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Planning Statement

Hillingdon Ambulance Station, Hillingdon, Royal Lane, Uxbridge, UB8 3QX

October 2026

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1.0 Introduction

1.1 This Planning Statement has been prepared in support of a retrospective full planning application for the retention of an electrical substation building and associated infrastructure at Hillingdon Ambulance Station, Royal Lane, Uxbridge, UB8 3QX.

1.2 The application seeks to regularise the planning position of a purpose-built structure which has been constructed within the existing ambulance station premises to accommodate essential electrical metering, switchgear and associated equipment.

1.3 The development forms part of a wider programme of electrical infrastructure improvements intended to support the operational requirements of the ambulance station, including the provision of additional electrical capacity and infrastructure associated with electric vehicle charging.

1.4 The structure has been designed specifically to accommodate specialist electrical equipment and provide a secure enclosure incorporating the necessary structural and fire-safety provisions.

1.5 This statement describes the site and development, establishes the operational justification for the structure and assesses its acceptability having regard to the relevant national, regional and local planning policies.

2.0 Site Description and Surroundings

2.1 The application site forms part of the established Hillingdon Ambulance Station, situated on Royal Lane in Uxbridge within the London Borough of Hillingdon.

2.2 The premises comprise an operational ambulance station with associated buildings, vehicle parking, circulation areas and infrastructure supporting the provision of emergency medical services.

2.3 The ambulance station is located within an established developed area, with the surrounding locality comprising a mixture of institutional, healthcare and residential development.

2.4 The site benefits from established vehicular access arrangements serving the operational ambulance station and its associated parking and circulation areas.

2.5 The application relates to a relatively small area within the existing ambulance station grounds, where the electrical substation building has been constructed to accommodate the upgraded electrical infrastructure.

2.6 The structure is functionally associated with the existing ambulance station and does not represent an independent use of the land or an extension of the established operational activities beyond the existing premises.

2.7 Given the established nature of the ambulance station and its relationship with surrounding development, consideration has been given to the scale and appearance of the structure, its relationship with neighbouring uses and its operational requirements.

3.0 Description of Development

3.1 Retrospective planning permission is sought for the retention of a purpose-built electrical substation building and associated infrastructure within the grounds of Hillingdon Ambulance Station.

3.2 The building has been constructed to accommodate specialist electrical equipment, including metering, switchgear and associated infrastructure required to facilitate improvements to the electrical supply serving the existing premises.

3.3 The development forms part of an electrical infrastructure upgrade which includes the provision of an 800 kVA packaged substation, together with associated high-voltage cabling, underground connections and earthing arrangements.

3.4 The electrical connection documentation prepared by Southern Electric Power Distribution identifies an 11 kV connection with a maximum capacity of 737 kVA. The upgraded infrastructure is intended to support the operational requirements of the ambulance station and provide additional electrical capacity for associated vehicle charging facilities.

3.5 The development comprises a purpose-built brick building with a pitched tiled roof, designed to accommodate and protect the specialist electrical equipment serving the ambulance station. Its external appearance provides a traditional built form whilst accommodating the necessary infrastructure.

3.6 The building is positioned within the established ambulance station premises and has been designed to accommodate the specialist equipment whilst maintaining its functional relationship with the associated electrical infrastructure.

3.7 The development does not introduce a new independent commercial or industrial use and remains ancillary to the established ambulance station.

3.8 No changes to the existing vehicular access arrangements are proposed as part of the retrospective application.

3.9 The electrical substation has been constructed having regard to the relevant Distribution Network Operator (DNO) specifications, incorporating measures to address noise, vibration and fire safety. These include purpose-designed anti-vibration pads beneath the electrical equipment and a brick-built enclosure designed to provide appropriate acoustic separation from neighbouring residential properties.



Figure 1: Aerial view showing Hillingdon Ambulance Station and the surrounding residential development.











Photos 1-5: Photographs of the completed electrical substation building within the existing ambulance station premises.

4.0 Justification for Development

4.1 The development has been undertaken to facilitate essential electrical infrastructure improvements at the existing Hillingdon Ambulance Station. The purpose-built structure provides a secure and appropriately designed enclosure for the electrical metering, switchgear and associated equipment required to support the operational demands of the premises.

4.2 As an established emergency service facility, the ambulance station relies upon a safe and reliable electrical supply to maintain its day-to-day operations. The installation of upgraded electrical infrastructure is therefore necessary to accommodate the existing and future requirements of the station, ensuring that the premises can continue to operate effectively.

4.3 The electrical engineering documentation confirms that the infrastructure improvements include the provision of an 800 kVA packaged substation, together with associated electrical connections and equipment. The upgraded supply provides a maximum connection capacity of 737 kVA, including provision for electric vehicle charging facilities.

4.4 The construction of a dedicated enclosure is necessary to accommodate and protect the specialist electrical equipment. The building provides a secure environment for the installation and operation of the infrastructure, incorporating construction measures intended to address the relevant structural, electrical and fire-safety requirements.

4.5 The location of the structure within the existing ambulance station is directly related to its operational purpose and the associated electrical connections. Its position allows the equipment to serve the established premises without introducing a separate or unrelated use of the land.

4.6 The development also supports the ongoing modernisation of the ambulance station, including the provision of electrical capacity required to facilitate the transition towards electric vehicles. This represents a positive contribution towards improving the long-term operational efficiency and sustainability of the facility.

4.7 The development therefore serves a clear and demonstrable operational need, providing essential infrastructure within the established ambulance station. Its retention will support the continued operation and modernisation of the premises whilst facilitating improvements to the electrical supply and associated vehicle charging infrastructure.

5.0 Planning Policy Context

National Planning Policy Framework

5.1 The National Planning Policy Framework (NPPF) establishes the Government's planning policies for England and provides the overarching framework against which planning applications should be assessed.

5.2 At the heart of the NPPF is the presumption in favour of sustainable development, which seeks to ensure that development contributes positively towards economic, social and environmental objectives.

5.3 The Framework recognises the importance of supporting sustainable infrastructure, improving the efficiency of existing development and facilitating the transition towards a low-carbon economy.

5.4 The provision of essential electrical infrastructure serving an established emergency service facility is consistent with these objectives, particularly where the development supports the continued operation of an important public service.

5.5 The Framework also places importance on achieving well-designed development which responds appropriately to its surroundings and safeguards the living conditions of neighbouring occupiers.

The London Plan (2021)

5.6 The London Plan provides the strategic planning framework for development across Greater London and establishes policies relating to infrastructure, sustainable transport, energy and the quality of the built environment.

5.7 Policy D3 promotes the optimisation of site capacity through a design-led approach, requiring development to respond appropriately to its context and contribute towards the quality and character of the surrounding area.

5.8 Policy D14 addresses noise and seeks to ensure that development is appropriately designed to manage potential noise effects and protect neighbouring uses.

5.9 Policy SI 2 supports the reduction of greenhouse gas emissions and the transition towards more sustainable energy systems.

5.10 Policy SI 3 relates to energy infrastructure and supports the provision of appropriate infrastructure to meet London's energy requirements and facilitate the transition towards more sustainable energy systems.

5.11 The development is consistent with these wider strategic objectives through the provision of upgraded electrical infrastructure within an established operational site, including additional capacity for electric vehicle charging.

Hillingdon Local Plan

5.12 The adopted development plan for the London Borough of Hillingdon includes the Hillingdon Local Plan Part 1: Strategic Policies (November 2012) and the Hillingdon Local Plan Part 2: Development Management Policies (January 2020). Together, these documents establish the local planning policy framework against which development proposals are assessed.

5.13 Policy CI1 (Community Infrastructure Provision) of the Local Plan Part 1 supports the retention and enhancement of existing community facilities and recognises the importance of providing infrastructure capable of meeting the needs of existing and future communities. The development supports these objectives by providing essential electrical infrastructure serving an established emergency service facility.

5.14 Policy BE1 (Built Environment) seeks to ensure that new development achieves a high standard of design and responds appropriately to the character and appearance of its surroundings. The development comprises a modest ancillary building with a traditional brick exterior and pitched tiled roof, providing an appearance appropriate to its operational setting.

5.15 Policy EM1 (Climate Change Adaptation and Mitigation) establishes the Council's commitment to addressing climate change and supporting more sustainable forms of development. The electrical infrastructure improvements facilitate additional electrical capacity, including provision associated with electric vehicle charging, supporting the wider transition towards cleaner forms of transport.

5.16 Policy DMHB 11 (Design of New Development) of the Local Plan Part 2 requires development to respond appropriately to its surroundings, taking account of its scale, form, appearance and relationship with neighbouring buildings. The structure has been designed to accommodate specialist electrical equipment whilst maintaining a relatively modest built form within the established ambulance station.

5.17 Policy DMHB 12 (Streets and Public Realm) seeks to ensure that development is appropriately integrated with its surroundings and respects the established character of the local area. The development is located within an existing operational site and does not involve alterations to the surrounding highway or public realm.

5.18 Policy DMEI 2 (Reducing Carbon Emissions) supports development which contributes towards reducing carbon emissions and improving energy efficiency. The upgraded electrical infrastructure provides additional capacity to support the ambulance station's operational requirements and the wider transition towards electric vehicles.

5.19 Policy DMT 1 (Managing Transport Impacts) seeks to ensure that development does not give rise to unacceptable effects upon the operation of the transport network. The structure accommodates electrical infrastructure and does not introduce a separate use or generate regular additional vehicle movements.

5.20 Policy DMEI 9 (Management of Flood Risk) seeks to ensure that development appropriately considers flood risk and does not increase the risk of flooding elsewhere. The development comprises a relatively small ancillary structure within an established operational site, with flood-risk considerations addressed further within Section 6.0.

5.21 Having regard to the above policies, the development is considered consistent with the objectives of the adopted Local Plan. The structure supports the continued operation of an essential emergency service facility, provides necessary electrical infrastructure and represents an appropriate form of ancillary development within the established premises.

6.0 Planning Assessment

Principle of Development

6.1 The application relates to the retention of an electrical substation building within the grounds of an established ambulance station.

6.2 The development is directly associated with the existing operational use of the premises and is required to accommodate specialist electrical infrastructure serving the facility.

6.3 The principle of providing ancillary infrastructure within an established operational site is considered acceptable, particularly where the development supports the continued functioning and modernisation of an essential public service.

6.4 The building does not introduce a separate land use, increase the operational extent of the ambulance station or result in the establishment of an unrelated commercial activity.

6.5 The development also supports improvements to the electrical capacity of the premises, including infrastructure associated with electric vehicle charging.

Design and Appearance

6.6 The building has been designed specifically to accommodate electrical equipment and its form and construction reflect the technical requirements of the infrastructure.

6.7 The structure is ancillary to the established ambulance station and is modest in scale relative to the wider operational premises.

6.8 Its appearance reflects its function as a specialist infrastructure building rather than a building intended for general occupation.

6.9 The development is situated within an established operational site where buildings, vehicle parking and associated infrastructure already form part of the existing character.

6.10 Having regard to the nature and purpose of the structure, its retention is not considered to result in an unacceptable change to the character or appearance of the surrounding area.

6.11 The building incorporates brickwork and a pitched tiled roof, providing a traditional external appearance which is considered appropriate for a small ancillary structure within the established ambulance station.

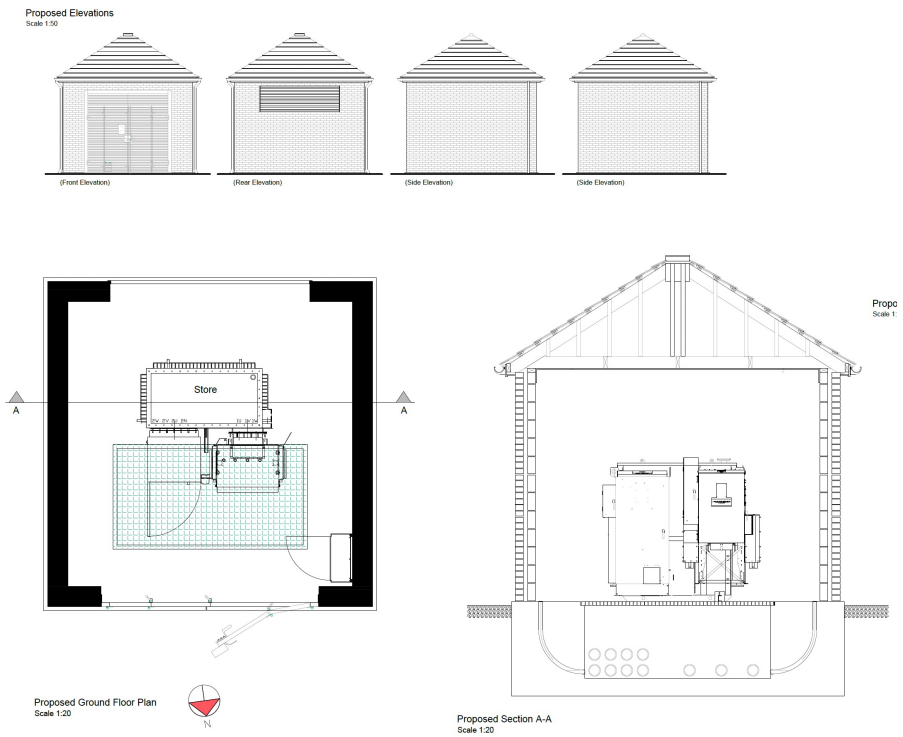


Figure 2: Proposed elevations, floor plan and section of the electrical substation building.

Neighbouring Amenity

6.12 The application site is situated within an established developed area which includes residential properties neighbouring the ambulance station premises.

6.13 The substation building has been positioned within the existing operational grounds and does not introduce accommodation intended for regular occupation or an independent commercial activity.

6.14 The principal considerations in respect of neighbouring residential amenity relate to the potential operational effects of the electrical equipment, particularly noise and vibration.

6.15 These matters have been considered as part of the design and construction of the building, with specific measures incorporated to minimise potential effects upon neighbouring occupiers.

Noise and Vibration

6.16 The electrical substation has been designed and constructed having regard to the relevant Distribution Network Operator (DNO) specifications, including UK Power Networks Engineering Design Standard EDS 07-3101 (Version 5.0, November 2025).

6.17 The building incorporates a brick-built enclosure, which has been provided specifically in consideration of its proximity to neighbouring residential properties. The enclosure provides an additional measure to reduce the transmission of operational noise associated with the electrical equipment.

6.18 The relevant technical guidance identifies maximum noise levels associated with electrical substations operating at full load. The applicable figures for the installed equipment are summarised below.

Table 1: Maximum Noise Levels – 800 kVA Brick-Built Substation

Measurement Location	3 m	5 m	8 m	10 m
Front of substation	45 dB(A)	35 dB(A)	29 dB(A)	27 dB(A)
Side with louvred ventilation	42 dB(A)	32 dB(A)	26 dB(A)	24 dB(A)
Solid brickwork (no openings)	34 dB(A)	24 dB(A)	<20 dB(A)	<20 dB(A)

Source: UK Power Networks, EDS 07-3101, Version 5.0 (27 November 2025), Table 4-3.

6.19 The figures identified above represent the maximum noise levels associated with the equipment operating at full load. However, the Hillingdon installation has a maximum electrical connection capacity of 737 kVA, below the maximum rated capacity of the installed 800 kVA transformer.

6.20 The operational noise levels are expected to remain within the maximum figures identified in Table 1, with the installation operating below its maximum rated capacity. The purpose-built brick enclosure also provides acoustic separation between the electrical equipment and neighbouring residential properties, further limiting the potential for noise disturbance.

6.21 Purpose-designed anti-vibration pads have also been installed beneath the electrical equipment in accordance with the relevant DNO specifications. These measures are intended to minimise the transmission of vibration through the building structure and surrounding ground.

6.22 Having regard to the anticipated operational loading, the purpose-built enclosure and the incorporated vibration mitigation measures, the development is considered to have been designed with appropriate consideration for neighbouring residential amenity.

Fire Safety and Electrical Infrastructure

6.23 The substation building has been purpose-designed to accommodate specialist electrical infrastructure in accordance with the relevant Distribution Network Operator requirements.

6.24 The applicant has confirmed that the building incorporates fire-resistant construction designed to achieve a four-hour fire resistance rating, with reference to the relevant British Standards, including:

- BS EN 13501-2:2023 – Fire classification of construction products and building elements.
- BS 476-7:1997 – Surface spread of flame.
- BS 476-21:1987 – Fire resistance of loadbearing elements.
- BS 476-22:1987 – Fire resistance of non-loadbearing elements.

6.25 The purpose-built enclosure has been designed to provide an appropriate level of fire protection for the specialist electrical equipment, having regard to the operational requirements of the installation and its proximity to neighbouring development.

6.26 The electrical installation has also been designed having regard to the Energy Networks Association guidance on electromagnetic fields (ENA EREC G92, Issue 2, 2018).

6.27 These measures demonstrate that appropriate consideration has been given to the safe accommodation and operation of the electrical infrastructure within the established ambulance station premises.

6.28 The development is located within the existing ambulance station premises and does not require alterations to the established vehicular access arrangements.

6.29 The structure accommodates electrical infrastructure and does not generate a requirement for additional permanent staffing, visitor parking or regular vehicle movements.

6.30 Any access required for inspection or maintenance of the electrical equipment would be occasional and ancillary to the existing use of the premises.

6.31 The development is therefore not considered to result in an unacceptable effect upon the operation of the local highway network or the established access arrangements serving the ambulance station.



Figure 3: Street-level photograph showing the relationship between the development site and neighbouring residential properties.

Electrical Infrastructure and Operational Requirements

6.32 The purpose-built structure accommodates specialist electrical equipment necessary to facilitate the upgraded electricity supply serving Hillingdon Ambulance Station.

6.33 The development includes an 800 kVA packaged substation and associated high-voltage electrical infrastructure. The electrical connection documentation identifies an 11 kV connection with a maximum capacity of 737 kVA.

6.34 The provision of this infrastructure supports the continued operation and future requirements of the ambulance station, including the provision of additional electrical capacity associated with electric vehicle charging facilities.

6.35 The dedicated enclosure provides a secure location for the electrical equipment and incorporates construction measures intended to address the relevant structural, electrical and fire-safety requirements.

6.36 The development therefore serves a clear operational purpose and represents an appropriate form of ancillary infrastructure within the existing ambulance station.

Flood Risk and Environmental Considerations

6.37 The application site is located within Flood Zone 1, indicating a low probability of flooding from rivers and the sea.

6.38 A review of the Environment Agency's surface water flood risk mapping, considering the 1 in 100 annual probability event with climate change allowances for the period 2061–2125, indicates that the application site is not identified as being at risk of surface water flooding.

6.39 Whilst areas of potential surface water flooding are identified along the adjoining public highway, these do not extend into the application site or affect the position of the electrical substation building.

6.40 The development comprises a small, non-habitable electrical infrastructure building within the grounds of an established ambulance station. It does not introduce any residential accommodation or increase the vulnerability of people to flooding.

6.41 Having regard to the site's location within Flood Zone 1, the absence of identified surface water flood risk within the application boundary and the limited scale and ancillary nature of the development, the retention of the structure is considered acceptable in flood risk terms.

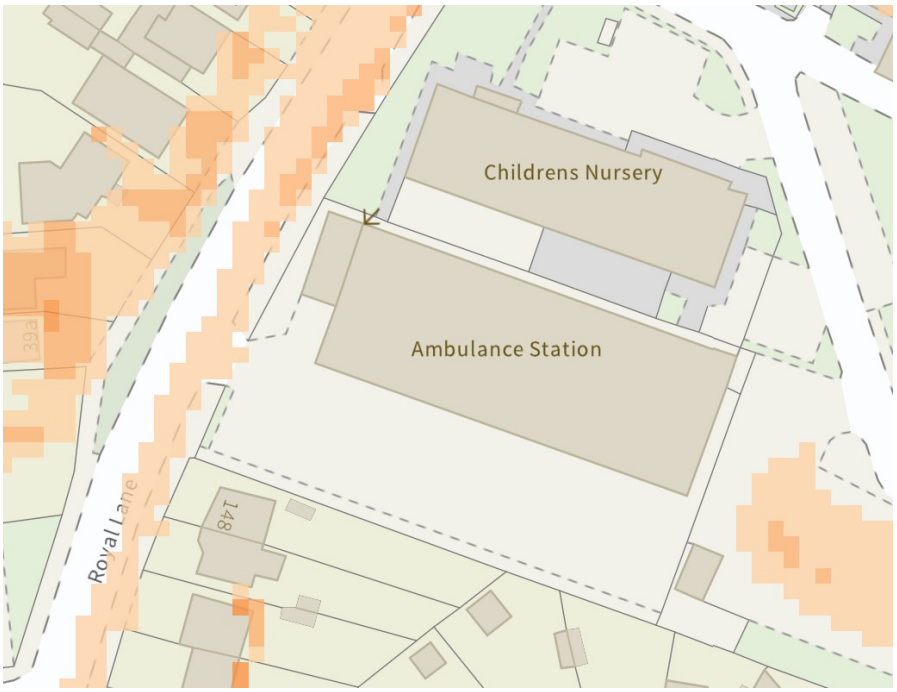


Figure 4: Environment Agency Surface Water Flood Risk Mapping – 1 in 100 Annual Probability Event (2061–2125 Climate Change Allowance).

7.0 Conclusions

7.1 This Planning Statement has been prepared in support of a retrospective full planning application for the retention of an electrical substation building and associated infrastructure at Hillingdon Ambulance Station, Royal Lane, Uxbridge.

7.2 The development provides a purpose-built enclosure for essential electrical infrastructure serving the established ambulance station. The building is necessary to accommodate upgraded electrical equipment and support the continued operation and modernisation of the premises, including the provision of additional capacity for electric vehicle charging.

7.3 The structure is ancillary to the existing ambulance station and does not introduce a separate land use or materially alter the established operations of the site.

7.4 Having regard to its modest scale, traditional external appearance and location within an established operational facility, the development is considered appropriate in its setting and would not give rise to unacceptable effects upon neighbouring amenity, highway safety or the character of the surrounding area.

7.5 The building has been purpose-designed to accommodate specialist electrical infrastructure, incorporating measures to address noise, vibration and fire safety in accordance with relevant industry specifications. These measures have been incorporated with consideration for the proximity of neighbouring residential properties and the need to safeguard their amenity.

7.6 Accordingly, it is respectfully requested that the London Borough of Hillingdon grants retrospective planning permission for the retention of the electrical substation building and associated infrastructure.