

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

Case Officer: **Michael Briginshaw**

**78343/APP/2025/719**

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

Applicant: **Colt Data Centre Services**

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

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

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

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



## **Summary of Recommendation:**

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

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

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

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

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

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

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

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

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

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

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

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

## **1 Executive Summary**

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

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

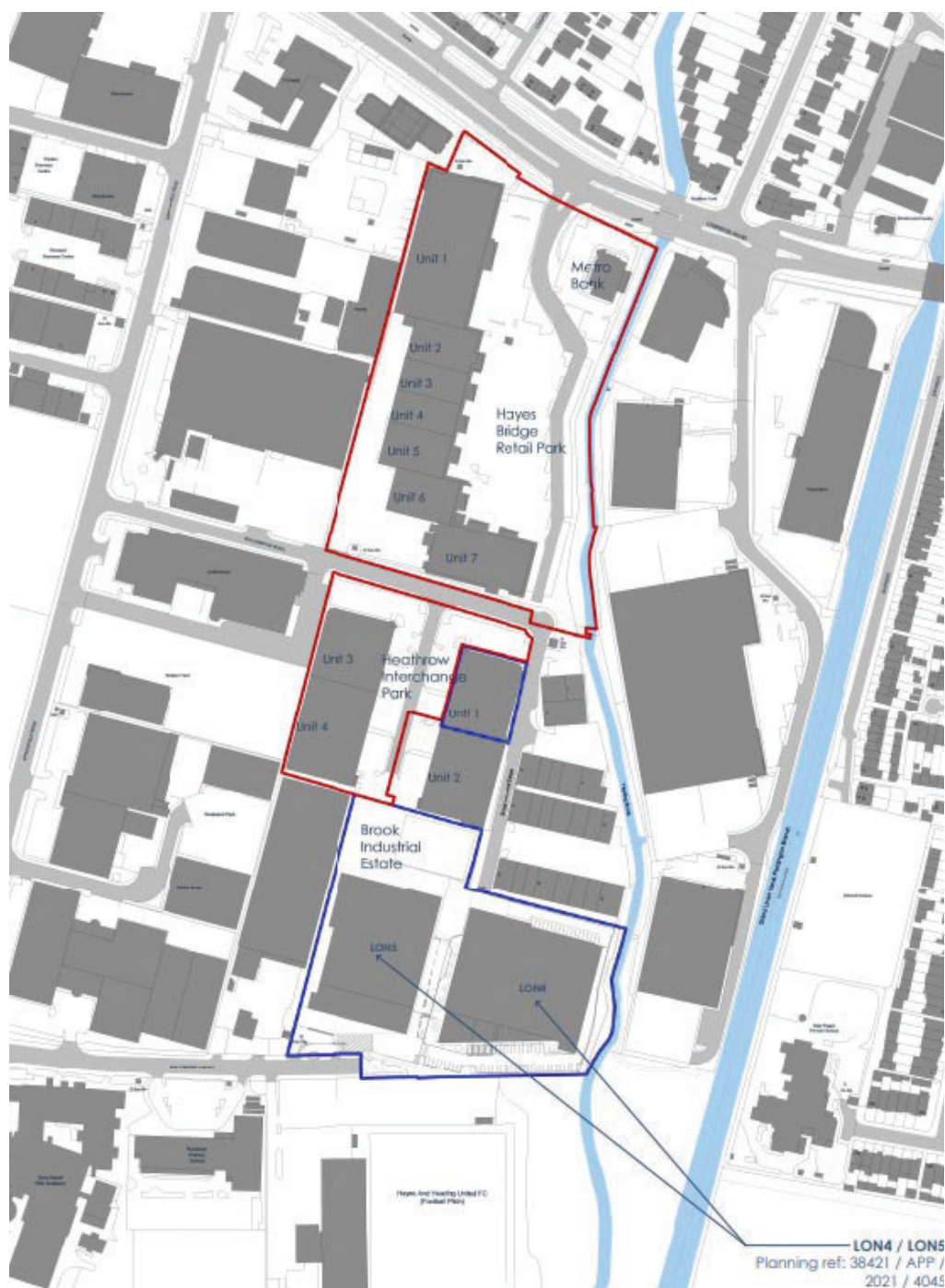
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- 1.6 In order to offset the possible overbearing nature of the wider data centre development, the Innovation Hub (Phase 2) is proposed as the community piece to front the campus. Whilst this element of development is proposed in Outline, the Design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



## 2 The Site and Locality



**Figure 1: Location Plan (application site edged red)**

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

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

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



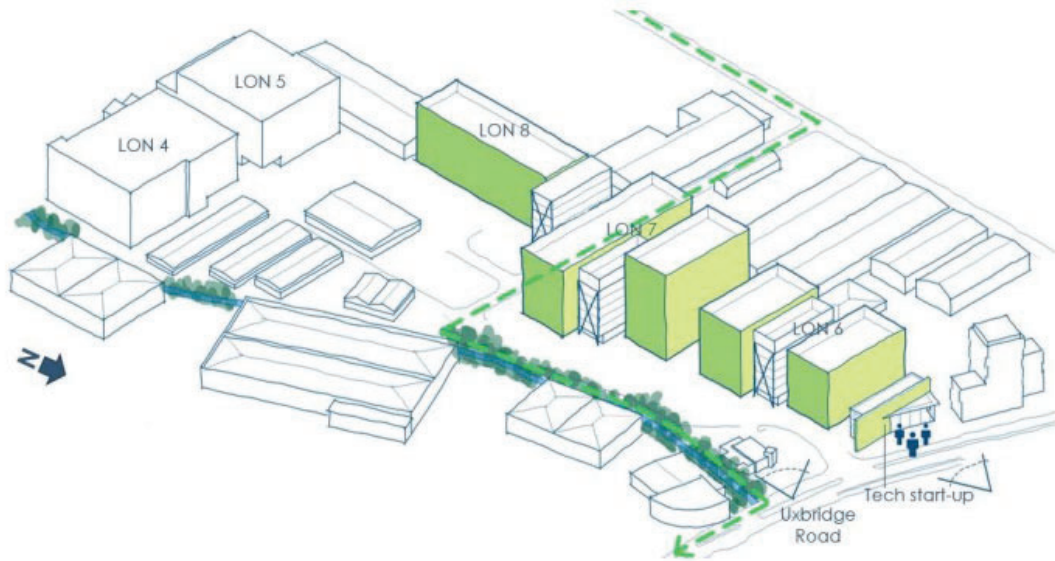


**Figure 3: View of the Heathrow Interchange Site from Bullsbrook Road**

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



### 3 Proposal



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

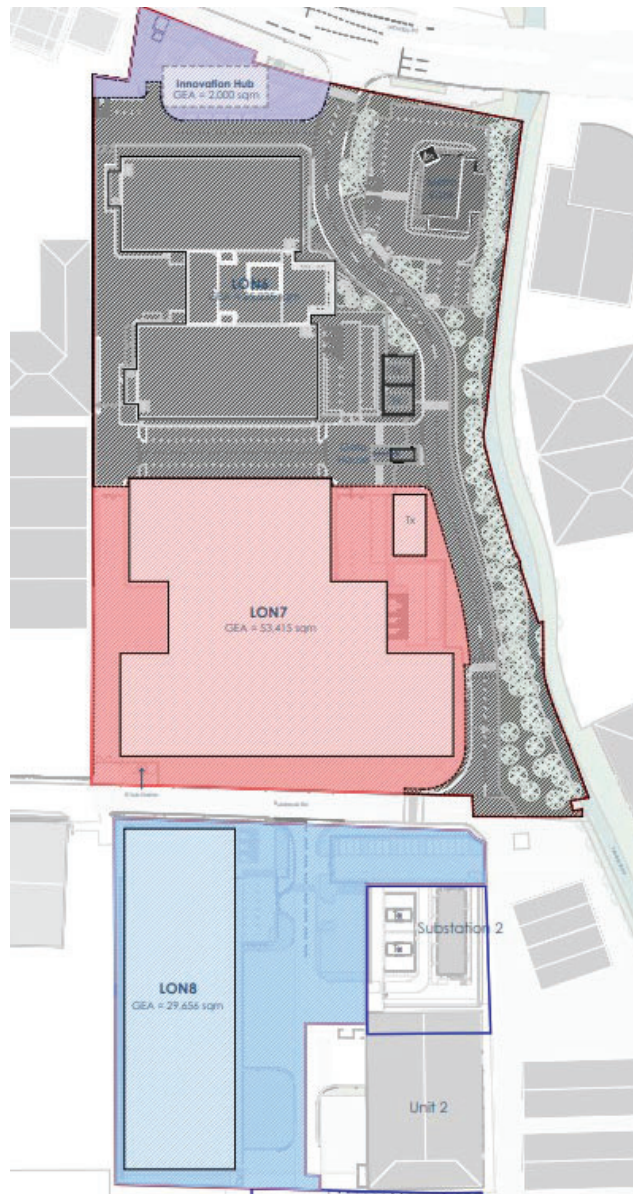
- 3.1 This hybrid planning application seeks permission for a four-phased redevelopment to deliver a data centre campus comprising of:

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

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

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

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



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

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

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

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## 4 Relevant Planning History

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



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

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

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

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

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

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

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

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

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

## **5 Planning Policy**

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

## **6 Consultations and Representations**

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

### ***Table 1: Summary of Representations Received***

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

**Table 2: Summary of Consultee Responses**

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

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

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

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

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

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



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

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

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



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

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

## 7 Planning Assessment

### Land Use Principles

#### *Loss of Existing Uses and Proposed Data Centre Use*

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

#### *Innovation Hub*

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

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

### *Employment*

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

### *Economy*

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

### *Power Infrastructure*

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

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

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

#### Design

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

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

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

#### *Tall Building*

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

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

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

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

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

#### *Impact on the Character and Appearance of the Area*

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

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

- 7.37 The detailed plans and documentation supporting the application submission confirm that Phase 1 would comprise the LON6 data centre, which can be summarised as follows:
- Land Use: Class B8
  - Floorspace: 24,114m<sup>2</sup> GIA / 25,235m<sup>2</sup> GEA
  - Height:

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- Data centre wings: up to 42m (72000+AOD)
    - Central office: up to 37m (67000+AOD)
  - Roof plan: to include amenity terrace, brown roof and PVs
  - Generators: 20 no. diesel generators
- 7.38 The LON6 data centre would be located on the northern half of the Hayes Bridge Retail Park site and would be the most visible of the three data centres when travelling along Uxbridge Road. The expression of the facades and use of materiality is a key consideration on this part of the site.
- 7.39 The proposed LON6 building includes a colourful structure at ground level as an approach to expressing the base of the building. The middle of the building includes a horizontal louvre system with vertical fins, distinguishing the middle and crown of the building by changing the pattern and colour of materials. The office element also sits within the middle of the data centre and provides a natural form of façade activation.
- 7.40 The security fencing around the data centre building is not supported from a visual perspective but it is recognised that the data centre use of the development requires very specific security measures in order to meet the requirements of hyperscale data centre operators. As a compromise, amendments were submitted to integrate the material precedent established by LON6 with the ancillary transformer and gatehouse buildings. The amended proposal also includes signage to complement the wayfinding strategy.
- 7.41 It is concluded that the material palette compliments that of the adjacent LON4 and LON5 data centre buildings, to ensure design continuity, use of high-quality materials and establishing a “family of buildings”. This design principle is secured within the Design Code, requiring that LON7 and LON8 accord with the established design precedent.
- 7.42 Details of the proposed materials, lighting scheme (both within the façade and external to the building), signage, and landscape scheme shall be secured by Conditions 23, 24, 25, and 27. Subject to such conditions, the development shall secure an acceptable level of design quality to mitigate against any harm perceived from the bulk and mass of the building.

### **Phase 2 – Innovation Hub (Outline Planning Permission):**

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

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

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

- 7.48 The Parameter Plans and documentation supporting the application submission confirm that Phases 3 and 4 would comprise the LON7 and LON8 data centre buildings, which can be summarised as follows:
- Phase 3 – LON7 (Outline Planning Permission)
    - Land Use: Class B8
    - Floorspace: 53,415m<sup>2</sup> GEA
    - Height:
      - Data centre north: up to 56m (86000+AOD)
      - Data centre south: up to 47m (77000+AOD)
      - Central office: up to 41m (71000+AOD)
    - Roof plan: to include amenity terrace, brown roof and PVs
    - Generators: 38 no. diesel generators

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

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

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

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

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

#### *Accessibility*

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

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

#### *Security*

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

#### *Fire Safety*

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

#### Heritage

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

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

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

### *Archaeology*

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

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

### Residential Amenity

#### *Impact on Neighbours*

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

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

### Environmental Issues

#### *Noise*

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

#### *Odour*

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

#### *Air Quality*

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

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

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### *Trees and Landscaping*

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

### *Urban Greening Factor*

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

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### *Biodiversity*

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

### *Flood Risk*

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

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

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

#### *Drainage*

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

#### *Water Infrastructure*

- 7.100 Policy SI 5 of the London Plan (2021) sets out water infrastructure requirements for commercial forms of development, including achieving at least the BREEAM excellent standard for the 'Wat 01' water category<sup>160</sup> or equivalent, measures to reduce water use, provide adequate wastewater infrastructure capacity and minimise the potential for misconnections between foul and surface water networks.



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

#### *Land Contamination*

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

#### Transport

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

### *Proposed Operation*

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

### *Staff and Visitor Car Parking*

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

### *Disabled Person Car Parking*

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

### *Electric Vehicle Charging Points (EVCPs)*

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

### *Cycle Parking*

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

### *Parking Design and Management Plan*

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

### *Trip Generation*

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

### *Healthy Streets and Active Travel Zone Assessment*

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

### *Travel Plan*

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

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### *Construction Logistics Plan and Service Delivery Plan*

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

### *Transport Conclusion*

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

### Sustainable Development

#### *Whole-Life Carbon Cycle*

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

#### *CO2 Emissions*

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

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

#### *Energy Infrastructure*

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

#### *Overheating*

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

#### *Circular Economy*

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

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

#### *Digital Connectivity*

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

## **8 Other Matters**

### Health

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

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

#### Airport Safeguarding

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

#### Environmental Impact Assessment

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

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

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

#### Human Rights

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

#### Equality

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

#### Local Finance Considerations and CIL

##### *Planning Obligations*

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

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

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

#### *Community Infrastructure Levy*

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

## **9 Conclusion / Planning Balance**

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

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

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

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## **10 Background Papers**

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

# **APPENDICES**

## **Planning Application**

**78343/APP/2025/719**

## Appendix 1: Recommended Conditions and Informatives

### Conditions

#### 1. COM1 Full and Outline - Time Limit

##### Full and Outline (Hybrid) - Time Limit

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

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

##### REASON

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

#### 2. COM2 Outline - Reserved Matters

##### Outline - Reserved Matters

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

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

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

##### REASON

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

### **3. NONSC Full and Outline - Phasing**

#### **Full and Outline (Hybrid) - Phasing**

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

#### **REASON**

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

### **4. COM4 Full - Accordance with Approved Plans**

#### **Full - Accordance with Approved Plans**

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

#### **Site Location Plan:**

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

#### **Site:**

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

#### **Floor Plans:**

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

#### **Elevations:**

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

Sections:

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

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

#### REASON

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

### **5. NONSC Outline - Accordance with Parameter Plans**

#### Outline - Accordance with Parameter Plans

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

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

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

#### REASON

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

### **6. COM5 Full and Outline - Compliance with Documentation**

#### Full and Outline (Hybrid) - Compliance with Documentation

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

Planning:

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



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

Environment Impact Assessment:

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

Design and Heritage:

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

Environmental:

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

2025);

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

Sustainability:

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

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

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

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

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

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

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

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

Transport:

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

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

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

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

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

## REASON

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

## 7. NONSC Full and Outline - Restrict Use Class

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

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

## REASON

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

### **8. NONSC Full and Outline - Restrict Enlargement**

Full and Outline (Hybrid) - Restrict Enlargement

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

## REASON

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

### **9. NONSC Full and Outline - Restrict Addition of Floorspace**

Full and Outline (Hybrid) - Restrict Addition of Floorspace

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

## REASON

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

### **10. NONSC Full and Outline - Noise Limits**

Full and Outline (Hybrid) - Noise Limits

For the lifetime of the development hereby permitted the rating level (L<sub>Ar</sub>,Tr) of noise caused by its normal operation shall not exceed the following limits;

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

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

#### REASON

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

### 11. NONSC Full and Outline - Air Quality Emissions

#### Full and Outline (Hybrid) - Air Quality Emissions

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

- (i) Emissions per generator per year: Total annual emissions per backup generator shall not exceed 0.096948 tonnes of NO<sub>x</sub>/year and not exceed 0.006228 tonnes of PM<sub>2.5</sub>/ year.
- (ii) Total emissions per year: Total annual emissions for the total 74 generators shall not exceed 7.174152 tonnes of NO<sub>x</sub>/year and not exceed 0.460872 tonnes of PM<sub>2.5</sub>/ 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).

### 12. NONSC Full and Outline - Backup Generator Testing Hours

### Full and Outline (Hybrid) - Backup Generator Testing Hours

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

#### REASON

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

### 13. NONSC Full and Outline - Backup Generator Fuel

#### Full and Outline (Hybrid) - Backup Generator Fuel

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

#### REASON

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

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

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

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

#### REASON

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



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

## **15. NONSC Phase 1: LON6 Occupation**

### **Phase 1: LON6 Occupation**

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

### **REASON**

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

## **16. NONSC Phase 1: LON6 - CEM&LP**

### **Phase 1: LON6 - Construction Environmental Management and Logistics Plan**

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

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

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

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

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

## REASON

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

## **17. NONSC Phase 1: LON6 - Contaminated Land**

### Phase 1: LON6 - Contaminated Land

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

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

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

#### REASON

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

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

Phase 1: LON6 - Written Scheme of Investigation

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

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

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

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

#### REASON

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

### **19. NONSC Phase 1: LON6 - Drainage Scheme Details**

#### Phase 1: LON6 - Sustainable Drainage Scheme Details

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

##### a) Sustainable Drainage features:

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

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

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

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

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

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

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

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

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

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

## REASON

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

## 20. NONSC Phase 1: LON6 - Water Infrastructure Details

### Phase 1: LON6 - Water Infrastructure Details

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

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



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

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

#### REASON

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

### **21. NONSC Phase 1: LON6 - District Heating Network**

#### Phase 1: LON6 - District Heating Network

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

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

#### REASON

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

### **22. NONSC Phase 1: LON6 - Microclimate and Wind**

#### Phase 1: LON6 - Wind and Microclimate

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

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

#### REASON

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

(2021).

### **23. NONSC Phase 1: LON6 - Materials**

#### **Phase 1: LON6 - Materials**

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

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

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

#### **REASON**

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

### **24. NONSC Phase 1: LON6 - Lighting**

#### **Phase 1: LON6 - Lighting**

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

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

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

#### REASON

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

### **25. NONSC Phase 1: LON6 - Signage**

#### Phase 1: LON6 - Signage

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

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

#### REASON

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

### **26. NONSC Phase 1: LON6 - Inclusive Access**

#### Phase 1: LON6 - Inclusive Access

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

This shall include details of;

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

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

#### REASON

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

### **27. NONSC Phase 1: LON6 - Landscape Scheme**

#### Phase 1: LON6 - Landscape Scheme

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

##### 1. Details of Soft Landscaping

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

##### 2. Details of Hard Landscaping

###### 2.a Refuse Storage

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

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

2.d Car Parking Layouts, including:

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

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

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

2.g Other structures

##### 3. Details of Landscape Maintenance

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

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

seriously damaged or diseased.

#### 4. Schedule for Implementation

#### 5. Other

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

5.b Proposed finishing levels or contours

#### 6. Confirmation of the final Urban Greening Factor score

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

#### REASON

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

### **28. NONSC Phase 1: LON6 - Biodiversity Net Gain**

#### Phase 1: LON8 - Biodiversity Net Gain

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

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



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

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

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

#### REASON

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

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

#### Phase 1: LON6 - Bird Hazard Management Plan

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

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

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

#### REASON

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

### **30. NONSC Phase 1: LON6 - Drainage Scheme Verification**

#### **Phase 1: LON6 - Drainage Scheme Verification**

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

#### **REASON**

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

### **31. NONSC Phase 1: LON6 - EMRRP**

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

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

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

#### **REASON**

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

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

#### **Phase 1: LON6 - Cleanest Generator and Fuel Technology**

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

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

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

#### REASON

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

### **33. NONSC Phase 1: LON6 - SCR**

#### Phase 1: LON6 - SCR

Prior to first occupation of the Phase 1 development, evidence that the Phase 1 backup generators are to be fitted with selective catalytic reduction (SCR) technology to achieve a NO<sub>x</sub> emission concentration of 95mg/Nm<sup>3</sup> 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<sub>x</sub> emission concentration is to be achieved, within 20 minutes of generator start-up.

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

#### REASON

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

### **34. NONSC Phase 1: LON6 - Generator Operating Regime**

#### Phase 1: LON6 - Generator Operating Regime

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

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

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

#### REASON

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

### **35. NONSC Phase 1: LON6 - ERMP**

#### Phase 1: LON6 - Emission Reduction and Management Plan

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

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

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

## REASON

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

### **36. NONSC Phase 1: LON6 - Emissions Monitoring Plan**

#### Phase 1: LON6 - Emissions Monitoring Plan

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

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

## REASON

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

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

#### Phase 1: LON6 - Parking Design and Management Plan

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

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

## REASON

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

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

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

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

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

#### **REASON**

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

### **39. NONSC Phase 1: LON6 - Fire Statement**

#### **Phase 1: LON6 - Fire Statement**

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

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

#### **REASON**

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

### **40. NONSC Phase 1: LON6 - Secured by Design**

#### **Phase 1: LON6 - Secured by Design**

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



Authority.

#### REASON

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

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

##### Phase 1: LON6 - Trees to be Retained

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

#### REASON

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

#### **42. NONSC Phase 1: LON6 - Circular Economy**

##### Phase 1: LON6 - Circular Economy

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

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

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

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

#### REASON

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

### **43. NONSC Phase 1: LON6 - Whole Life Carbon**

#### Phase 1: LON6 - Whole Life-Cycle Carbon Assessment

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

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

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

#### REASON

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

### **44. NONSC Phase 1: LON6 - Generator Emission Evidence**

#### Phase 1: LON6 - Generator Emission Evidence

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

#### REASON

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

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

#### **45. NONSC Phase 2: Innovation Hub - Use**

##### **Phase 2: Innovation Hub - Use**

The Phase 2 Innovation Hub development shall:-

- (i) provide at least 50% of its total floorspace for the purposes of Class E(g), Class B2, and/or Class B8;
- (ii) provide no more than 15% of its total floorspace for sale of food and drink (Classes E(a) and/or E(b) as an ancillary use to the main use); and
- (iii) provide at least 50m<sup>2</sup> of unfettered and publicly accessible floorspace for sale of food and drink (Classes E(a) and/or E(b) as an ancillary use to the main use).

##### **REASON**

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

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

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

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

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

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

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

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

#### REASON

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

#### **47. NONSC Phase 2: Innovation Hub - Contaminated Land**

##### Phase 2: Innovation Hub - Contaminated Land

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

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

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

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

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

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

#### REASON

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

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

##### Phase 2: Innovation Hub - Written Scheme of Investigation

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

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

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

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

## REASON

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

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

#### Phase 2: Innovation Hub - Drainage Scheme Details

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

#### a) Sustainable Drainage features:

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

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

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

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

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

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



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

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

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

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

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

#### REASON

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

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

#### Phase 2: Innovation Hub - Water Infrastructure Details

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

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

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

#### REASON

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

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

### **Phase 2: Innovation Hub - District Heating Network**

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

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

#### **REASON**

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

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

### **Phase 2: Innovation Hub - Microclimate and Wind**

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

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

#### **REASON**

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

## **53. COM7 Phase 2: Innovation Hub - Materials**

### **Phase 2: Innovation Hub - Materials**

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

include:

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

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

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

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

#### REASON

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

#### **54. NONSC Phase 2: Innovation Hub - Lighting**

##### Phase 2: Innovation Hub - Lighting

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

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

#### REASON

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

#### **55. NONSC Phase 2: Innovation Hub - Signage**

##### **Phase 2: Innovation Hub - Signage**

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

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

##### **REASON**

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

#### **56. NONSC Phase 2: Innovation Hub - Inclusive Access**

##### **Phase 2: Innovation Hub - Inclusive Access**

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

This shall include details of;

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

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

##### **REASON:**

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

#### **57. NONSC Phase 2: Innovation Hub - Landscape Scheme**

## Phase 2: Innovation Hub - Landscape Scheme

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

### 1. Details of Soft Landscaping

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

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

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

### 2. Details of Hard Landscaping

2.a Refuse Storage

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

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

2.d Car Parking Layouts, including:

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

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

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

2.g Other structures

### 3. Details of Landscape Maintenance

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

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

### 4. Schedule for Implementation

### 5. Other

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

5.b Proposed finishing levels or contours

### 6. Confirmation of the final Urban Greening Factor score

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

#### REASON

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

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

##### Phase 2: LON8 - Biodiversity Net Gain

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

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



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

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

#### REASON

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

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

##### Phase 2: Innovation Hub - Bird Hazard Management Plan

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

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

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

#### REASON

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

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

##### Phase 2: Innovation Hub - Drainage Scheme Verification

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

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

#### REASON

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

### **61. NONSC Phase 2: Innovation Hub - EMRRP**

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

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

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

#### REASON

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

### **62. NONSC Phase 2: Innovation Hub - Overheating**

#### Phase 2: Innovation Hub - Overheating

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

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

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

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

#### REASON

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

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

#### Phase 2: Innovation Hub - Generator and Fuel Technology

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

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

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

#### REASON

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

### **64. NONSC Phase 2: Innovation Hub - SCR**

#### Phase 2: Innovation Hub - SCR

(A) Prior to first occupation of the Phase 2 development, evidence that the Phase 2 backup generators are to be fitted with selective catalytic reduction (SCR) technology to achieve a NO<sub>x</sub> emission concentration of 95mg/Nm<sup>3</sup> as maximum (at normalized conditions: 273.15 K, 101.3 kPa, and corrected for water vapor content (dry gas) and oxygen concentration of 5%)

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

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

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

#### REASON

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

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

#### Phase 2: Innovation Hub - Generator Operating Regime

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

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

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

### **66. NONSC Phase 2: Innovation Hub - ERMP**

#### Phase 2: Innovation Hub - ERMP

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

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

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

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

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

#### REASON

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

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

##### Phase 2: Innovation Hub - Emissions Monitoring Plan

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

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

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

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

#### REASON

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

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

#### Phase 2: Innovation Hub - Parking Design and Management Plan

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

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

#### REASON

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

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

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

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



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

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

#### REASON

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

### **70. NONSC Phase 2: Innovation Hub - Fire Statement**

#### Phase 2: Innovation Hub - Fire Statement

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

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

#### REASON

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

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

#### Phase 2: Innovation Hub - Secured by Design

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

#### REASON

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

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

## Phase 2: Innovation Hub - Trees to be Retained

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

### REASON

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

## 73. NONSC Phase 2: Innovation Hub - Circular Economy

### Phase 2: Innovation Hub - Circular Economy

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

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

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

### REASON

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

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

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

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

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

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

### REASON

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

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

### Phase 2: Innovation Hub - Generator Emission Evidence

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

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

### REASON

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

## **76. NONSC Phase 3: LON7 - CEM&LP**

### Phase 3: LON7 - Construction Environmental Management and Logistics Plan

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

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

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

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

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

#### REASON

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

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

## **77. NONSC Phase 3: LON7 - Contaminated Land**

### **Phase 3: LON7 - Contaminated Land**

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

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

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

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

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

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

## REASON

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

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

#### Phase 3: LON7 - Written Scheme of Investigation

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

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

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

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

## REASON

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

### **79. NONSC Phase 3: LON7 - Drainage Scheme Details**

#### Phase 3: LON7 - Drainage Scheme Details

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

a) Sustainable Drainage features:



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

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

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

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

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

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

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

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

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

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

## REASON

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

## **80. NONSC Phase 3: LON7 - Water Infrastructure Details**

### **Phase 3: LON7 - Water Infrastructure Details**

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

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

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

#### **REASON**

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

## **81. NONSC Phase 3: LON7 - District Heating Network**

### **Phase 3: LON7 - District Heating Network**

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

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

#### **REASON**

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

## **82. NONSC Phase 3: LON7 - Microclimate and Wind**

### **Phase 3: LON7 - Microclimate and Wind**

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

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

#### REASON

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

### **83. NONSC Phase 3: LON7 - Materials**

#### Phase 3: LON7 - Materials

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

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

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

**REASON**

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

**84. NONSC Phase 3: LON7 - Lighting**

**Phase 3: LON7 - Lighting**

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

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

**REASON**

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

**85. NONSC Phase 3: LON7 - Signage**

**Phase 3: LON7 - Signage**

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

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

**REASON**

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

## **86. NONSC Phase 3: LON7 - Inclusive Access**

### **Phase 3: LON7 - Inclusive Access**

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

This shall include details of;

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

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

#### **REASON:**

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

## **87. NONSC Phase 3: LON7 - Landscape Scheme**

### **Phase 3: LON7 - Landscape Scheme**

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

#### **1. Details of Soft Landscaping**

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

#### **2. Details of Hard Landscaping**

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

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

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

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

2.g Other structures

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

6. Confirmation of the final Urban Greening Factor score

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

## REASON

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

## **88. NONSC Phase 3: LON7 - Biodiversity Net Gain**

### Phase 3: LON8 - Biodiversity Net Gain

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

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



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

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

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

#### REASON

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

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

##### Phase 3: LON7 - Bird Hazard Management Plan

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

contain, but not be limited to:

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

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

#### REASON

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

### **90. NONSC Phase 3: LON7 - Drainage Scheme Verification**

#### Phase 3: LON7 - Drainage Scheme Verification

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

#### REASON

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

### **91. NONSC Phase 3: LON7 - EMRRP**

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

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

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

where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO<sub>2</sub>) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

#### REASON

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

### **92. NONSC Phase 3: LON7 - Overheating**

#### Phase 3: LON7 - Overheating

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

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

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

#### REASON

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

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

#### Phase 3: LON7 - Cleanest Generator and Fuel Technology

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

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

the approved details.

#### REASON

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

#### **94. NONSC Phase 3: LON7 - SCR**

##### Phase 3: LON7 - SCR

Prior to first occupation of the Phase 3 development, evidence that the Phase 3 backup generators are to be fitted with selective catalytic reduction (SCR) technology to achieve a NO<sub>x</sub> emission concentration of 95mg/Nm<sup>3</sup> 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<sub>x</sub> emission concentration is to be achieved, within 20 minutes of generator start-up.

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

#### REASON

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

#### **95. NONSC Phase 3: LON7 - Generator Operating Regime**

##### Phase 3: LON7 - Generator Operating Regime

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

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

#### REASON

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

#### **96. NONSC Phase 3: LON7 - ERMP**

##### Phase 3: LON7 - Emission Reduction and Management Plan

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

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

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

#### REASON

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

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

#### **97. NONSC Phase 3: LON7 - Emissions Monitoring Plan**

##### **Phase 3: LON7 - Emissions Monitoring Plan**

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

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

##### **REASON**

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

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

##### **Phase 3: LON7 - Parking Design and Management Plan**

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

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

##### **REASON**

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



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

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

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

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

#### **REASON**

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

## **100. NONSC Phase 3: LON7 - Fire Statement**

### **Phase 3: LON7 - Fire Statement**

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

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

#### **REASON**

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

## **101. NONSC Phase 3: LON7 - Secured by Design**

### **Phase 3: LON7 - Secured by Design**

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

#### **REASON**

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

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

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

### **Phase 3: LON7 - Trees to be Retained**

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

### **REASON**

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

## **103. NONSC Phase 3: LON7 - Circular Economy**

### **Phase 3: LON7 - Circular Economy**

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

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

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

## REASON

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

### **104. NONSC Phase 3: LON7 - Whole Life Carbon**

#### Phase 3: LON7 - Whole Life-Cycle Carbon Assessment

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

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

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

## REASON

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

### **105. NONSC Phase 3: LON7 - Generator Emission Evidence**

#### Phase 3: LON6 - Generator Emission Evidence

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

## REASON

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

### **106. NONSC Phase 4: LON8 - CEM&LP**

#### Phase 4: LON8 - Construction Environmental Management and Logistics Plan

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

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

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

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

#### REASON

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

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

#### **107. NONSC Phase 4: LON8 - Contaminated Land**

##### **Phase 4: LON8 - Contaminated Land**

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

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

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

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

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

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

Authority..

#### REASON

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

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

##### Phase 4: LON8 - Written Scheme of Investigation

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

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

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

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

#### REASON

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

#### **109. NONSC Phase 4: LON8 - Drainage Scheme Details**

##### Phase 4: LON8 - Drainage Scheme Details

Prior to commencement (except for demolition, ground and enabling work) of Phase 4 development (excluding demolition and site clearance), a scheme for the provision of sustainable water management for Phase 4 shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:



a) Sustainable Drainage features:

- i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.
- ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.
- iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

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

- iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for the entire site area for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.
- v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and the depth of the flooding confirmed. Safe access and egress for the site must be demonstrated.

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

- i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.
- ii. Include details of the necessary inspection regimes and maintenance frequencies.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

**REASON**

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

## **110. NONSC Phase 4: LON8 - Water Infrastructure Details**

### **Phase 4: LON8 - Water Infrastructure Details**

Prior to the commencement of Phase 4 development (not including demolition and site clearance), water infrastructure details for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This detail shall:-

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

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

#### **REASON**

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

## **111. NONSC Phase 4: LON8 - District Heating Network**

### **Phase 4: LON8 - District Heating Network**

Prior to the commencement of Phase 4 development (not including demolition and site clearance), the final detailed district heat network scheme for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This shall accord with the heating hierarchy set out in Policy SI 3 of the London Plan (2021) and shall detail the provision of a single point of connection to allow future connection to a district heating network, including space for heat exchangers, a safeguarded pipe route to the site boundary, and sufficient space in cross section for primary district heating pipes where proposed routes are through utility corridors.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained and operated as such.

#### **REASON**

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

## **112. NONSC Phase 4: LON8 - Microclimate and Wind**

## Phase 4: LON8 - Microclimate and Wind

Prior to commencement of the Phase4 development (excluding demolition and site clearance), the final and detailed Microclimate and Wind Report for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail mitigation measures where appropriate.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

### REASON

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

## 113. NONSC Phase 4: LON8 - Materials

### Phase 4: LON8 - Materials

Prior to the commencement of above ground construction works for Phase 4 (with the exception of the installation of the building's structural steel framework), details and samples of materials and external surfaces (including drawings and sections annotated with materials and finishes) for the LON8 data centre development (including ancillary development elements) shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

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

signage, CCTV, alarms.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.

#### REASON

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

### **114. NONSC Phase 4: LON8 - Lighting**

#### Phase 4: LON8 - Lighting

Prior to the commencement of above ground construction works for the Phase 4 (with the exception of the installation of the building's structural steel framework), details of the lighting scheme (both within/on the facades and external to the building) for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This shall detail Lux levels (including colour temperature) and include a mock-up sample panel provided at a scale and location to be agreed with the Local Planning Authority. The scheme shall also detail how the lighting will be perceived in both daytime and nighttime scenarios.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

#### REASON

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

### **115. NONSC Phase 4: LON8 - Signage**

#### Phase 4: LON8 - Signage

Prior to the commencement of above ground construction works for the Phase 4 (with the exception of the installation of the building's structural steel framework), details of the signage for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and shall be retained as such.

#### REASON

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

## **116. NONSC Phase 4: LON8 - Inclusive Access**

### **Phase 4: LON8 - Inclusive Access**

Prior to commencement of works for Phase 4 (with the exception of the installation of the building's structural steel framework), details of inclusive access measures to building entrances and facilities within the Phase 4 development to meet the needs of people with disabilities shall be submitted to and approved in writing by the Local Planning Authority.

This shall include details of;

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

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

#### **REASON:**

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

## **117. NONSC Phase 4: LON8 - Landscape Scheme**

### **Phase 4: LON8 - Landscape Scheme**

Prior to commencement of works for Phase 4 (with the exception of the installation of the building's structural steel framework), a landscape scheme for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority, in consultation with relevant stakeholders (including the Ministry of Defence and Heathrow Airport Safeguarding). The scheme shall include:-

#### **1. Details of Soft Landscaping**

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

#### **2. Details of Hard Landscaping**

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

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

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

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

2.g Other structures

### 3. Details of Landscape Maintenance

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

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

### 4. Schedule for Implementation

### 5. Other

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

5.b Proposed finishing levels or contours

### 6. Confirmation of the final Urban Greening Factor score

Thereafter the Phase 4 development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

### REASON

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

## **118. NONSC Phase 4: LON8 - Biodiversity Net Gain**

### Phase 4: LON8 - Biodiversity Net Gain

Prior to commencement of Phase 4 above ground works, a Biodiversity Gain Plan for the Phase 4 development shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include the following information:

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



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

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

The approved Biodiversity Gain Plan shall be strictly adhered to, and the Phase 4 development shall commence and operate in accordance with it.

## REASON

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

### **119. NONSC Phase 4: LON8 - Bird Hazard Management Plan**

#### Phase 4: LON8 - Bird Hazard Management Plan

Prior to the commencement of above ground construction works for Phase 4, a Bird Hazard Management Plan (BHMP) for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Ministry of Defence, Heathrow Airport Safeguarding and National Air Traffic Services). The Bird Hazard Management Plan should

contain, but not be limited to:

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

The Phase 4 Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

#### REASON

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

#### **120. NONSC    Phase 4: LON8 - Drainage Scheme Verification**

##### Phase 4: LON8 - Drainage Scheme Verification

Prior to the first occupation of the Phase 4 development, evidence (photographs and installation contracts) shall be submitted to demonstrate that the Phase 4 sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

#### REASON

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

#### **121. NONSC    Phase 4: LON8 - EMRRP**

##### Phase 4: LON8 - Energy Monitoring, Recording and Reporting Plan

Prior to first occupation of the Phase 4 development, a final and detailed Energy Strategy and Energy Monitoring, Recording and Reporting Plan for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (June 2022 or as amended) and demonstrate that the development will maximise savings in CO2 emissions (achieving at least 39% site-wide) from the regulated energy load in accordance with the approved energy strategy.

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

where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO<sub>2</sub>) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

#### REASON

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

### **122. NONSC Phase 4: LON8 - Overheating**

#### Phase 4: LON8 - Overheating

Prior to first occupation of the Phase 4 development, the final Overheating Strategy for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

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

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

#### REASON

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

### **123. NONSC Phase 4: LON8 - Generator and Fuel Technology**

#### Phase 4: LON8 - Cleanest Generator and Fuel Technology

Prior to first occupation of the Phase 4 development, evidence that the cleanest backup emergency generators and cleanest fuel available to service the generators in the market will be deployed for the Phase 4 development, shall be submitted to and approved in writing by the Local Planning Authority. This should include a note explaining why alternative cleaner types of backup generators and fuel have not been chosen as emergency engines.

Thereafter the Phase 4 development shall be implemented and operated in accordance with

the approved details.

#### REASON

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

#### **124. NONSC Phase 4: LON8 - SCR**

##### Phase 4: LON8 - SCR

Prior to first occupation of the Phase 4 development, evidence that the Phase 4 backup generators are to be fitted with selective catalytic reduction (SCR) technology to achieve a NO<sub>x</sub> emission concentration of 95mg/Nm<sup>3</sup> 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<sub>x</sub> emission concentration is to be achieved, within 20 minutes of generator start-up.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

#### REASON

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

#### **125. NONSC Phase 4: LON8 - Generator Operating Regime**

##### Phase 4: LON8 - Generator Operating Regime

Prior to first occupation of the Phase 4 development, an Operating Regime for the Phase 4 development (provided by the operator and supported by a manufacturer report), specifying the testing and maintenance regime and annual hours, shall be submitted to and approved in writing by the Local Planning Authority. The number of testing hours is to not exceed an average of 20 hours per generator per year and shall avoid AM and PM peak hours. Best endeavours should be made to coordinate testing in such a way that testing of nearby data centre backup generators are not all at the same time.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

#### REASON

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

#### **126. NONSC Phase 4: LON8 - ERMP**

##### Phase 4: LON8 - Emission Reduction and Management Plan

Prior to occupation of the Phase 4 development, an Emission Reduction and Management Plan (ERMP) for the Phase 4 development, shall be submitted to and approved in writing by the Local Planning Authority. This shall outline and commit to a programme for carrying out a viability study to review emissions performance and alternative options for the diesel backup units, with clear time scales, to be submitted no later than year 19 and implemented no later than year 20. The viability study shall be based on the BAT (best available technology) principle giving weigh to sustainability principles and aligned with the objectives of the Borough on improving air quality. This shall include but is not limited to the following:

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

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

#### REASON

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

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

#### **127. NONSC    Phase 4: LON8 - Emissions Monitoring Plan**

##### **Phase 4: LON8 - Emissions Monitoring Plan**

Prior to first occupation of the Phase 4 development, an Emissions Monitoring Plan (EMP) for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall detail the proposals for the implementation of flue gas monitoring to meet the requirements of Condition 11. The EMP must include all backup generators and shall be in place from the start of operations.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

##### **REASON**

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

#### **128. NONSC    Phase 4: LON8 - Parking Design and Management Plan**

##### **Phase 4: LON8 - Parking Design and Management Plan**

Prior to the first occupation of the Phase 4 development, a Parking Design and Management Plan for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should ensure that parking spaces are allocated appropriately, are leased and are not sold. The plan shall also outline how the number active electric vehicle charging points shall be activated (from passive) over time.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

##### **REASON**

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



## **129. NONSC Phase 4: LON8 - Delivery & Servicing Plan**

### **Phase 4: LON8 - Delivery, Servicing and Waste Management Plan**

Prior to the first occupation of the Phase 4 development, details of a final Delivery, Servicing and Waste Management Plan for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the Phase 4 development shall be implemented and operated in accordance with the approved details.

#### **REASON**

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

## **130. NONSC Phase 4: LON8 - Fire Statement**

### **Phase 4: LON8 - Fire Statement**

Prior to the first occupation of the Phase 4 development, the final comprehensive Fire Statement for Phase 4 shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

Thereafter the Phase 4 development shall be implemented in accordance with the approved details prior to occupation and be retained as such.

#### **REASON**

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

## **131. NONSC Phase 4: LON8 - Secured by Design**

### **Phase 4: LON8 - Secured by Design**

The Phase 4 development shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No Phase 4 building shall be occupied until accreditation has been achieved.

#### **REASON**

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

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

### **132. NONSC Phase 4: LON8 - Trees to be Retained**

#### **Phase 4: LON8 - Trees to be Retained**

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion or the occupation of the Phase 4 development, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the Phase 4 development or the occupation of the buildings, whichever is the earlier.

#### **REASON**

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

### **133. NONSC Phase 4: LON8 - Circular Economy**

#### **Phase 4: LON8 - Circular Economy**

Prior to first occupation of the Phase 4 development, a post-construction monitoring report for the Phase 4 development should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

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

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the Phase 4 development.

## REASON

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

### **134. NONSC Phase 4: LON8 - Whole Life Carbon**

#### Phase 4: LON8 - Whole Life-Cycle Carbon Assessment

Prior to the first occupation of the Phase 4 development, the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance for the Phase 4 development.

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

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to first occupation of the Phase 4 development.

## REASON

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

### **135. NONSC Phase 4: LON8 - Generator Emission Evidence**

#### Phase 4: LON8 - Generator Emission Evidence

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

## REASON

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

## Informatives

### **1. I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

## **2. I70 LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

## **3. I72 Section 106 Agreement**

Section 106 Agreement Informative:

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

## **4. I73 Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at [planning@hillingdon.gov.uk](mailto: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](http://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](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

## 7.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside

Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

#### Cranes

Due to the sites location the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website:  
Crane notification | Civil Aviation Authority ([caa.co.uk](http://caa.co.uk))

Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued.

Classification: Public

Specific CAA guidance for crane lighting/marking is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking ([caa.co.uk](http://caa.co.uk))

#### 8.

It is considered that a condition based on fixed noise levels is consistent with noise and planning policy by relating external noise levels to the point at which adverse effects on health and quality of life start to be observed. The limit values are intended to be consistent with the evidence base that is reflected in guidance: 'Guidance on Sound Insulation and Noise Reduction for Buildings' BS8233 2014. This is combined with the assessment principles and procedures detailed in guidance: 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.' This is used to set reference time periods for the assessment and adjust measured or calculated LAeq values for character as detailed in BS4142 to determine the rating level.

#### 9.

##### Flood Risk Activity Permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal)
- on or within 16 metres of a sea defence



- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities> environmental-permits or contact our National Customer Contact Centre on 03702 422 549 or by emailing [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk). The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

### Permitting Advice

The proposed development will require a permit under Section 1.1 Part A of the Environmental Permitting Regulations (England and Wales) 2016. We do not currently have enough information to know if the proposed development can meet our requirements to prevent, minimise and/or control pollution.

The combustion activity is comprised of aggregated diesel fired "back-up" generators for which additional aspects will be considered as part of the permitting process. The applicant is strongly advised to undertake enhanced pre-application discussions with the Environment Agency's Permitting Service and consider Twin Tracking an environmental permit application with this planning application, where possible.

The following issues are likely to be considered as part of the permitting process for aggregated diesel generators:

- Impacts from air emissions from both (a) the testing and maintenance regime and (b) the worst case emergency scenario of all engines running continuously for 72 hours. Air Dispersion modelling will assess impact to both air quality standards and Acute Exposure Guideline Levels for Oxides of Nitrogen.
- The applicant has applied Best Available Techniques (BAT) namely;
- selection of emissions optimised ignition engines that are compliant with USA EPA Tier II / TA Luft standards. Further guidance on BAT for engine design standards is published here <https://www.gov.uk/guidance/emergency-backupdiesel-engines-on-installations-best-available-techniques-bat>; It is however noted the proposal includes additional secondary abatement Selective Catalytic Reduction (SCR).
- a maintenance and testing regime that minimises the impact to air quality by minimising and sequencing of testing.
- fuel storage and, where applicable, urea storage standards for ground and surface water protection.
- whether the applicant will need to go beyond BAT and install and optimise Selective Catalytic Reduction (SCR) to reduce emissions further. This is likely where air quality is poor or multiple sites using aggregated back-up engine co-locate
- stacks for the exhaust of emissions for back-up diesel generation are vertical and of

sufficient height above nearby buildings and flow is unimpeded.

- use of an Air Quality 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 is presently determining a permit Ref GP3721SQ application to operate the Colt Lon4 Data Centre located to the south of this development, and north of Beaconsfield Road, Hayes, UB4 0SL. If the development of all data centres in this specific location/area are operated by the same operating company it is likely a single EPR permit would be required to cover them all. It is therefore also possible that the total aggregation of stored diesel fuel on site of the combined sites for all the standby diesel fuel tanks (if all under the same operator) could bring the sites' total marginally within the COMAH lower Tier for fuel (2500t).

## Water Resources

Increased water efficiency in new developments potentially enables more growth to be realised without an increased availability of water resources. Developers can highlight responsible water use as a positive corporate social responsibility message that will boost the commercial appeal of the development. For the homeowner/tenant, lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures in all developments, particularly in those that are new. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be all considered as an integral part of new developments and/or refurbishments. The technology used to achieve improved water efficiency (e.g. efficient fittings, greywater recycling, etc) is also an attractive feature for many prospective building owners and tenants.

We recommend that all new non-residential developments of 1000sqm gross floor area or

more (i.e. 'major' developments) should achieve the BREEAM 'excellent' standard for water consumption (category 'WAT 01'), or equivalent. This standard may already be a requirement of the local planning authority.

### **153 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach

LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF10 -24	NPPF10 2024 - Supporting high quality communications
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change

NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

## Appendix 2: Relevant Planning History

1911/APP/2022/1853      Hayes Bridge Retail Park Uxbridge Road Hayes

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

1911/APP/2025/398      Hayes Bridge Retail Park Uxbridge Road Hayes

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of retail units.

**Decision:** 20-03-2025      Prior Approval  
N/Req

38421/APP/2021/4045      Land At Tudor Works Beaconsfield Road Hayes

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

**Decision:** 26-04-2022      Approved

38421/APP/2024/2215      Hayes Bridge Retail Park And Heathrow Interchange Beaconsfield Road Hayes

Request for a Screening Opinion under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for redevelopment of site to deliver data centre campus and technology centre.

**Decision:** 25-10-2024      Screen/Scope  
Issued

71554/APP/2024/2490      Unit 1 Heathrow Interchange Bullsbrook Road Hayes

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of 2no. buildings.

**Decision:** 16-10-2024      Prior Approval  
N/Req



71554/APP/2025/466      Units 3 & 4 Heathrow Interchange Bullsbrook Road Hayes

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of Units 3 and 4 Heathrow Interchange.

**Decision:** 18-03-2025      Prior Approval  
N/Req

71554/APP/2025/47      Unit 1 Heathrow Interchange Bullsbrook Road Hayes

Redevelopment of the site to deliver a substation in connection with the permitted and emerging Data Centre Campus.

**Decision:** 19-03-2025      Approved

## Appendix 3: List of Relevant Planning Policies

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

### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

### Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets

DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
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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
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LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
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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