

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

Case Officer: Michael Briginshaw	75111/APP/2025/739
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Date Application Valid:	02.04.2025	Statutory / Agreed Determination Deadline:	30.09.2025
Application Type:	Full	Ward:	Pinkwell

Applicant: **Ark UP4 Ltd.**

Site Address: **Union Park UP4, North Hyde Gardens**

Proposal: **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.**

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, Regeneration and Environment 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. Air Quality Contribution: A financial contribution shall be paid to the Council to address air quality impacts arising from the development, amounting to £210,508 (damage cost 1), and potentially rising to more depending on emission monitoring results in year 2 of operation of the energy centre and subsequent years, in accordance with the air quality conditions.
- ii. Architect Retention: Retention of the existing architectural design team to the completion of the project.
- iii. Carbon Offset Contribution: A Carbon Offset contribution of £602,149.
- iv. Travel Plan: A full Travel Plan to be approved in writing by the Local Planning Authority.
- v. Healthy Streets / Active Travel Zone Contribution: A Healthy Streets/ Active Travel Zone contribution of £43,000.
- vi. Transport for London (TfL) A312 Healthy Streets Contribution: A TfL Healthy Streets contribution of £31,643.
- vii. Canal and River Trust Contribution: A contribution for works to improve connections, access and enhancements to the Grand Union Canal, equal to £26,356.
- viii. Employment/Construction Training Scheme: An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
- ix. 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 preparing the Section 106

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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 Air Quality, Carbon Offsetting, Travel Planning, Healthy Streets, Canal Enhancements, 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 55-57 of the National Planning Policy Framework (2023).'

F) 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 application seeks permission for the redevelopment of the site to deliver an extension to the 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.
- 1.2 The proposed data centre development is an appropriate use within the Hayes Strategic Industrial Location. The significant uplift in floorspace will ensure the intensification of industrial capacity, which is supported by strategic policies. The proposed office floorspace will 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 will be substantial economic benefits arising from the proposed development in terms of employment, national non-domestic rates (NNDR) and gross value added (GVA). It also acknowledged that data centre capacity needs to be located within London to be as close as possible to its end users and support the broader economy. These benefits and

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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. This site would be an effective extension of the existing data centre campus adjacent to the site and would utilise the 37MVA already secured as part of the wider site via a contractual agreement with National Grid. The documentation submitted states that the National Grid connection for the broader site was energised in January 2023 via National Grid's substation at North Hyde. Therefore, the development has secured a power supply and would not overburden the local grid capacity and is not considered to result in detrimental impacts connected to energy infrastructure.
- 1.5 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 will connect to the approved and existing Union Park data centre campus. The high-quality design and elevational treatments, including a lighting scheme to Energy Centre 4 (EC4), are considered to soften its townscape impact and mitigate any perceived harm. The proposed development also retains an industrial/technological aesthetic that respects the immediate area's character.
- 1.6 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.
- 1.7 Due regard has been given to residents' objections; however, 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, Stage 2 referral to the Mayor of London and a Section 106 legal agreement.

2 The Site and Locality

- 2.1 The site comprises a 1ha triangular plot of land, formerly occupied by a warehouse building operated by Addison Lee for the repair, maintenance, and replacement of private hire vehicles. Addison Lee vacated the site, and the building has been demolished in accordance with permission ref. 56402/APP/2025/235, dated 27 February 2025. The site is currently being used by Ark Data Centres and their contractors as a construction base whilst the Union Park Data Centre scheme is being delivered, as approved under planning permission references 75111/APP/2020/1955, dated 15-04-21, and 75111/APP/2022/1007, dated 21-09-22. Please refer to Figure 1 below.

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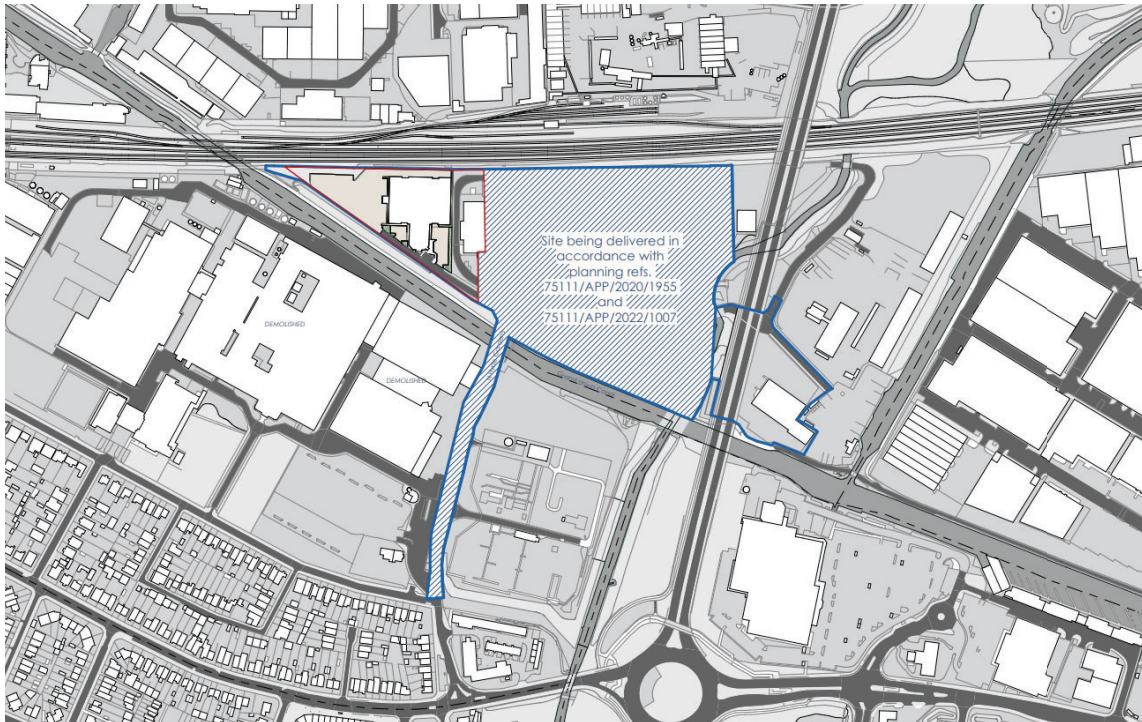


Figure 1: Location Plan (application site edged red)

- 2.2 The Union Park Data Centre scheme comprises a hyperscale data centre with three blocks, named UP1 (western-most block), UP2 (central block) and UP3 (eastern-most block). Three energy centres support the data centre, and sit to the south, either side of North Hyde Gardens, named EC1, EC2 and EC3. Two visitor reception centres again support the data centre function and are located on the eastern and western ends of the overall data centre campus.
- 2.3 The Great Western railway is located immediately to the north, the River Crane and Yeading Brook run circa 240m to the east abutting UP1 and the Grand Union Canal (Paddington Branch) to the south. The Parkway (A312) sits to the east of UP1 and forms part of the Transport for London Road Network (TLRN). Access to the Parkway is from Bulls Bridge Roundabout, via North Hyde Gardens/Road, less than 1km away.
- 2.4 The Grand Union Canal, River Crane and Yeading Brook are locally designated Sites of Importance for Nature Conservation (SINC). Minet Country Park is located some 350m to the north-east and is also designated as a SINC.
- 2.5 The site is positioned to the south-east of Hayes Town Centre, on the eastern boundary of the Borough, within close proximity of the Nestles Conservation Area to the south-west and the Bulls Bridge Conservation Area to the east, which contains the Grade II listed Bulls Bridge and the locally listed Toll House. The Grade II Listed Benlow works building is also located approximately 180 metres to the north-west of the site.
- 2.6 The site forms part of a wider defined Strategic Industrial Location (SIL), as designated under the Hillingdon Local Plan: Part 2 - Site Allocations and

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Designations (2020). The sites also forms part of the declared Hillingdon Air Quality Management Area and Hayes Air Quality Focus Area, where the EU annual mean limit value for nitrogen dioxide (NO₂) has been exceeded, there is high human exposure and current planned measures are insufficient to resolve the poor air quality issues. Transport for London's webCAT planning tool confirms that the Public Transport Accessibility Level (PTAL) is rated at 3 (moderate).

- 2.7 The Policy SA 5 site allocation, better known as the Former Nestle Factory site (or Hayes Village development), is located to the south-west and is subject to planning permission reference 1331/APP/2017/1883 for 1,386 dwellings, office, retail, community, leisure, commercial and data centre uses. The eastern-half commercial development has been built out and occupied and the western-half residential development is in the later phases of development, with occupation of circa 750 residential units so far. A view from this site towards the application site is shown in Figure 2 below.

2.8



Figure 2: View of the Site from Hayes Village (prior to demolition of former Addison Lee building)

3 Proposal

- 3.1 This application seeks permission for the redevelopment of the site to deliver an extension to the existing Union Park data centre campus consisting of (a) free

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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. Please refer to Figures 3 and 4 for the proposed site plan and elevations.

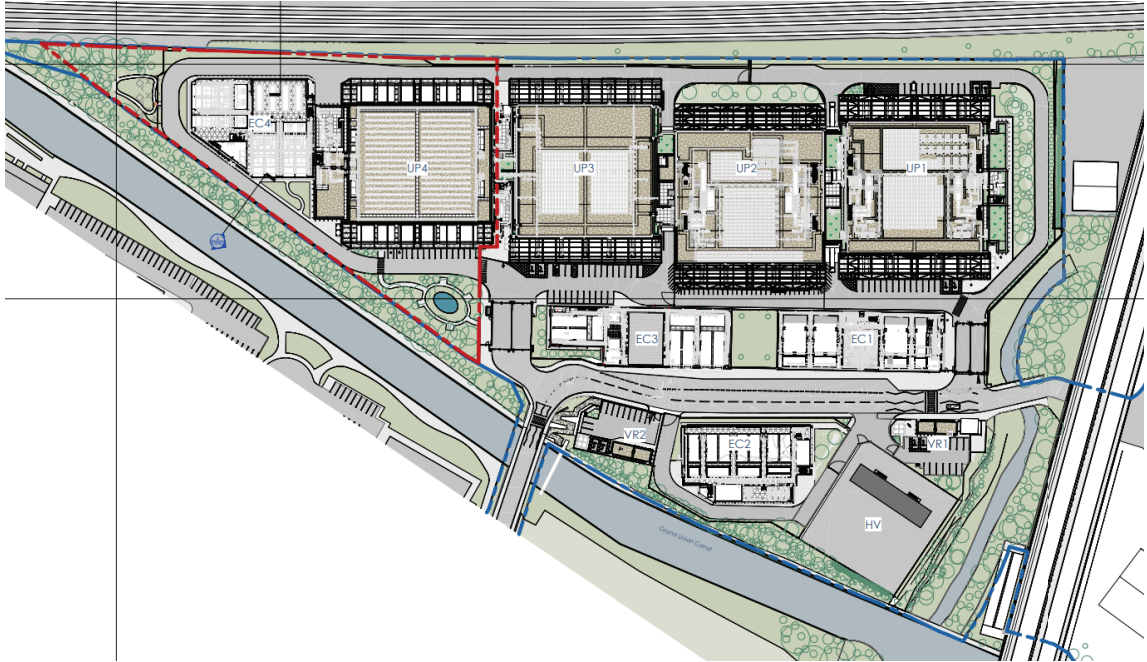


Figure 3: Proposed Site Plan (please note – a larger version of plan can be found in the Committee Plan Pack)

- 3.2 More specifically, the proposed development would comprise a data centre building (Union Park 4 or UP4), an Energy Centre building (EC4) and an ancillary building (AB5) to connect the two main elements of development, totalling 15,410 m² Gross Internal Area. The development would sit adjacent to and connect with AB4 and UP3, which were consented and built out under planning permission ref. 75111/APP/2020/1955, 15 April 2021. The development would result in a data campus with 4 no. data hall blocks (UP1 to UP4) and 4 no. energy centres (EC1 to EC4).
- 3.3 UP4 comprises the main data centre function of the application site. Ancillary water treatment facilities, plant rooms, switch rooms and offices are proposed on the ground and first floors of UP4. Data halls are proposed on the second, third and fourth floors of UP4. Green roofs are proposed on top of both UP4 and AB5, alongside photovoltaic (PV) solar panels as part of the energy strategy.
- 3.4 EC4 provides backup power for UP4 and hosts 14 no. generators, alongside switch rooms and plant rooms.
- 3.5 AB5 contains ancillary office space and would sit between UP4 and EC4.

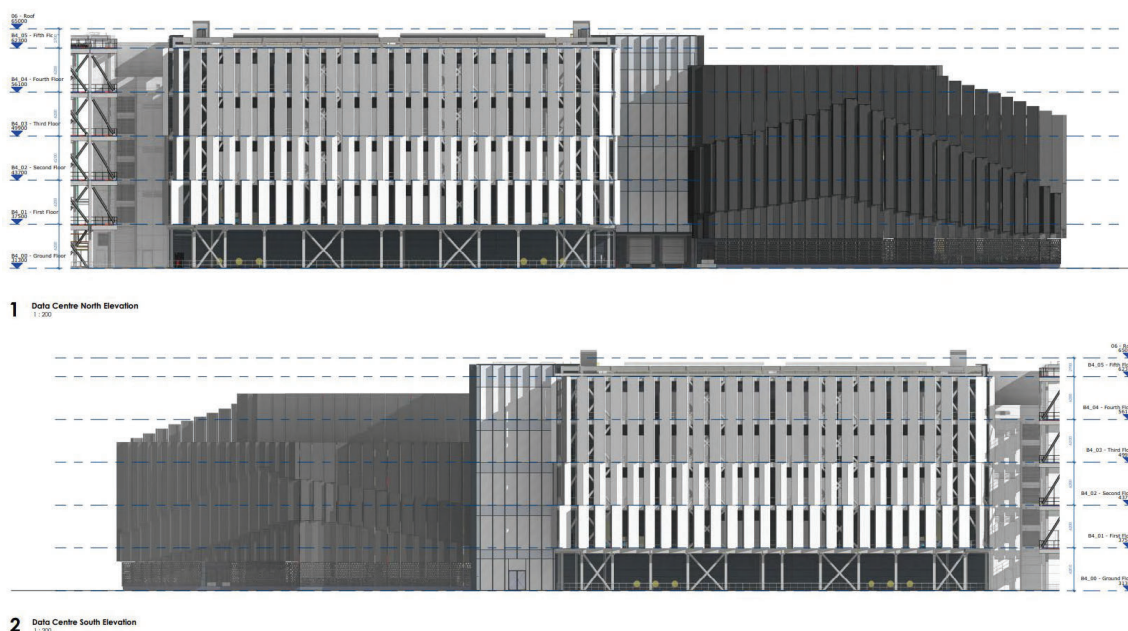


Figure 4: Proposed Elevations (please note – a larger version of plan can be found in the Committee Plan Pack)

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 Application reference 75111/APP/2020/1955 (dated 15.04.21) granted permission for:

- Site clearance and preparation, including the demolition of remaining buildings, and the redevelopment of the site to provide: a new data centre (Use Class B8), two MV Energy Centres (including stand-by generation plant and gas storage), a HV Sub-Station, a visitor reception centre, plant, the creation of a new footpath and cycleway link to the canal towpath, works to the highway, car parking, cycle parking, associated infrastructure, enclosures and necessary physical security systems, hard and soft landscaping (including works to the River Crane) and ancillary uses, as well as associated external works.

This is the original permission covering the entirety of the site. The development is currently being built out in phases and data centre halls UP1 and UP2 are currently occupied and operational.

4.3 Application reference 75111/APP/2022/1007 (dated 21.09.22) granted permission for:

- Full planning permission for site clearance and preparation, including the demolition of remaining buildings, and the redevelopment of the site to

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provide three energy centres, two visitor reception centres, a new footpath and cycleway link to the canal towpath, works to the highway, car parking, cycle parking, associated infrastructure, enclosures and necessary physical security systems, hard and soft landscaping, and ancillary uses, as well as associated external works.

This permission 'slots' into the original permission granted and relates only to the energy centres, visitor reception centres and associated works. As such, this permission sits on top of the original permission and supersedes these elements of the original proposal. This development is also being built out in phases.

- 4.4 Application reference 75111/APP/2025/596 (dated 30.04.25) granted retrospective planning permission for the construction and retention of a flank wall to form the western facade of Ancillary Block 4 for a temporary period of three years. This application is inherently connected to the Union Park UP4 application. Should consent be granted for UP4, the temporary wall will be removed and the UP4 development will be implemented. Should consent be refused, the temporary wall will be removed, and the original planning permission (as cited above) will be implemented.
- 4.5 Application reference 56402/APP/2025/235 granted consent for the demolition of the former Addison Lee building under the provisions of Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended). The building has since been demolished and is being used as a construction base for the wider estate.
- 4.6 The current application would sit on top of the original permission consented on the Union Park data centre campus. More specifically, it would supersede the element on the western-most section of the site, relating to data hall UP3. In effect, the development would extend the data centre building west and would facilitate an additional data hall called Union Park 4 (or UP4).

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 1,021 no. letters were sent to neighbouring properties. 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 19 May 2025. A total of three objections were received from neighbouring residents.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2

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(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 total of three letters of objection were received from neighbouring residents.	1. The area is already full of industrial projects, and the proposal is overdevelopment.	Noted. Please refer to the land use principles and design sections of the report, paras 7.1 to 7.29.
	2. The data centre will be a burden on local infrastructure and residents, including energy, water, noise, heat and the power grid.	Noted. Please refer to relevant sections of the report, including paras 7.11 to 7.15 (power infrastructure), 7.44 to 7.51 (neighbouring residents and noise), 7.71 to 7.78 (flood risk, drainage and water infrastructure), 7.99 to 7.112 (sustainability and energy), and 8.11 to 8.18 (planning obligations and CIL).
	3. The development will result in unacceptable air quality emissions and health impacts, including electromagnetic fields (EMFs).	Noted. Please refer to relevant sections of the report, including paras 7.54 to 7.59 (air quality) and 8.1 to 8.2 (health impacts including EMFs).
	4. The development will increase traffic and compromise safety of nearby residents.	Noted. Please refer to relevant sections of the report, including paras 7.81 to 7.98 (transport).
	5. The recent fire at the North Hyde substation, which is in close proximity to the proposed site, has highlighted the dangers of having high-risk industrial facilities near residential communities.	Noted. Please refer to relevant sections of the report, including paras 7.35 to 7.36 (fire safety).

	6. The green areas around Union Park have been sacrificed and it is eroding quality of life.	Noted. Please refer to relevant sections of the report, including paras 7.60 to 7.70 (trees and landscaping, urban greening factor and biodiversity).
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
Affinity Water: No response received.	n/a
Canal and River Trust (May 2025): Suitably worded conditions and a legal agreement are necessary. The main issues relevant to the Trust as statutory consultee on this application are: a. Impact on the structural integrity of the waterway. b. Drainage. c. Biodiversity Net Gain (BNG). d. Impact on the character and appearance of the waterway. e. Impact on the biodiversity of the waterway. f. Accessibility. g. Sustainable Energy. <u>Impact on the structural integrity of the waterway.</u> A risk Assessment and Construction Methodology Plan, including details of all earthmoving, excavations and the design and construction of all foundations for all works adjacent to the waterways should be provided in order that the extent of the risk of such works to the stability of the canal infrastructure can be properly quantified and assessed. This matter could be addressed by planning condition.	The Canal and River Trust Comments are noted. With respect to matters a to g, these points are addressed below. a. Condition 13 is proposed to secure a Risk Assessment and Construction Methodology Plan. b. Conditions 22 and 24 is proposed to secure final drainage details. c. Regarding BNG, please refer to the Canal and River Trust's response dated June 2025. d. Maintenance of planting within the site is proposed to be secured by Condition 18 and maintenance of boundary planting located on Canal and River Trust land is proposed to be secured via S106 HoT (vii).

<p><u>Drainage</u></p> <p>The submitted details indicate that all surface water would be directed to the River Crane, though an attenuation pond is shown to the top of the cutting slope. Further details on this would be required to demonstrate that there would either be no infiltration or that any infiltration would not have a detrimental effect on the cutting slopes stability over time and after prolonged periods of wet weather. The detailed design of the attenuation pond and information as to how any surface water drainage to the canal would be managed during remediation and construction should be provided for consideration. This matter could be addressed by condition.</p> <p><u>Biodiversity Net Gain (BNG)</u></p> <p>The applicant/developer to provide some clarity on this matter and confirm the application's distance from the watercourse. There also seems to be a small strip of land which is within the applicant's ownership which has not been included within the red line site area and clarification on this should also be provided. The Trust wish to be consulted on any further information when available.</p> <p><u>Impact on the character and appearance of the waterway</u></p> <p>The proposals though seem to rely heavily on planting along the canal corridor for screening and not within the site itself. A S106 obligation should be secured to enhance and maintain this land.</p> <p>The boundary treatment proposed appears to be a mesh type fence though no details on its colour finish is provided, green would be preferable. This matter could be addressed by condition.</p>	<p>e. External lighting details are proposed to be secured via the landscape scheme Condition 18.</p> <p>f. S106 HoT (vii) secures a contribution towards towpath improvements.</p> <p>g. The development is proposed to be cooled via air source heat pumps.</p> <p>The recommended details to be secured by condition have been adopted in conditions 13 (Construction Management and Logistics Plan), 14 (CRT Risk Assessment and Construction Methodology Plan), 18 (Landscape Scheme) 19 (External Lighting Scheme) and 20 (Biodiversity Net Gain).</p>
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<p><u>Impact on the biodiversity of the waterway</u></p> <p>Any external lighting should therefore be angled downwards, and light directed into the site, and it should not provide flood lighting to the canal corridor, including the canalside landscaping, to show consideration for bats and other nocturnal species. The final details of any external lighting proposed could be addressed by condition and the Trust wish to be consulted on any further detail when available.</p> <p><u>Accessibility</u></p> <p>The Trust would request contributions towards towpath improvements, including the Hayes Bypass flyover and Bull's Bridge.</p> <p>The Trust would also welcome some discussion with the applicant/developer on the potential for engagement/education support for the local community, through events such as the Hayes Canal Festival or support/fund/promote/collaborate on the Trust's Let's Walk programme, promoting healthy and active lives to site employees and the local community. The Travel Plan for the site should also include promotion of the canal towpath for walking and cycling beyond the site – e.g. the Southall Wellbeing Way, Paddington Arm and west to Uxbridge.</p> <p><u>Sustainable Energy</u></p> <p>The Trust wish to highlight the potential of the canal for heating & cooling of the proposed development.</p> <p><u>Summary</u></p> <p>Conditions are required to address the matters listed below, we will provide full recommended wording for these conditions and any other conditions that may be necessary, once the above information has been submitted and reviewed:</p>	
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<ul style="list-style-type: none"> - Landscaping details and maintenance and management regimes and responsibilities. Including details on soft landscape proposals including plant schedule with species, size and quantities, written planting specification, tree pit designs, hard landscape specifications, including details of any bespoke elements and boundary treatment, and a landscape management and maintenance plan (stand alone or combined with a LEMP or the BNG HMMP). - Landscape and Ecological Management Plan (LEMP) - Habitat maintenance and Management Plan (HMMP) - Risk Assessments and Construction Methodology and any necessary mitigation measures. - Construction and Environmental Management Plan - External Lighting details - Detailed drainage proposals. 	
<p>Canal and River Trust (June 2025):</p> <p>Suitably worded conditions and a legal agreement are necessary.</p> <p>On the basis that the red line site boundary is more than 10m from the canal bank the inclusion of watercourse units as part of the BNG assessment would not seem to be applicable.</p> <p>A S106 obligation should be secured to enhance and maintain planting on CRT land.</p> <p>Any proposals would need to consider opportunities to reduce the potential for anti-social behaviour within/behind the planting and improve the sense of safety, limiting access to the landscaped area through in-fill in places where possible. As a minimum the</p>	<p>The Canal and River Trust Comments are noted.</p> <p>Maintenance of planting within the site is proposed to be secured by Condition 18 and maintenance of boundary planting located on Canal and River Trust land is proposed to be secured via S106 HoT (vii).</p>

Trust would also expect that any existing, replacement and proposed planting would be provided and maintained by the applicant / developer.	
Denham Aerodrome Safeguarding: No response received.	n/a
Ealing Council: No response received.	n/a
Environment Agency We have no objections to the proposed development. An informative pertaining to permitting and past contaminative uses is recommended.	The Environment Agency comments are noted. Informative 9 has been added.
Greater London Authority (GLA) (Stage 1): Land Use Principles: The extension to an existing data centre campus within a Strategic Industrial Location is supported in land use terms. <u>Urban Design and heritage:</u> Whilst the impacts of the proposed tall building are likely to be acceptable given the site's context, this must be confirmed within a revised townscape and visual impact assessment that contains proposed views. Improvements to the boundary treatment and interaction with the canal are recommended, and appropriate conditions should be placed to ensure design quality. With regards to heritage, insufficient information has been provided to enable assessment of the impacts on heritage assets, and this must be provided to enable full assessment. <u>Transport:</u> An updated Active Travel Zone (ATZ) assessment is required, with a financial requested of £31,643 to be provided for works to the A312. A revised trip generation, increase in cycle parking and other improvements are required.	The GLA's Stage 1 comments are noted. An amended Utilities Statement was submitted to address the GLA comments received. Please refer to paras 7.1 to 7.15 for consideration of land use principles. Additional viewpoints as seen from local heritage assets were submitted to address the GLA comments. Please refer to paras 7.16 to 7.41 for consideration of design and heritage matters. An amended Transport Assessment and Delivery and Service Management Plan were submitted to address the GLA comments made. Please refer to paras 7.81 to 7.98 for consideration of transport matters.

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<p><u>Environment and sustainable infrastructure:</u> Further information is required on energy, infrastructure, circular economy, whole-life cycle carbon, biodiversity, and sustainable drainage.</p> <p><u>Recommendation</u></p> <p>That the Hillingdon Council be advised that the application does not yet fully comply with the London Plan for the reasons set out in this report. Outstanding matters relating to urban design, heritage, transport and environmental matters should be addressed.</p>	
<p>Greater London Archaeological Advisory Service (GLAAS):</p> <p>No further assessment or conditions are necessary.</p>	<p>The GLAAS comments are noted.</p>
<p>Hayes Town Partnership:</p> <p><u>Principle of development</u></p> <p>We have no objections to the proposal in principle but would like to make sure that full account is taken of the relationship of the development to the Grand Union Canal, the travel options for employees, the connections with Brunel University and Uxbridge College and the need to maximise job opportunities for local people.</p> <p><u>Landscaping</u></p> <p>Good landscaping is therefore essential in minimising any adverse effects and this has been largely achieved in the proposed design except for the boundary with the towpath.</p> <p>The development should contribute towards enhancement and maintenance of the landscaped planting.</p> <p><u>Travel plan</u></p>	<p>The Hayes Town Partnership comments are noted.</p> <p>Officers note that planning obligations must only be sought where they meet all of the following tests (as paragraph 58 of the NPPF):</p> <ul style="list-style-type: none"> a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development. <p>Please refer to the S106 HoTs which include all planning obligations which are considered to meet the relevant tests.</p>

<p>The Travel Plan gives insufficient attention to the potential of the canal towpath to play a significant role in encouraging employees to walk or cycle to and from work. The Travel Plan needs to be revisited so that it can come up with some more radical proposals on how to encourage more people to walk and cycle.</p> <p><u>Lighting of towpath</u></p> <p>Hayes Town Partnership request that the developer contributes towards lighting of the canal towpath.</p> <p><u>Bulls Bridge improvement project</u></p> <p>Hayes Town Partnership request that the developer contributes towards local improvement schemes, including the Bulls Bridge improvement project.</p> <p><u>Links with educational establishments</u></p> <p>Hayes Town Partnership has encouraged those proposing data centres to contact Brunel University, Uxbridge College and local secondary schools. In the case of Ark there has been some contact with the College but not the University. The Partnership requests that ways be explored of informing and engaging local students so that they are encouraged and equipped to enter the data centre industry.</p> <p><u>Local recruitment</u></p> <p>Large developers tend to recruit to posts by using central London-based agencies, but the Hayes Town Partnership would like to see a more coordinated local recruitment exercise.</p>	
<p>Health and Safety Executive (HSE):</p> <p>No comment confirmed.</p>	<p>The HSE comments are noted.</p>
<p>Heathrow Airport Safeguarding:</p> <p>We have now assessed the above application against safeguarding criteria and can confirm</p>	<p>The Heathrow Airport Safeguarding comments are noted.</p>

that we have no safeguarding objections to the proposed development.	
Hounslow Council: No comment or objection confirmed.	The Hounslow Council comments are noted.
Inland Waterways Association: The sites travel plan doesn't highlight the use of the canal towpath for both walking and cycling to and from the proposed site. It is the most direct route to/from Hayes and Harlington railway station and much more attractive than the identified road route. To make this route more attractive the development should look to: - Part fund under S106 contributions improvements to the towpath with an agreement with Canal and River Trust (CRT), this to include both resurfacing, vegetation improvements and ongoing maintenance. Work with CRT to investigate low level lighting to increase personal safety. - Part fund under S106 contributions better mooring provisions in this area. More boats moored in the area improves personal safety all along the towpath and encourages additional journeys using the towpath. - Provision of 'pool bikes', both e-assisted and manual, for use of staff to include a 3-year maintenance agreement with a local supplier. Investigate with other local businesses a 'Zipcar' type scheme.	The Inland Waterways Association comments are noted. S106 HoT (vii) is proposed to secure a Canal and River Trust Contribution towards canal environment improvements. Transport matters are considered within paras 7.81 to 7.98 of the report.
London Fire Brigade: No response received.	Fire safety matters are considered in paras 7.35 to 7.36. Condition 33 is also proposed to secure the final fire safety details.
Metropolitan Police (Secured by Design): No response received.	Accreditation for secured by design is proposed to be secured by Condition 34.

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<p>Metropolitan Police (Counter Terrorism)</p> <p>Concerns raised around trees, mostly from the Union Park Canal side to be used as climbing aids to circumvent the perimeter fence line. They [the applicant] informed me that they will be engaging with the Canal body to trim the trees and pay / contribute towards maintenance.</p>	<p>The Metropolitan Police (Counter Terrorism) comments are noted.</p>
<p>Ministry of Defence:</p> <p>No response received.</p>	<p>n/a</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>
<p>Thames Water:</p> <p><u>Waste Comments</u></p> <p>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.</p> <p>Thames Water would advise that with regard to the FOUL WATER network capacity, we would not have any objection to the above planning application, based on the information provided.</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</p>	<p>The Thames Water comments are noted. Informative 8 is proposed to be added to any decision for approval.</p>

<p>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><u>Water Comments</u></p> <p>With regard to water supply, this comes within the area covered by the Affinity Water Company.</p>	
<p>Network Rail:</p> <p>Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway, the applicant will be required to contact Network Rail Asset Protection prior to works commencing.</p>	<p>The Network Rail comments are noted. Network rail would be consulted as part of an application to discharge landscape scheme Condition 18.</p>
<p>Transport for London (TfL):</p> <p>An increase in the quantum of cycle parking at this site is required to ensure the proposal is in line with London Plan standards.</p> <p>A £31,643 contribution towards the A312 Healthy Streets scheme should be secured.</p> <p>Further thought on the Travel Plan, and the targets contained within the Travel Plan, is required.</p> <p>A Parking Design and Management Plan (PDMP), Construction Logistics Plan (CLP), Delivery and Servicing Plan (DSP) should be secured through the appropriate mechanism.</p>	<p>The TfL comments are noted.</p> <p>Please refer to paras 7.81 to 7.98 for consideration of transport matters.</p> <p>S106 HoTs (iv) and (vi) would secure this contribution and a suitable Travel Plan.</p> <p>Conditions 31 (Parking Design and Management Plan), 13 (Construction Management and Logistics Plan) and 32 (Delivery, Servicing and Waste Management Plan) would secure these recommendations.</p>

Internal Consultation	
<p>Access Officer</p> <p>The detail of this planning application has been considered, with no accessibility issues raised. However, an informative concerning the service providers obligations under The Equality Act 2010 should be attached to any grant of planning permission.</p>	<p>The Access Officer comments are noted. The requested informative has been added (Informative 5).</p>
<p>Air Quality Officer:</p> <p>The proposed data centre building (Class B8) with 14 emergency generators (14 no.) 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 £189,413 for 14 generators and £21,095 for traffic emissions, totalling £210,508. This should be secured by S106 legal agreement.</p> <p>Conditions are also proposed for the following:</p> <ul style="list-style-type: none"> • Testing and maintenance regime and annual hours of use of the backup generators. • Schedule for the monitoring and testing of NOx and PM2.5 emissions of the proposed standby generators. • Specification of the details of the emergency backup generators. • Hours of Testing of the standby generators. • Backup Generator Fuel. • Cleanest Generator and Fuel Technology. • SCR to achieve 96mg/Nm3. • Emission Reduction Plan. • Low Emission Strategy. 	<p>The Air Quality Officer comments are noted.</p> <p>Please refer to S106 HoT (i) for the air quality obligation to be secured.</p> <p>Please refer to Conditions 8, 9, 10, 11, 12, 25, 26, 27, 28, 29, 30, and 39.</p>

<ul style="list-style-type: none"> Reducing Emissions from Demolition and Construction. 	
<p>Contaminated Land Officer:</p> <p>Having consider the nature of the proposed development and applicant submitted supportive information i.e. Phase 2 Ground Investigation Report Revision no. B with reference 0301341/BH/CK prepared by Colliers Building Consultancy Limited dated 08 March 2024 taken note of sections 5 (Preliminary Conceptual Site Model), 7 (Ground Investigation), 8 (Ground Conditions), 10 (Geo-Environmental Results), 11 (Discussion), 12(Conclusions) and 13 (Geo-Environmental Recommendations), please be advised that, we have no objection to the proposed development. However, a land contamination condition is recommended should the planning application be approved.</p>	<p>The Contaminated Land Officer comments are noted.</p> <p>Condition 15 (Contaminated Land) is proposed to be secured.</p>
<p>Economic Development Officer:</p> <p>For this application, the standard employment and skills clauses would be required.</p> <p>We would expect the developer to deliver an employment and skills training programme during the construction phase, and we would expect the developer to work with the Council and local employment/education partners for any end user opportunities that arise from this development. For the end user opportunities, we would expect the deliverer to engage with the council four months prior to completion.</p>	<p>The Economic Development Officer comments are noted.</p> <p>S106 HoT (viii) is proposed to be secured.</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 22, 23 and 24 are proposed to be secured.</p>

<p>Head of Environmental Specialists (Energy):</p> <p>Conditions and a S106 obligation should be secured to ensure policy compliance.</p>	<p>The Head of Environmental Specialists comments are noted.</p> <p>Condition 25 and S106 HoT (iii) is proposed to be secured.</p>
<p>Highways Authority:</p> <p><u>Location</u></p> <p>North Hyde Gardens intersects with A437 North Hyde Road some 250 metres west of the A312 Bulls Bridge roundabout. North Hyde Gardens is aligned in a north south direction until it crosses the Grand Union Canal 350 metres further north where it then bends to the right in a west east alignment.</p> <p>The main application site is situated to the north of this bend. Approximately 70 metres north of North Hyde Road, North Hyde Gardens changes from being adopted to unadopted highway. North Hyde Gardens benefits from street lighting and a 30mph speed limit. In the vicinity of the application site there are double yellow line parking restrictions on either side of the road.</p> <p><u>Access to public transport</u></p> <p>Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 4, indicating access to public transport is reasonable compared to London as a whole, suggesting that there would be opportunities for trip-making to and from the site by public transport.</p> <p>Pedestrian access to the site will be gained from North Hyde Gardens, through the</p>	<p>The Highways Authority comments are noted.</p> <p>The Travel Plan is to be secured under S106 HoT (iv).</p> <p>The Healthy Streets / Active Travel Zone contribution is to be secured under S106 HoT(v).</p> <p>TfL A312 Healthy Streets Contribution is proposed to be secured under S106 HoT (vi).</p> <p>The relevant conditions are to be secured under Condition numbers 31 and 32.</p>

secured entrance consented under the adjacent Union Park project. The access consists of security rated turnstile and bypass gate for disabled and bicycle access.

Parking

The proposal would offer 14no. car parking spaces of which 1no. would be allocated as a disabled persons space, 6no. active electric vehicle charge point spaces and 3no. passive electric vehicle charge point spaces. In addition, as part of the consented scheme of the wider site, a total of 13no. short-stay parking spaces would be provided adjacent to the proposed Visitor Reception Centre. These spaces would have a maximum 'waiting time' sufficient to allow visitors to safely park their vehicles whilst undergoing security checks and site safety briefings prior to gaining site access. This standard of car parking is slightly lower than the standard approved at other data centres in the borough but is still considered acceptable.

Eight cycle parking spaces would be provided together with end of journey facilities including changing rooms, locker and showers. The Highway Authority requires that these cycle spaces are sheltered, secure and accessible in accordance with London Cycle Design Standards. The Highway Authority notes that the number of cycle parking spaces to be provided is based the floor area of the offices. This is considered reasonable taking into account the workforce density within the data centre itself would be very low and in any case, it is anticipated these people are likely to have desk space also within the office.

Trip generation

The proposed data centre would be operational 24 hours a day, seven days per week. The facility management and security staff would work day and night shifts with management and administration staff working more conventional hours between 8.30am and 5.30pm. Based on this the applicant reports

<p>there would be approximately 29no. people on-site during normal business hours.</p> <p>Whilst there would be just 14no. car parking spaces, there are opportunities for travel to the site by sustainable means including, bus, rail, walking and cycling. There would be a Travel Plan to encourage and enable the use of these options. The applicant highlights that the number of generated trips by car will not exceed the 14no. car parking spaces proposed.</p> <p>To establish the impact of the proposed development, the applicant has reviewed the existing trip generation of the site as it was in its original use – taxi repairs, against the proposed development and concluded there would be a net decrease in two-way vehicle trips in the weekday morning and evening peak periods respectively.</p> <p><u>Active Travel Zone assessment</u></p> <p>The consented scheme for Blocks 1-3 included an obligation to widen the footway and remove overgrown vegetation along North Hyde Garden to achieve the standard footway widths of 1.8m, thereby improving the safety and convenience of pedestrians using this link. A new zebra is also to be provided which will help improve pedestrian safety.</p> <p>Furthermore, to improve pedestrian connectivity from the Grand Union Canal to North Hyde Gardens, a new shared cycle and pedestrian link has already been constructed as part of the consented Blocks 1-3 development.</p> <p>The consented scheme secured a Transport for London Healthy Streets Scheme Contribution of £129,200 (s.106 agreement dated 14th April 2020). The Highway Authority require that another proportionate sum is secured.</p>	
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<p><u>Travel Plan</u></p> <p>A framework Travel Plan has been submitted to support the application. The targets seek to increase the level of Active Travel at this site from 44% to 48% over a five-year period. The Highway Authority requires a planning condition obliging the applicant to submit a Full Travel Plan.</p> <p>The targets in this Full Travel Plan should align with the 'London Plan Policy T1: Strategic Approach to Transport' which requires that development proposals support the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle, or public transport by 2041, as Hillingdon is an outer London Borough the target is 56%.</p> <p>Conclusion</p> <p>There are no highway objections to this proposal subject to the necessary planning conditions and obligations.</p>	
<p>Noise Specialist:</p> <p>Sufficient information has been provided by the Applicant to make a recommendation on noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty. Noise limit conditions are proposed for normal operation and emergency back-up operation scenarios.</p>	<p>The Noise Specialist comments are noted.</p> <p>Conditions 8 and 9 and proposed to be secured.</p>
<p>Planning Policy Officer:</p> <p>The Infrastructure Statement outlines how necessary power for the extension is already secured as part of the redevelopment of Union Park data centre campus.</p>	<p>The Planning Policy Officer comments are noted.</p>

<p>Urban Design Officer:</p> <p>This proposal seeks the addition of a fourth data centre block at North Hyde Gardens, adjacent to the Hayes Village redevelopment.</p> <p>Given the in-principle support for a data centre use on the wider site and for this extension, the scheme is largely driven by capacity demands, the applicant's business case, and operational requirements relating to access, infrastructure arrangement (construction and long-term maintenance logistics, energy supply, ventilation and cooling), and security considerations.</p> <p>Given this planning context and the design of the proposed appearance and landscaping, we are broadly supportive of the proposal, which comprises UP4 (main data centre use) and EC4 (ancillary energy centre use).</p> <p>However, a number of points require further clarification or resolution, including:</p> <ul style="list-style-type: none"> • Verified pedestrian-level townscape views (including rooftop plant and services). • Further justification for the proposed use of concertina razor wire, and exploration of less utilitarian alternatives. • Confirmation that underground utilities will not impede landscaping delivery or establishment. • Clarification regarding the "species-rich reinforced grass" specification. • Strengthening of the canal-side green buffer to mitigate visual impacts, alongside appropriate fence colouring. <p>Suggested Conditions</p> <ul style="list-style-type: none"> • External materials, finishes, and detailed design drawings (including cladding, landscaping features, and boundary treatments). • Landscaping strategy, including planting quantum, species selection, and distribution. 	<p>The Urban Design Officer comments are noted.</p> <p>Matters relating to design are addressed in paras 7.16 to 7.29 of the report.</p>
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<ul style="list-style-type: none"> Green buffer enhancement plan and delivery (subject to agreement with the Canal & River Trust, if applicable). 	
Waste Strategy Officer: No comments or objections.	The Waste Strategy Officer comments are noted.

7 Planning Assessment

Land Use Principles

Industrial Use

- 7.1 This application seeks permission for the redevelopment of the site to deliver an extension to the existing Union Park data centre campus. This would consist 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.
- 7.2 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. Policy E4 of the London Plan recognises data centres as an emerging industrial-type activity that falls within the broader B8 (storage and distribution) classification, making the proposed use appropriate within this designated SIL.
- 7.3 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 18,898m² floorspace and would appropriately intensify the use of the site. The proposed office floorspace would be ancillary to the primary data centre use and is therefore considered acceptable in principle.

Employment Use

- 7.4 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.
- 7.5 The submission states that each MW of data space generates, on average, 2.29 Technical Support Staff/MW(IT); and 3.45 Client Staff/MW(IT). The IT capacity of the proposed development is 28MW, and so based on this average density,

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this translates into 64 Site Based Technical Support Staff; and 97 Site Based Client Staff. This equates to 161 jobs.

- 7.6 The Applicant acknowledges that this would appear to be a high estimate of direct jobs created and therefore adjusts the number of jobs down to between 50 and 100. 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.
- 7.7 It should be acknowledged that the benefit of the number of jobs generated is somewhat diminished by the fact that the site did previously generate jobs under its former use as Addison Lee garages.
- 7.8 Notwithstanding, the Planning Statement notes an aspiration to establish a local apprenticeship scheme which would be supported.
- 7.9 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 Head of Term (viii).

Economy

- 7.10 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. The assessment also highlights the need for this 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

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

- 7.12 Given the substantial power demand associated with data centres, the applicant has outlined the strategy in the Infrastructure Statement. It is noted that this site would be an effective extension of the existing data centre campus adjacent to the site. It is noted that the proposed development would utilise the 37MVA already secured as part of the wider site via a contractual agreement with National Grid. The documentation submitted states that the National Grid connection for the broader site was energised in January 2023 via National Grid's substation at North Hyde. The GLA have confirmed that they have no further comment on this matter in the Stage 1 report.
- 7.13 In the event of a power loss, such as a temporary grid blackout, emergency back-up generators would automatically activate to maintain power to essential systems until mains power is restored. As such, reliable power infrastructure is in place to support the development's resilience. This is subject to air quality considerations addressed in paragraphs 7.54 to 7.59 of this report.
- 7.14 The Council has continued to engage with the Greater London Authority's Infrastructure Coordinate Service, who have been leading on the issue of West London electricity capacity constraints. The relevant infrastructure providers are continuing to deploy solutions to resolve capacity issues for residential and mixed-use schemes in the short term. This has resulted in almost all the residential schemes previously known to be stalled due to this issue having a connection secured. Upgrades to the electricity transmission network serving West London remain planned to address the issue over the long-term. The Greater London Authority continue to host an update on the issue of West London Electricity Capacity Constraints on its website with full details of the latest position.
- 7.15 Therefore, the development has secured a power supply and would not overburden the local grid capacity and is not considered to result in detrimental impacts connected to energy infrastructure.

Design

- 7.16 This application seeks permission for the redevelopment of the site to deliver an extension to the existing Union Park data centre campus. This would consist 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
- 7.17 More specifically, the development would comprise a data centre building (Union Park 4 or UP4), an Energy Centre building (EC4) and an ancillary building (AB5) to connect the two main elements of development, totalling 15,410 m2 Gross Internal Area. The development would sit adjacent to and connect with AB4 and

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UP3, which were consented and built out under planning permission ref. 75111/APP/2020/1955, 15th April 2021. The development would result in a data campus with 4 no. data hall blocks (UP1 to UP4) and 4 no. energy centres (EC1 to EC4).

- 7.18 The main data centre building would measure 60m x 70m in footprint and 32.8m in height. This connects to AB5 which measures 15m x 48m footprint, and 32.8m in height. The bookend to the development is EC4 which measures 41m x 51m in a triangular shaped footprint, stepping down from 29m height to 21.5m height.

Tall Building

- 7.19 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.
- 7.20 The proposed UP4 and AB5 buildings measure 32.8m in height and the EC4 building would measure 29m in height. These buildings would exceed the minimum 18m threshold stated under Policy D9 of the London Plan (2021). However, as permission has already been granted on the wider site for the data centre buildings UP1, UP2 and UP3 which measure the same height and energy centre buildings EC1, EC2 and EC3 which measures between 19m and 21m in height, the proposed development is not considered to constitute tall buildings as they would not be substantially taller than the surroundings and would only introduce a low to moderate impact on the skyline.
- 7.21 Aside from the above, Policy DMHB 10 of the Hillingdon Local Plan: Part 2 (2020) states that any proposal for a high building or structure will be required to respond to the local context and satisfy a series of criteria covering issues such as accessibility, massing, the architectural quality, provision of amenity space, impacts on microclimate, social and economic benefits and public safety requirements. Policy D9 of the London Plan (2021) also states that development proposals should address relevant visual, functional, environmental and cumulative impacts. Several of the considerations outlined within these policies are considered elsewhere within the report.
- 7.22 References to the relevant sections of the report are listed out below:
- Impact on the local highway network is considered in paras 7.81 to 7.98 of this report.
 - Impact on neighbour amenity is considered in paras 7.44 to 7.51 of this report.

- The consideration of airport safeguarding is addressed in paras 8.3 to 8.4 of this report.
- Economic and social benefits are addressed in paras 7.4 to 7.10.
- Safety considerations are central to the design and operation of tall buildings. Paras 7.32 to 7.34 of this report address security matters. Paras 7.35 to 7.36 address fire safety considerations.

7.23 As per the original permission granted on this site, the proposed development is likely to create a microclimate comfortable environment for pedestrians and occupants. The provision of additional landscaping features would also obstruct and dissipate winds. If recommended for approval, a detailed landscape scheme would be secured by a planning condition.

Impact on the Character and Appearance of the Area

7.24 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.

7.25 The proposal has been designed to remain largely in keeping with the wider redevelopment, while giving special architectural treatment to the EC4 block. While the main body of the extension, the UP4 block, largely mirrors the rest of the development in its appearance, height, massing, and architectural dressing; the EC4 block follows the wider design principles but is treated as a distinct feature, with a reduced height and playful visual accents that both break from and complement the established character.

7.26 In terms of colour, the development continues the established rhythm of the wider development. UP4 would utilise a light grey finish while AB5 and EC4 would adopt a darker anthracite grey. While concerns were raised that a darker colour might accentuate the scale and massing, it was mutually agreed that maintaining consistency with the overall rhythm of the development took priority. It was also considered that making AB5 and EC4 the same light grey as UP4 could lead to a more monolithic appearance, potentially increasing the perceived scale rather than breaking it down. The final details of materials are proposed to be secured via Condition 16.

7.27 The inclusion of evening-time lighting for EC4 is supported, as it is expected to enhance the building's animation and contribute to a more lively and engaging presence throughout the day and night. However, it is important that the lighting is appropriately dimmed to avoid adverse impacts on surrounding biodiversity and to minimise potential visual disturbance to Hayes Village across the canal. This is proposed to be secured via Condition 17.

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- 7.28 Notwithstanding the above design considerations, it is important to acknowledge that some visual impact will remain and must be considered as part of the overall planning balance. The submission emphasises a commitment to reinforce and manage the planting buffer on the neighbouring Canal and River Trust land. This is particularly important given that the applicant proposes to introduce a taller and more secure site boundary fence, including features such as razor wire, which would introduce additional visual impacts not fully represented in the submitted visuals. Furthermore, the current green buffer is visually permeable, thereby limiting its effectiveness in mitigating views of the development as seen from the canal-side. As such, S106 HoT (vii) is proposed to secure a financial contribution towards canal enhancements.
- 7.29 In conclusion, the development is not considered to be harmful in visual terms, subject to securing acceptable mitigation and design detail through condition. 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

- 7.30 Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design.
- 7.31 The ancillary office building would be wheelchair accessible, including provision for lift access onto each floor. Two accessible parking spaces, including the required 1.2m transfer zone to side of the bays. These are also provided within close proximity to the entrance to the ancillary office building. The Council's Access Officer has confirmed no objection to the proposal and the development is considered accord with the requirements of Policy D5 of the London Plan (2021).

Security

- 7.32 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).
- 7.33 The proposal makes security provisions, including the provision of fences to secure the site. A staff wellbeing garden is proposed within the boundary of the site and would only be accessible to employees and visitors. Whilst it would have been preferable that this space was publicly accessible, it is acknowledged that its nature and location may have encouraged use of the space for anti-social behaviour.
- 7.34 A secured by design condition has been recommended to achieve appropriate accreditation. Subject to Condition 34, the proposal would accord with Policy

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DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

Fire Safety

- 7.35 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 will function in fire safety terms.
- 7.36 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. Condition 33 is 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

- 7.37 The application site is not subject to a Conservation Area designation and does not contain any heritage assets, including statutory listed buildings or locally listed buildings. The site is positioned to the south-east of Hayes Town Centre, on the eastern boundary of the Borough, within proximity of the Nestles Conservation Area to the south-west and the Bulls Bridge Conservation Area to the east, which contains the Grade II listed Bulls Bridge and the locally listed Toll House. The Grade II Listed Benlow works building is also located approximately 180 metres to the north-west of the site.
- 7.38 The application is supported by a Landscape/Townscape & Visual Impact Assessment and a Historic Environment Desk-Based Assessment V1. Following comments received from the GLA, further viewpoint information was submitted during the application process to demonstrate what the impact of the proposal would be on local heritage assets. Viewpoints VP01 (Botwell: Thorn EMI Conservation Area), VP02 (Bulls Bridge Conservation Area), VP03 (Grade II Listed Bulls Bridge) and VP04 (Ealing Canalside Conservation Area) have been submitted.
- 7.39 The proposed development would not have any physical impact on any designated heritage asset. The only potential change in significance to any designated or non-designated built heritage assets would be through a change in the setting of the identified heritage assets.
- 7.40 Setting is defined in the NPPF as "the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative

contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral".

- 7.41 Having considered the information submitted, it is agreed that the setting of the nearby heritage assets would not be harmed by the proposals. The longer distance viewpoints and photo montages submitted demonstrate that there would not be a significant impact on the setting of heritage assets due to the separation distances. The proposed development also would not intrude in any significant long-distance views of heritage assets. Accordingly, the proposed development is not considered contrary to Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

Archaeology

- 7.42 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.
- 7.43 The application site does not form part an Archaeological Priority Area/Zone. GLAAS have been consulted and have commented that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions were deemed necessary, and the application is considered to accord with the requirements of Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

Residential Amenity

Impact on Neighbours

- 7.44 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.
- 7.45 The application site forms part of a Strategic Industrial Location, this being an area generally considered as appropriate for industrial intensification and inappropriate for residential uses. The nearest existing residential neighbours are located on the Hayes Village development site (originally approved under application ref. 1331/APP/2017/1883) to the west, comprising 1,386 residential units. At its nearest point, the development would sit circa 70 metres away from Block F of the Hayes Village development.
- 7.46 Further afield, residential neighbours are located 300m to the south on Nestle's Avenue, 250 metres west on Station Approach, 260 metres to the north-west on Chalfont Road and 350 metres north on Copperdale Road and Silverdale Gardens.

- 7.47 Given the separation distances noted above, the proposed development is not considered to have a significant impact on the amenity, daylight and sunlight of neighbouring residential properties. Accordingly, the proposal is not considered contrary to part B) of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Issues

Noise

- 7.48 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).
- 7.49 As noted above, the site is located a short distance to the north of residential properties. These represent a constraint on the permitted noise environment of any future use.
- 7.50 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.
- 7.51 Conditions 8 and 9 are 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

- 7.52 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.
- 7.53 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

- 7.54 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.

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- 7.55 The application site is located within the Hillingdon Air Quality Management Area and the Hayes 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 south of the site.
- 7.56 In order to meet the electrical demand for the proposed data centre in the event of a grid failure, the proposed development requires 14 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 NOx emission concentrations.
- 7.57 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, equal to £210,508 and could rise depending on the performance of the generators and monitoring results.
- 7.58 Conditions 9, 10, 12, 25, 26, 27, 28, 29, 30, 35 and 39 are proposed to secure air quality mitigation measures. This includes hours of generator testing, construction details, the use of HVO backup generator fuel, the use of the cleanest generator technology, selective catalytic reduction, the operating regime for backup generators, an emission reduction plan and air quality monitoring plan. In conjunction with this, Section 106 HoT (i) would secure the damage cost required to mitigate the impact of the proposed development on local air quality.
- 7.59 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).

Trees and Landscaping

- 7.60 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.
- 7.61 The Arboricultural Impact Assessment submitted confirms that no Category A or B trees are to be removed. Tree nos. 1-7 and one group of trees (G1) are proposed to be removed because they are situated within the footprints of proposed structures or surfaces. All of these trees are Category C. Two tree groups (G2 and G5) are to be pruned and parts of the proposed road and

underground service ducts will encroach within the root protection areas (RPAs) of four of the trees to be retained (nos. 10, 11, 23 and 26 which are Category C). The plans submitted confirm that at least 34 trees are proposed to be planted, to be located around the staff wellbeing garden and the western corner of the site.

- 7.62 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 and largely privatised (non-publicly accessible). Consequently, the public benefits of the proposed greening are limited mainly to improvements for staff and visitors, alongside some general urban greening and biodiversity gains, and must be recognised as a material consideration within the overall planning balance.
- 7.63 The potential to locate some landscaping outside the proposed fence line was explored. However, due to security concerns, including Secured by Design guidance and the risk of antisocial behaviour in the area expanding into publicly accessible spaces, it was concluded that the potential public benefits would not outweigh the security risks. In addition, there was limited interest from the Canal & River Trust, who own and manage the adjoining green buffer, in facilitating or supporting publicly accessible landscaping in this area. As such, the security requirements were considered insurmountable to allow for publicly accessible landscaping in this location. Given these constraints, the proposed landscaping is considered broadly acceptable and makes the best use of the limited residual land available.
- 7.64 It is noted that the fencing proposal includes razor wire but as it is located to the rear, abutting the railway, it would not be significantly visible. It is also noted that a more appropriate fencing with sawtooth topping is proposed to the front of the site, fronting onto the more sensitive and visible canal side. This is acceptable. Condition 18 is proposed to secure the final details of proposed boundary treatments.
- 7.65 The final details of hard and soft landscaping are also proposed to be secured by Condition 18 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

- 7.66 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target score for commercial development is 0.3.
- 7.67 The development reports an Urban Greening Factor score of 0.39 which exceeds the minimum requirements. This weighs in favour of the scheme in terms of the overall planning balance.

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Biodiversity

- 7.68 The Environment Act 2021 has established that all planning permissions granted in England have to deliver at least 10% BNG from January 2024. Paragraph 174 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).
- 7.69 The Biodiversity Net Gain Assessment submitted states that the development would deliver a net gain of 83.92% in habitat units. This is considered to weigh in favour of the scheme.
- 7.70 The final details of a Biodiversity Net Gain Scheme which maximises net gains in biodiversity value for the development would be secured by Condition 20. Subject to such a condition, the proposal is considered to accord with the NPPF (2023), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flood Risk

- 7.71 Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision of flood risk and surface water flooding mitigation will be refused.
- 7.72 The application site is located in Flood Zone 1, meaning that the site is at very low risk of fluvial flooding. The proposed commercial use is considered to fall under the 'less vulnerable' classification. Accordingly, the proposal is appropriate in this location. The 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

- 7.73 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).
- 7.74 The proposed development would remove impermeable hardstanding and replace it in part with soft landscaping, resulting in a net benefit to drainage. Sustainable urban drainage features are proposed, including brown roofs,

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swales, filtration trenches, and porous surfacing. The Council's Flood and Water Management Specialist has confirmed no objection to the proposed drainage strategy, subject to the necessary planning conditions.

- 7.75 Conditions 22 and 24 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

- 7.76 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.
- 7.77 During the consultation process, Thames Water has confirmed no objection to the proposed development in respect of surface water and foul water. However, insufficient information has been submitted in respect of the BREEAM standards for Wat 01 credits and water metering and saving measures.
- 7.78 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 Condition 23, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Land Contamination

- 7.79 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.
- 7.80 A phase 2 contaminated land study has been submitted for consideration and is considered sufficient and acceptable for the initial stage of the planning process. Condition 15 is 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

- 7.81 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

- 7.82 This application seeks permission for redevelopment of site to deliver an extension to the existing Union Park data centre campus. The operation would be 24 hours a day, seven days per week and would employ between 50 and 100 staff.

Staff and Visitor Car Parking

- 7.83 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.
- 7.84 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.
- 7.85 The proposal would provide 14no. car parking spaces of which 1no. would be allocated as a disabled persons space, 6no. active electric vehicle charge point spaces and 3no. passive electric vehicle charge point spaces. In addition, as part of the consented scheme of the wider site, a total of 13no. short-stay parking spaces would be provided adjacent to the proposed Visitor Reception Centre. These spaces would have a maximum 'waiting time' sufficient to allow visitors to safely park their vehicles whilst undergoing security checks and site safety briefings prior to gaining site access. The Highways Authority have confirmed that the number of spaces proposed is acceptable.

Disabled Person Car Parking

- 7.86 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 1no. disabled persons parking bays and 1no. enlarged parking bays.

- 7.87 The development proposes 1no. disabled persons parking bay. This is accepted and secured by Condition 18.

Electric Vehicle Charging Points (EVCPs)

- 7.88 Policy T6.2 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.
- 7.89 A total of 6no. active and 3no. passive EVCPs are proposed to be provided to serve staff and visitor car parking. This is accepted and is secured by Condition 18.

Cycle Parking

- 7.90 Eight cycle parking spaces would be provided together with end of journey facilities including changing rooms, locker and showers. The Highway Authority requires that these cycle spaces are sheltered, secure and accessible in accordance with London Cycle Design Standards. The Highway Authority notes that the number of cycle parking spaces to be provided is based on the floor area of the offices. This is considered reasonable taking into account the workforce density within the data centre itself would be very low. The details of the proposed cycle parking are proposed to be secured by Condition 18.

Parking Design and Management Plan

- 7.91 20% of car parking spaces are proposed with passive electric vehicle charging infrastructure. The applicant has therefore committed to increasing the number of electric vehicles charging spaces over time. The detail of a parking design and management plan is proposed to be secured under Condition 31.

Trip Generation

- 7.92 The proposed data centre would be operational 24 hours a day, seven days per week. The facility management and security staff would work day and night shifts with management and administration staff working more conventional hours between 8.30am and 5.30pm. Based on this the applicant reports there would be approximately 29no. people on-site during normal business hours. Whilst there would be just 14no. car parking spaces, there are opportunities for travel to the site by sustainable means including, bus, rail, walking and cycling. There would be a Travel Plan to encourage and enable the use of these options. The applicant highlights that the number of generated trips by car will not exceed the 14no. car parking spaces proposed.
- 7.93 To establish the impact of the proposed development, the applicant has reviewed the existing trip generation of the site as it was in its original use – taxi

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repairs, against the proposed development and concluded there would be a net decrease in two-way vehicle trips in the weekday morning and evening peak periods respectively.

Healthy Streets and Active Travel Zone Assessment

- 7.94 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 £43,000 contribution towards highways improvement works. This is proposed to be secured under S106 HoT (v).
- 7.95 Transport for London have identified highway improvement measures for the A312. As users of this development would benefit from these new facilities and the development would generate impacts which should be mitigated, a £31,643 is proposed to be secured under S106 HoT (vi).

Travel Plan

- 7.96 A detailed and finalised Travel Plan is proposed to be secured through the proposed S106 legal agreement, listed under S106 HoT (iv).

Construction Logistics Plan and Service Delivery Plan

- 7.97 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 13 and 32 respectively.

Transport Conclusion

- 7.98 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

- 7.99 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.
- 7.100 The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment as required. Condition 38 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).

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CO2 Emissions

- 7.101 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.
- 7.102 The Energy Statement states that the development would achieve 75% savings on-site, exceeding the minimum planning policy requirement of 35%. This is achieved by high efficiency systems, photovoltaic panels and an air source heat pump solution. Despite this, there is requirement to secure a financial contribution to achieve net zero-carbon. Condition 25 is proposed to secure the finalised energy strategy, alongside detail on monitoring, to ensure compliance with the requirements. A S106 planning obligation is proposed under Head of Term (iii) to allow for a financial contribution to be secured if the development does not achieve net zero-carbon. Subject to such conditions and planning obligations, the development would accord with Policy SI 2 of the London Plan (2021).

Energy Infrastructure

- 7.103 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.
- 7.104 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 Condition 11 is proposed to secure this commitment, ensuring compliance with Policy SI 3 of the London Plan (2021).

Overheating

- 7.105 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.
- 7.106 The proposed development includes urban greening features which will contribute a reduced impact with respect to urban heat island effects.
- 7.107 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. A Dynamic Overheating Analysis has been undertaken using the CIBSE TM52 methodology. Its results demonstrate the requirement for active cooling.

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- 7.108 No further detail is deemed necessary for consideration and the development is considered to accord with the requirements of Policy SI 4 of the London Plan (2021).

Circular Economy

- 7.109 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.
- 7.110 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.
- 7.111 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.
- 7.112 A Circular Economy Statement has been submitted for consideration. Whilst the GLA have requested that further information is submitted in relation to reported metrics and waste management, 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 Condition 37. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

Digital Connectivity

- 7.113 Policy SI 6 of the London Plan (2021) supports the provision of digital infrastructure with paragraph 9.6.1 emphasising its importance.
- 7.114 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 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, the closest of which is over 70m away in the Hayes Village development, will 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 7.54 to 7.59 for consideration of air quality impacts.

Airport Safeguarding

- 8.3 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.
- 8.4 The site is located within the 3km perimeter of Heathrow Airport and is sited circa 6.92km away from RAF Northolt. The National Air Traffic Services, Heathrow Airport Ltd and the Ministry of Defence have been consulted and have confirmed no safeguarding objections. A Bird Hazard Management Plan (BHMP) has been secured under previous permissions relating to the data centre campus and as such is deemed appropriate that the extension connects into the previously approved BHMP. Planning Condition 21 is 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

- 8.5 Legislation pertaining to Environment Impact Assessments are set out under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (or the EIA Regulations).
- 8.6 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

8.7 The area of this development proposal is on a site of around 1.26ha which is below the 5ha threshold. However, when considered in combination with the adjacent site to the east, the total area of both developments exceeds this. The data centres development to the east does not form part of the proposed development and benefits from planning consent under applications 75111/APP/2020/1955 and 75111/APP/2022/1007. However, given that the Applicant is the same and the potential for cumulative impacts, although no formal screening was undertaken, it was agreed that the proposed development would qualify as EIA development and as such an Environment Statement (ES) has been submitted.

8.8 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 7.54 to 7.59 (air quality) and paras 7.99 to 7.112 (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

8.9 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

8.10 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

- 8.11 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.
- 8.12 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;
 - ii. directly related to the development; and
 - iii. fairly and reasonable related in scale and kind to the development.
- 8.13 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.
- 8.14 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

- 8.15 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.
- 8.16 In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.
- 8.17 The liability payable is as follows (subject to indexation):
- Hillingdon CIL: £127,017.26
 - Mayoral CIL: £1,094,657.82
 - Total: £1,221,675.08

- 8.18 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 proposed redevelopment of the site to deliver an extension to the existing Union Park data centre campus (Use Class B8) is considered acceptable in land use terms. The economic benefit of data centre development is acknowledged and supported by national, regional, and local planning policies. The development has also secured a power supply and 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 Union Park data centre campus. The high-quality design and elevational treatments, including a lighting scheme to Energy Centre 4 (EC4), are considered to soften its townscape impact and mitigate any perceived harm. The proposed development also retains an industrial/technological aesthetic that respects the immediate area's character.
- 9.3 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.
- 9.4 Due regard has been given to residents' objections; however, 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 this 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 and a Section 106 legal agreement.

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@hillingdon.gov.uk.

APPENDICES

Planning Application

75111/APP/2025/739

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM3 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:-

Site Location Plan:

NWA-0474-SW-ZZ-DR-A-010000 Rev. P01

Site:

MWL-0474-SEW-ZZ-DR-L-100003 Rev. P14 Block 4 Landscape Masterplan

NWA-0474-SW-ZZ-DR-A-900000 Rev. P01 Proposed Overall Site Plan

NWA-0474-SW-ZZ-DR-A-900001 Rev. P01 Proposed Enlarged Site Plan

NWA-0474-SW-ZZ-DR-A-900909 Rev. P01 Fence Overall Site Plan

NWA-0474-SW-ZZ-DR-A-900910 Rev. P01 Proposed Fence Details

NWA-0474-SW-ZZ-DR-A-900911 Rev. P01 Proposed Cycle Racks Details

Floor Plans:

NWA-0474-UP4-00-DR-A-030000 Rev. P01 Proposed Ground Floor Plan

NWA-0474-UP4-01-DR-A-030010 Rev. P01 Proposed First Floor Plan

NWA-0474-UP4-02-DR-A-030020 Rev. P01 Proposed Second Floor Plan

NWA-0474-UP4-03-DR-A-030030 Rev. P01 Proposed Third Floor Plan

NWA-0474-UP4-04-DR-A-030040 Rev. P01 Proposed Fourth Floor Plan

NWA-0474-UP4-05-DR-A-030050 Rev. P01 Proposed Fifth Floor Plan

Elevations:

NWA-0474-UP4-ZZ-DR-A-030700 Rev. P01 Proposed Elevations

NWA-0474-SW-ZZ-DR-A-030800 Rev. P01 Site Context Sections

Sections:

NWA-0474-UP4-ZZ-DR-A-030801 Rev. P02 Proposed Building Sections

Bay Studies:

NWA-0474-UP4-XX-DR-A-030610 Rev. P01 B4 Facade Bay Study 1 - UP4

NWA-0474-UP4-XX-DR-A-030611 Rev. P01 B4 Facade Bay Study 2 - AB5
NWA-0474-UP4-XX-DR-A-030612 Rev. P01 B4 Facade Bay Study 3 - EC4

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).

3. COM5 Compliance with Supporting Documentation

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

Planning:

Planning & Economic Benefits Statement (Dated March 2025)

Environment Impact Assessment:

Environmental Statement (Dated April 2025)

Design and Heritage:

NWA-0474-UP4-XX-RP-A-000005 P01 Design and Access Statement (Dated 28th February 2025)

Historic Environment Desk-Based Assessment V1 (Dated March 2025)

MWL-0474-SEW-XX-REP-L-100006 P3 Landscape / Townscape & Visual Impact Assessment (Dated 28th February 2025)

MWL-0474-SEW-XX-REP-L-100013 P1 Landscape / Townscape & Visual Impact Assessment Addendum (Dated 1st August 2025)

MWL-0474-SEW-XX-REP-L-100010 P3 Landscape Design Statement (Dated 28th February 2025)

MWL-0474-SEW-XX-REP-L-100007 P3 Landscape Management and Maintenance Plan (Dated 28th February 2025)

MWL-0474-SEW-ZZ-DR-L-100002 Rev. P10 Urban Greening Factor

Fire Safety Planning Strategy Report Issue 3

HDR-0474-XX-XX-REP-C-000005 P01 Utilities Statement Report (Dated 28th February 2025)

HDR-0474-XX-XX-REP-C-000006 P01 Infrastructure Statement (Dated 28th February 2025)

Environmental:

Phase 2 Ground Investigation Report Rev. B (Dated 21st February 2025)

HDR-0474-XX-XX-REP-C-000008 P01 Cut and Fill Report (Dated 28th February 2025)

Ecological Enhancement Scheme VF3 (Dated 28th February 2025)
Ecological Assessment VF5 (Dated 28th February 2025)
Biodiversity Net Gain Report VF2 (Dated 28th February 2025)
Bird Hazard Management Plan VF4 (Dated 28th February 2025)
SJA air 23258-01b Arboricultural Implications Report (Dated February 2025)
R/NS/1/250226 V02 Plant Noise Assessment Report (Dated 26th February 2025)
BRS-0437-0 Rev. 3.0 Wind and Microclimate Report (Dated 28th February 2025)
6599 Daylight and Sunlight Report (Dated 27th February 2025)
Aviation Report Covering Letter (Dated 12th March 2025) and CL-5447-RPT-002 V1.0
Aviation Report (Dated June 2020)

Sustainability:

HDR-0474-XX-XX-REP-MD-000002 Sustainability Statement (Dated 28th February 2025)
HDR-0474-XX-XX-REP-MD-000004 Whole Life Carbon Assessment (Dated 28th February 2025)
HDR-0474-XX-REP-MD-000003 Circular Economy Statement (Dated 28th February 2025)
HDR-0474-XX-XXX-REP-MD-000001 P01 Energy and Overheating Statement (Dated 28th February 2025)
BREEAM Pre-assessment Report V1 (Dated 13th November 2024)
HDR-0474-XX-XX-REP-C-000002 Issue P02 Flood Risk Assessment and Drainage Strategy (Dated 23rd May 2025)

Transport:

HDR-0474-XX-XX-REP-C-000003 Rev. P01 Transport Assessment (Dated 28th February 2025)
HDR-0474-XX-XX-REP-C-000004 P01 Travel Plan (Dated 28th February 2025)
HDR-0474-XX-XX-RP-C-000007 P01 Delivery and Service Management Plan (Dated 28th February 2025)
Construction Logistics and Management Plan Rev. 2 (Dated 20th February 2025)
Site Waste Management Plan (Dated February 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).

4. NONSC Compliance with Air Quality Emissions

The development shall be operated in accordance with the air quality emissions set out in Table A6.4.4: Generator Emission Calculation Inputs page 19 of the Appendix 6.1-6.6 - Air Quality Report (Dated 7th March 2025) and Table 4.1: Model Inputs for Generators of the Appendix 6.1-6.6 - Air Quality Report (Dated 7th 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 0.0872748 tonnes of NOx/year and not exceed 0.0020808 tonnes of PM2.5/ year.

(ii) Total emissions per year: Total annual emissions for the total 14 generators shall not exceed 0.6546216 tonnes of NOx/year and not exceed 0.012622 tonnes of PM2.5/ 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 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).

5. NONSC Restrict Use to Data Centre (no other B8 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.

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).

6. NONSC Restrict Enlargement of B8 Use Buildings

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).

7. NONSC Restrict Addition of Internal 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).

8. NONSC Plant Noise Limits for Normal Operation

For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by its operation shall not exceed:

42 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and

45 dB LAr 1 hour for any one-hour period between 0700 and 2300,

determined one metre free field external to any window or door of any permanent residential, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

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).

9. NONSC Backup Generator Testing Hours

The routine testing of equipment designed to operate only in an emergency shall 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 15 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).

10. NONSC Backup Generator Fuel

The generators shall be fueled 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 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).

11. NONSC Connection to Future District Heating Network

The development hereby approved shall provide a single point of connection to allow future connection to a district heating network. Provision for this connection shall include space for heat exchangers in the energy centre, 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.

REASON

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

12. 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 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).

13. NONSC Construction Management and Logistics Plan

Prior to the commencement of works on site, a Construction Environmental Management

and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (Canal & River Trust, Ministry of Defence, Heathrow Airport Safeguarding and Network Rail). 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 Grand Union Canal 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 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).

14. NONSC CRT Risk Assessment and Construction Methodology Plan

Prior to the commencement of works on site, a Risk Assessment and Construction Methodology Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Canal and River Trust). The plan shall include details of all earthmoving, excavations and the design and construction of all foundations for all works adjacent to the waterways.

REASON

To safeguard the stability of the canal infrastructure, in accordance with paragraphs 187, 196 and 197 of the National Planning Policy Framework (2024).

15. NONSC Contaminated Land

(i) The development shall not commence until a scheme to deal with contamination 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 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 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 there mediation 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 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.

16. NONSC Materials

Prior to the commencement of above ground construction works for the development, details and samples of materials and external surfaces for the development shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

(i) Mock-up sample panels of UP4 Bay Study 1, AB5 Bay Study 2 and EC4 Bay Study 3 (plan refs. NWA-0474-UP4-XX-DR-A-030610 Rev. P01, NWA-0474-UP4-XX-DR-A-030611 Rev. P01, NWA-0474-UP4-XX-DR-A-030612 Rev. P01) provided 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 other facades shall be submitted as a sample board with an accompanied schedule of materials.

The design and construction of the structure shall not prejudice the provision of an acceptable detailed design and material treatment of facades.

Thereafter the 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 in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

17. NONSC EC4 Lighting Scheme

Prior to the commencement of above ground construction works for the development, details of the Energy Centre 4 (EC4) lighting scheme shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Canal and River Trust and Network Rail). This shall include a mock-up sample panel of the EC4 Bay Study 3 (plan ref. NWA-0474-UP4-XX-DR-A-030612 Rev. P01) south and west facade provided at a scale and location to be agreed with the Local Planning Authority.

Thereafter the 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 of the Hayes Village development, 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 DME1 7 of the Hillingdon Local Plan: Part 2 (2020). To ensure lighting associated with the development does not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains.

18. COM9 Landscape Scheme

Prior to commencement of works above ground level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Canal & River Trust, Ministry of Defence, Heathrow Airport Safeguarding and Network Rail). The scheme shall include:-

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100) with at least 34 no. 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 8 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:

14no. car parking spaces of which 1no. would be allocated as a disabled persons space, served by 6no. active electric vehicle charging points and 3no. passive electric vehicle charging infrastructure

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 (External lighting should be angled downwards, and light directed into the site, and it should not provide flood lighting to the canal 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 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).

19. NONSC External Lighting Scheme

Prior to commencement of above ground works, details of an external lighting scheme shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Canal and River Trust and Network Rail). Such details shall include location, height, type and direction of light sources and intensity of illumination.

Thereafter the external lighting shall be installed prior to occupation and maintained in full accordance with the approved details.

REASONS

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 - Development Management Policies (January 2020). To ensure lighting associated with the development does not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains.

20. NONSC Biodiversity Net Gain

Prior to commencement of above ground works, a Biodiversity Gain Plan for the site, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value; and

ii. On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing

management strategies to maintain gains for a minimum of 30 years. 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 an 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.
- h) Details of the persons responsible for the implementation and monitoring.
- i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage; or

Where a biodiversity net gain of 10% is not achievable on site, in addition to the Baseline Biodiversity Assessment (i), the following shall be included in the BGP:

- iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain, confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan.

The approved Biodiversity Gain Plan shall be strictly adhered to, and 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).

21. NONSC Bird Hazard Management Plan

Prior to commencement of development above ground level, a Bird Hazard Management Plan (BHMP) 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:

- a. An assessment of the various bird species found in the vicinity of the site, to include species data and numbers;
- b. Details of layout of the solar panels, and roof proofing measures designed to prevent access to, and successful breeding by, large gulls, Feral Pigeons and any other identified problematic species on the roof spaces and on, under or around the PV panels; and
- c. Schedule for inspection of the roof spaces by a suitably qualified individual (to include

details of roof access), details of the methods used to disturb/disperse birds, and a method statement for recording the results of the disturbance/dispersal activity.

The development shall be carried out and managed strictly in accordance with the details agreed and there shall be no variation without the express written consent of 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).

22. NONSC Sustainable Drainage Scheme Details

Prior to commencement (except for demolition, ground and enabling work) of this development (excluding demolition and site clearance), a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority (in consultation with the Canal and River Trust). 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 development shall be constructed in accordance with the approved details prior to occupation and be retained 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).

23. NONSC Water Infrastructure Details

Prior to the commencement of the development (not including demolition and site clearance), water infrastructure details 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.

The development must proceed and be occupied in accordance with the approved scheme.

REASON

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

24. NONSC Sustainable Drainage Scheme Verification

Prior to the first occupation of the development, evidence (photographs and installation

contracts) shall be submitted to demonstrate that the 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).

25. NONSC Energy Monitoring, Recording and Reporting

Prior to first occupation of the development, a detailed energy monitoring, recording and reporting plan 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 73% on-site) 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).

26. NONSC Cleanest Generator and Fuel Technology

Prior to first occupation of the development, evidence that the cleanest backup emergency generators and cleanest fuel available to service the generators in the market will be deployed for the 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 development shall be implemented and operated in accordance with these 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).

27. NONSC SCR to achieve 95mg/Nm3

Prior to first occupation of the development, evidence that the 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 development shall be implemented and operated in accordance with these 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).

28. NONSC Operating Regime for Backup Generators

Prior to first occupation of the development, an Operating Regime (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 15 hours per generator per year and shall avoid AM and PM peak hours.

Thereafter the development shall be implemented and operated in accordance with these 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).

29. NONSC Emission Reduction and Management Plan

Prior to occupation of the development, an Emission Reduction and Management Plan (ERMP) for the 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.

Thereafter the development shall be implemented and operated in accordance with these 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).

30. NONSC Emissions Monitoring Plan

Prior to first occupation of the development, an Emissions Monitoring Plan (EMP) 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 4. The EMP must include all backup generators and shall be in place from the start of operations.

Thereafter the development shall be implemented and operated in accordance with these 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).

31. NONSC Parking Design and Management Plan

Prior to the first occupation of the development, a Parking Design and Management Plan 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.

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).

32. NONSC Delivery, Servicing and Waste Management Plan

Prior to the first occupation of the development, details of a final Delivery, Servicing and Waste Management Plan 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 development shall be operated in full 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).

33. NONSC Fire Statement

Prior to the first occupation of the development, the final comprehensive Fire Statement 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 development shall be constructed 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).

34. NONSC Secured by Design

The building(s) 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 Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

35. NONSC Low Emission Strategy

Prior to the first occupation of the development, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall detail but be not restricted to:

- i) a clear and effective strategy to encourage users of development to:-
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive to work zero emission vehicles.
- ii) Install EV fast charging points in accordance with approved plans to promote the use of zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

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).

36. COM10 Tree 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 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 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

37. NONSC Circular Economy Monitoring Report

Prior to first occupation of the development, a post-construction monitoring report 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 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).

38. NONSC Whole Life-Cycle Carbon Assessment

Prior to the first occupation of the 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.

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 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).

39. NONSC Backup Generator Emission Evidence

Within one year of first occupation of the development, details of the 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 A6.4.4 of Appendix 6 of the Air Quality Report (dated 7th March 2025) (as secured under Condition 4) 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. 172 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. 173 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 Canal & River Trust advise as follows:

1. The applicant/developer is advised that there are fibre optic cables within the vicinity of the site along the footpath/towpath and necessary measures should be taken to ensure that these are not adversely affected during development, The applicant/developer is advised to contact the Canal & River Trust's Works Engineering Team (enquiries.TPWSouth@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".

2. The applicant/developer is advised to contact Bernadette McNicholas of the Canal & River Trust's Estates Team (Bernadette.mcnicholas@canalrivertrust.org.uk) in order to ensure that the necessary licences, commercial agreements are obtained prior to any works, including landscaping and ecological enhancements, being carried out which may encroach on or over Trust owned land/waterspace.

3. The applicant is advised that any surface water discharge to the waterway will require prior consent from the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement. Please contact utilitiesenquiry@canalrivertrust.org.uk to discuss further. For us to monitor effectively our role

as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

Comments as landowner

The applicant /developer is advised that any works on, under or over land within the ownership of the Canal & River Trust will require a separate agreement with the Trust. This would include elements such as landscaping, ecological enhancements, crane oversailing etc. Further detail on the works proposed and maintenance agreements will also be required. Please contact Bernadette McNicholas, Estates Surveyor to discuss this and commercial agreements or licences that may be required.

8.

Thames Water Informative:

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. <https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-sewer/sewer-connection-design>

9.

Environment Agency Informative

Environmental Permitting Regulations

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.

The following issues will 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-backup-diesel-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 Manage 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 has issued a permit Ref DP3442QV and is determining a second permit ref ZP3527SS to operate the Data Centre(s) located to the east of this development.

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.

Contaminated Land

This development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled water.

However, we are unable to provide site-specific advice relating to land contamination as we have recently revised our priorities so that we can focus on:

- Protecting and improving the groundwater that supports existing drinking water supplies
- Groundwater within important aquifers for future supply of drinking water or other environmental use.

We recommend that you refer to our published 'Guiding Principles for Land Contamination' which outlines the approach which should be adopted when managing this site's risks to the water environment.

We also advise that you consult with your Environmental Health/Environmental Protection Department for advice on generic aspects of land contamination management. Where planning controls are considered necessary, we recommend that the environmental protection of controlled waters is considered alongside any human health protection requirements. This approach is supported by paragraph 180 of the National Planning Policy Framework.

Land contamination: risk management and good practice

We recommend that developers should:

- Follow the risk management framework provided in Land Contamination: Risk Management, when dealing with land affected by contamination
- Refer to our Guiding principles for land contamination for the type of information that we require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health
- Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.

Refer to the contaminated land pages on gov.uk for more information.

Waste on-site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

- The position statement on the Definition of Waste: Development Industry Code of Practice
- The waste management page on GOV.UK

Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If you receive (or reject) any hazardous waste, you must send a report to the Environment Agency. These are known as 'returns'. If you dispose of hazardous waste at the premises where it's produced, you may also need to send returns. You should follow the guidance provided here: [Hazardous waste: consignee returns guidance](#).

Advice to Applicant

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.

Commercial/Industrial developments

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.

10.

Heathrow Airport Safeguarding Informative

Due to the site being within 6km of Heathrow Airport 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.

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)

11.

Network Rail Informative:

FENCING

If not already in place, the developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

DRAINAGE

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network

Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels - if altered, to be such that water flows away from the railway. Drainage does not show up on Buried service checks.

FOUNDATIONS

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

GROUND DISTURBANCE

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific advice from Network Rail on any significant raising or lowering of the levels of the site.

SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

LANDSCAPING

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fence. Lists of trees that are permitted and those that are not are provided below and these should be added to any tree planting conditions:

Permitted:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Permitted:

Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

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

56402/APP/2025/235 Former Addison Lee Building Bulls Bridge Centre North Hyde Gardens 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 1no. building.

Decision: 27-02-2025 Prior Approval
N/Req

75111/APP/2020/1955 Land At Bulls Bridge Industrial Estate North Hyde Gardens Hayes

Site clearance and preparation, including the demolition of remaining buildings, and the redevelopment of the site to provide: a new data centre (Use Class B8), two MV Energy Centres (including stand-by generation plant and gas storage), a HV Sub-Station, a visitor reception centre, plant, the creation of a new footpath and cycleway link to the canal towpath, works to the highway, car parking, cycle parking, associated infrastructure, enclosures and necessary physical security systems, hard and soft landscaping (including works to the River Crane) and ancillary uses, as well as associated external works.

Decision: 13-10-2020 Approved

75111/APP/2022/1007 Land At Bulls Bridge Industrial Estate North Hyde Gardens Hayes

Full planning permission for site clearance and preparation, including the demolition of remaining buildings, and the redevelopment of the site to provide three energy centres, two visitor reception centres, a new footpath and cycleway link to the canal towpath, works to the highway, car parking, cycle parking, associated infrastructure, enclosures and necessary physical security systems, hard and soft landscaping, and ancillary uses, as well as associated external works

Decision: 26-07-2022 Approved

75111/APP/2025/596 Ancillary Block 4 Union Park North Hyde Gardens Hayes

Retrospective application for the construction and retention of a flank wall to form the western facade of Ancillary Block 4 for a temporary period of three years

Decision: 30-04-2025 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
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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
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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