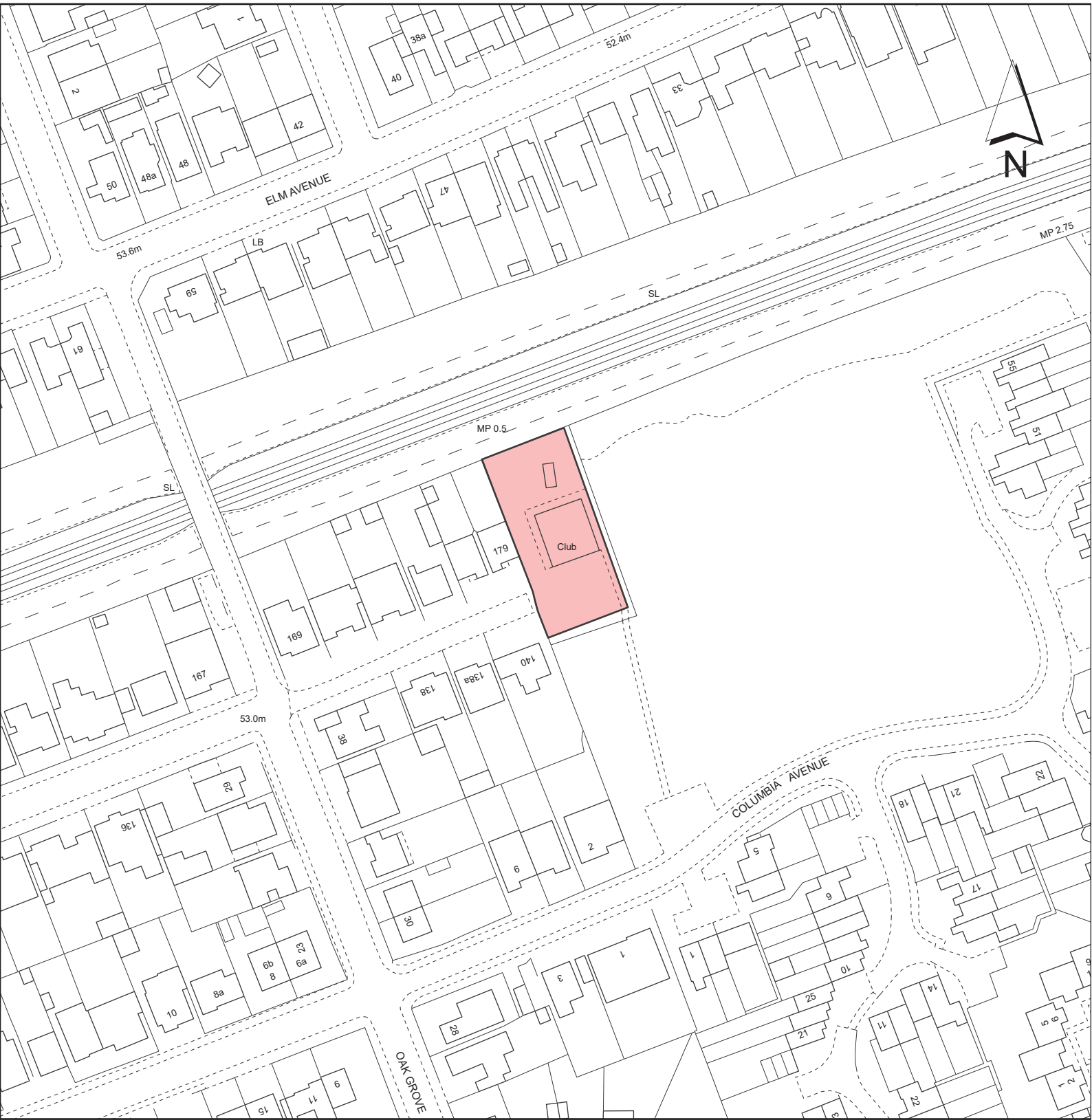
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KEY :		ADDRESS :		LONDON BOROUGH OF HILLINGDON	
<div></div> Site Boundary		ACORN YOUTH CENTRE		RESIDENTS SERVICES PLANNING SECTION	
DISCLAIMER :		PLANNING APPLICATION REFERENCE :	SCALE :	CIVIC CENTRE, UXBRIDGE, UB8 1UW	
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		Page 460	October 2025		



HILLINGDON

LONDON

Meeting:	Hillingdon Planning Committee	
Date:	2 October 2025	Time: 7:00pm
Venue:	Committee Room 5, Civic Centre	

ADDENDUM SHEET

Item: 7	Location: Hayes Bridge Retail Park and Heathrow Interchange
Amendments/Additional Information:	Officer Comments:
<p>Delete S106 HoT ii (Public Art):</p> <p>ii. <i>Public Art: To secure high quality public art as part of the Innovation Hub development, to be delivered in conjunction with Phase 2.</i></p> <p>Insert the following planning condition:</p> <p><i>Phase 2: Innovation Hub - Public Art</i></p> <p><i>(i) Prior to commencement of above ground construction works for Phase 1, an outline public art scheme for the Phase 2 Innovation Hub shall be submitted to and approved in writing by the Local Planning Authority.</i></p> <p><i>(ii) Prior to commencement of above ground construction works for Phase 2, a final and detailed public art scheme for the Phase 2 Innovation Hub shall be submitted to and approved in writing by the Local Planning Authority.</i></p> <p><i>Thereafter the Phase 2 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.</i></p> <p>REASON</p> <p><i>To ensure that the development delivers a high-quality piece of public art, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).</i></p>	<p>The detail of the public art can be secured and addressed by planning condition, meaning that a S106 legal obligation is not necessary. This is consistent with the approach outlined in the NPPF (2024).</p>
<p>Amend S106 HoT iii. (Air Quality Contribution):</p> <p><u><i>Air Quality Contributions and Monitoring:</i></u></p>	<p>S106 HoT split into parts (A) and (B) for clarity.</p>

<p><i>(A) Financial contributions shall be paid to the Council to address air quality impacts arising from the development. £1,026,166 shall be paid for Phase 1 (LON6). The obligation shall secure the payment of contributions for Phases 2, 3 and 4 but these shall be calculated at the relevant reserved matters application.</i></p> <p><i>(B) The contributions could rise to more depending on emission monitoring results in year 2 of operation of each phase of development and subsequent years, in accordance with the air quality conditions.</i></p>	
<p>Amend S106 HoT iv. (Architect Retention):</p> <p><i>iv. Architect Retention: Retention of the developer's architectural design team to the completion of the <u>project development, including payment of a fee should the architect design team not be retained.</u></i></p>	<p>For clarity.</p>
<p>Amend S106 HoT v. (Carbon Offset):</p> <p><i><u>Carbon Offset Contribution and Monitoring:</u></i></p> <p><i>(A) A financial contribution of £1,830,527 for Phase 1 (LON6). The obligation shall secure the payment of contributions for Phases 2, 3 and 4 but these shall be calculated at the relevant reserved matters application stage.</i></p> <p><i><u>(B) Monitoring shall be secured to ensure net zero-carbon is achieved.</u></i></p>	<p>S106 HoT split into parts (A) and (B) for clarity and to include monitoring.</p>
<p>Amend S106 HoT ix. (Employment/Construction Training Scheme):</p> <p><i><u>Employment/Construction Training Scheme and End User Opportunities:</u></i></p> <p><i><u>(A) An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.</u></i></p> <p><i><u>(B) To secure end user opportunities.</u></i></p>	<p>S106 HoT split into parts (A) and (B) for clarity.</p>
<p>Add the following informative regarding fit-out definitions:</p> <p><i><u>Category A Fit-Out</u></i></p> <p><i>Category A fit-out is defined as the basic level of interior finishing to make a space functional but not yet tailored for occupation. Category A includes (but is not limited to):</i></p> <ul style="list-style-type: none"> <i>• Raised access floors and suspended ceilings</i> <i>• Basic lighting and power distribution</i> <i>• Mechanical and electrical services</i> 	<p>For clarity in connection with Condition 15 (Phase 1: LON6 Occupation) and the S106 legal agreement.</p>

<ul style="list-style-type: none"> • Fire detection and alarm systems • Painted walls and basic finishes • Finished communal areas (reception, lifts, lobbies) <p><u>Category A+ Fit-Out</u></p> <p>Category A+ fit-out is defined as including all Category A features but also including some functional and design features, making the space ready for immediate occupation with minimal tenant input. Category A+ includes (but is not limited to):</p> <ul style="list-style-type: none"> • All Category A features • Fitted kitchens and toilets • Partitioned meeting rooms and breakout spaces • Installed furniture and workstations • IT infrastructure and air conditioning • Enhanced finishes and lighting <p><u>Category B Fit-Out</u></p> <p>Category B fit-out is defined as the full customisation and interior fit-out of the space to meet the tenant's specific requirements. Category B includes (but is not limited to):</p> <ul style="list-style-type: none"> • Partitioning (offices, meeting rooms, breakout areas) • Bespoke furniture and joinery • IT and AV installation • Specialist lighting and décor • Branding and signage • Kitchen and tea points • All finishes, flooring, and decorations <p><u>Interpretation:</u></p> <p>For avoidance of doubt, these fit-out definitions are applicable to all of the proposed Innovation Hub uses, which is a mixed-use Sui Generis, including Classes B2, B8, E(g), F.1 (e) and F.2(b)). Reference should also be made to the British Council's 'Guide to Fit Out' 2025 publication.</p>	
Item: 10	Location: Acorn Youth Centre
Amendments/Additional Information:	Officer Comments:
<p>Since the completion of the committee report, one additional comment in support has been received by a Member of the Public.</p> <p>The comment highlights</p> <ul style="list-style-type: none"> • That the building will provide a safe place for special needs young people to access community involved activities 	<p>This is noted and addressed within the principle of development section at paragraphs 7.1-7.8 of the Committee Report.</p>

