

DC5 and DC6, Prologis Park West, Iron Bridge Road North,
West Drayton, UB11, 1BT

EIA Non-Technical Summary

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Prepared on behalf of



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Project: DC5 and DC6, Prologis Park West, Iron Bridge Road North

Client: Prologis UK CCCXXXVIII S.à r.l.



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Non-Technical Summary

1. Introduction

Background

- 1.1 Prologis UK CCCXXXVIII S.à r.l. (the 'Applicant') has submitted a planning application to the London Borough of Hillingdon (LBH, the Council) seeking planning consent for the re-development of Units DC5 and DC6, Prologis Park West, Iron Bridge Road North, West Drayton, UB11 1BT (the Site) to facilitate the operation of the Site as a data centre.
- 1.2 The application seeks full planning permission for the partial deconstruction and adaptation of the existing buildings and installation of a new sub-station and plant equipment to facilitate the conversion of the buildings to data centres as well as alterations to the Site. The description of development for this application is as follows:

"Partial deconstruction and adaptation of existing buildings; installation of mezzanines and new gantry decks housing MEP, a sub-station and fire suppression infrastructure; and associated physical works including alterations to the layout of the Site."
- 1.3 The Proposed Development assessed within the EIA and reported within this ES relates to the description of development above.
- 1.4 The Site falls within the administrative boundary of the LBH and covers an area of approximately 6.3 hectares (ha). It is previously developed land, occupied by two large industrial and logistics units.
- 1.5 It is located approximately 3km north of Heathrow Airport and immediately north of the Grand Union Canal and west of Stockley Road (A408). The Site boundary and context are identified by the red line shown in Figure 1.1 and Figure 1.2 below.

Figure 1.1 Site Location Plan and context

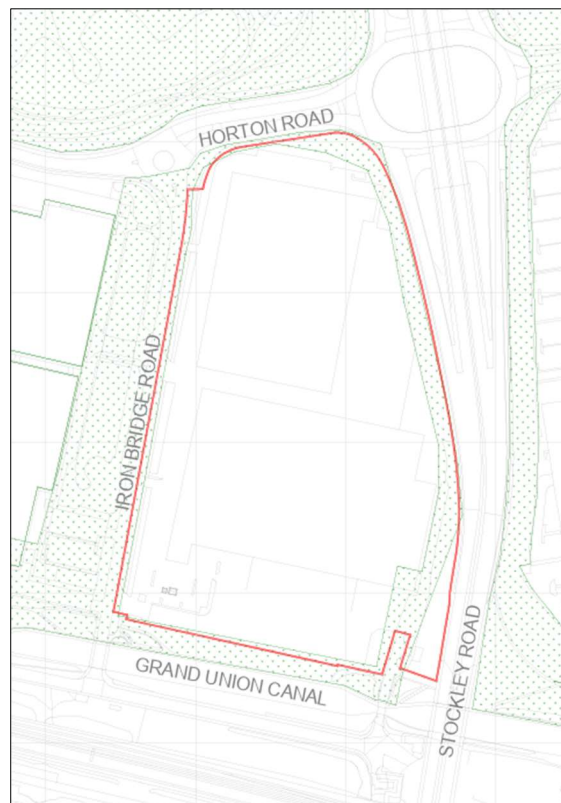


Figure 1.2 Site Context



Planning Context

- 1.6 The previous use of the Site was granted planning consent, in 1984, under ref. 27951/B/81/1955 for the creation of a science and commercial park comprising multi-purpose general and light industrial buildings. Subsequent detailed applications were submitted and approved. This Site was occupied by GlaxoSmithKline (GSK) from c.1990 until they vacated the Site in c.2019/20.
- 1.7 In the intervening period, the Applicant secured planning permission in 2015 for the redevelopment of Stockley Park, adjacent to the western boundary, under ref. 37977/APP/2015/1004 to provide up to 45,000 sqm of floorspace over two phases. Phase 1 was completed in 2016/17, and Phase 2 was completed in 2020 and is in operation as an industrial and logistics unit. The four buildings to the west were originally constructed and designed for industrial or logistic use and have since been converted to data centres through internal modifications and external plant room deck extensions. The service yards of these neighbouring data centres have been adapted to include new plant and chiller deck extensions, elevated above external generators placed at ground level. These extensions are enclosed with screen louvres to provide visual screening and maintain design coherence.
- 1.8 Subsequently, the Applicant secured planning permission in 2020 for the redevelopment of the Site to provide a further two industrial units providing industrial floorspace (Use Class B1c (now E(g))/B2/B8) and ancillary offices under ref. 39207/APP/2020/2188. These units were completed in 2023/24.

Environmental Impact Assessment

- 1.9 Environmental Impact Assessment (EIA) is a process that formally considers the construction and operational aspects of a proposal that may have significant effects on the environment.

Screening

- 1.10 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations') set out the types of development that must always be subject to an EIA (defined as Schedule 1 development) and other development that will only require assessment if it is likely to give rise to significant environmental effects (defined as Schedule 2 development). The process to establish whether an EIA is required is known as Screening.
- 1.11 Given the nature and scale of the Proposed Development, when taken in combination with the wider context, the Applicant concluded that significant environmental effects could arise. Therefore, it was considered that the Proposed Development qualifies as EIA development as defined within the EIA Regulations. As such, a formal Screening Opinion was not requested prior to beginning the EIA process.

Scoping and EIA Consultation

- 1.12 Between September and November 2025, informal scoping discussions were undertaken with LBH on behalf of the Applicant. A Scoping Report was prepared by the Applicants project team and submitted to the Council in October 2025. The purpose of this was to identify what the Council considers to be the main environmental issues associated with the Proposed Development to be assessed within the EIA.
- 1.13 LBH subsequently consulted with relevant stakeholders and issued scoping comments in November 2025. Although not constituting a formal Scoping Opinion under the EIA Regulations, the scoping process provided a clear and robust basis for determining the scope of the EIA.

- 1.14 An important part of the EIA scoping process, whether formal or informal, is the identification and, where justified, exclusion of environmental topics to ensure a proportionate assessment focused on likely significant effects. This reflects a key principle of EIA to ensure that the level of detail should be appropriate with the nature, scale and potential impacts of the development. A proportionate approach does not reduce rigour but directs focus toward the most relevant issues.
- 1.15 In line with this, topics were scoped out of the EIA where significant effects were not deemed likely to occur. Notwithstanding this, these topics have been addressed as appropriate through the planning application.
- 1.16 As agreed through the scoping process, the following environmental topics have been included in the EIA.
- Air quality
 - Climate change and greenhouse gases

Environmental Statement

- 1.17 The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to mitigate adverse effects: information that is taken into account in the planning decision. The ES has been prepared in accordance with the EIA Regulations.
- 1.18 This document is the Non-Technical Summary (NTS), which provides a summary of the main findings of the ES, including the significant environmental effects, mitigation and residual effects predicted to result from the Proposed Development.
- 1.19 Subsequently, when the Council is deciding whether to grant planning permission, it can do so in the full knowledge of any significant effects predicted and take this into account in the decision-making process.
- 1.20 The Applicant commissioned Savills to co-ordinate a formal Environmental Impact Assessment (EIA) including the preparation of an ES and NTS to support the planning application for the Site.
- 1.21 The NTS sets out the key issues and findings of the ES in a manner that is widely accessible to the general public and stakeholders.
- 1.22 The ES and this NTS accompany a suite of documents that together support the planning application submitted to LBH.

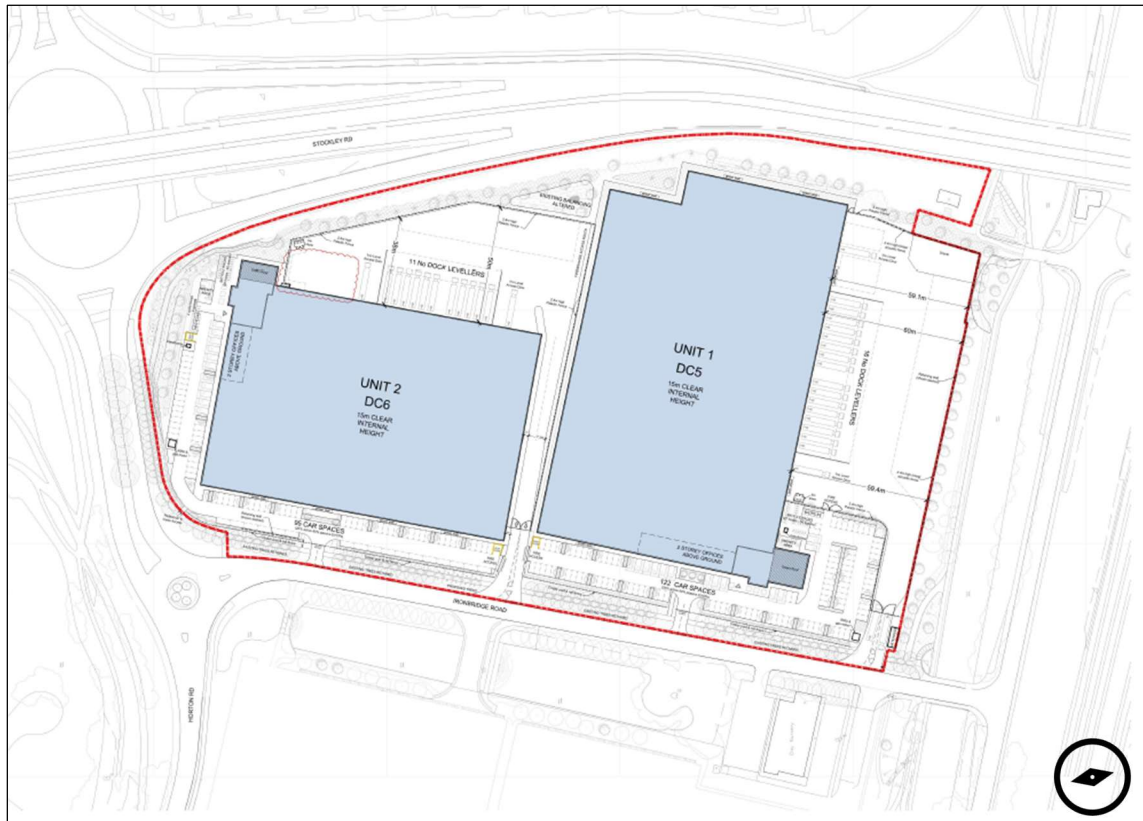
2 Site and Local Context

- 2.1 The Site is located in Yiewsley within the London Borough of Hillingdon (LBH). It comprises approximately 6.3 hectares of previously developed land (PDL) occupied by two large industrial and logistics units. The extent of the Site is delineated by the red line boundary shown in Figure 1.1.
- 2.2 Central London lies approximately 22 km to the east of the Site. Slough Town Centre is located around 10 km to the west, Hayes Town Centre approximately 1.2 km to the northeast, and Uxbridge Town Centre approximately 4.3 km to the northwest.
- 2.3 LBH is bordered by the London Borough of Harrow, located approximately 7.5 km northeast of the Site; the London Borough of Ealing, approximately 4 km to the east; and the London Borough of Hounslow, approximately 5.2 km to the southeast. Beyond the borough boundary, Beaconsfield lies approximately 2.3 km to the west and Windsor approximately 3.8 km to the southwest.
- 2.4 The Site is situated approximately 1.5 km north of Junction 4 of the M4 motorway (serving Heathrow Airport). The M25 motorway is approximately 3.3 km to the west, accessible via Stockley Road (A408) and the M4.
- 2.5 To the east of the Site lies the wider Stockley Park estate, comprising approximately 44.5 hectares of office and commercial uses. Beyond Stockley Park is the Stockley Park Golf Club and Lake Farm Country Park.
- 2.6 Immediately west of the Site are the Stockley Park industrial and logistics units. Further west, around 450 m from the Site, is a cluster of industrial units located along both sides of Horton Road.
- 2.7 To the south of the Site, between the Grand Union Canal and the Elizabeth Line / National Rail mainline railway, is an area of industrial yards including vehicle parking and storage facilities. Beyond this is the nearest residential neighbourhood. Approximately 300 m southwest of the Site is Drayton Garden Village, with further residential properties located within and surrounding West Drayton.

The Site

- 2.8 The Site is predominantly hardstanding and comprises two vacant E(g) / B2 / B8 warehouse buildings.
- Unit 1 (DC5 - Distribution Centre 5); and,
 - Unit 2 (DC6 - Distribution Centre 6).
- 2.9 Unit 1, to the south consists of 18,063 sqm of floorspace whereas Unit 2, to the north, consists of 13,290 sqm of floorspace. Each building has a clear haunch height of 15m and an overall building height of 18m. Figure 2.1 shows the existing site layout.
- 2.10 The buildings are of steel construction with associated areas for car parking and service yards with heavy goods vehicle (HGV) turning areas, installed for the anticipated logistics operation that has yet to come forward. The Site is marked by its mature boundary trees along the northern, eastern and southern boundaries of the Site. Two lines of mature trees are present on the western boundary of the Site which line the footpath to the west of the Site.

Figure 2.1 Existing Site Layout



Site Access, Public Rights of Way & Public Transport Accessibility

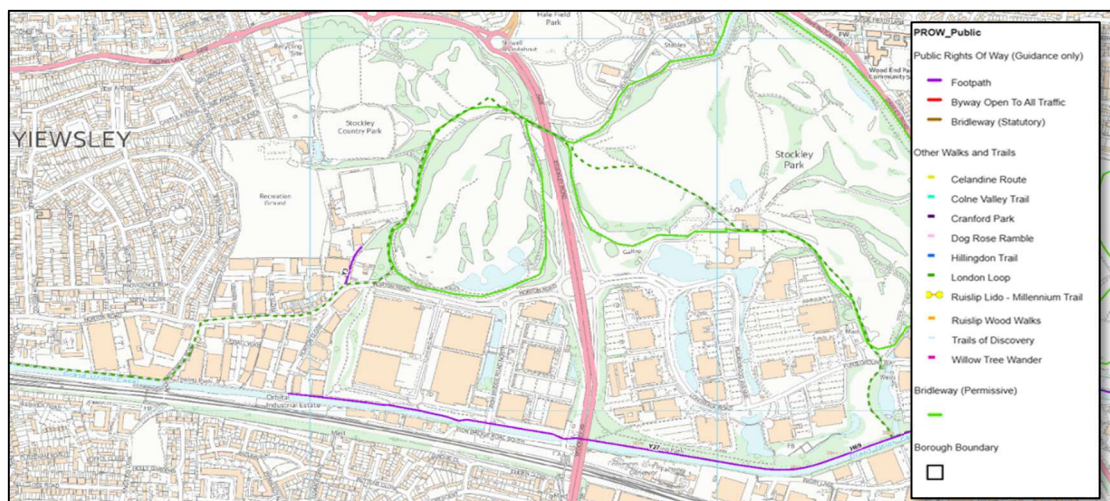
- 2.11 The Site is well located in terms of existing highway infrastructure and benefits from good connections to the local and strategic highway networks, notably the M4 (Junction 4), approximately 1.5km south of the Site.
- 2.12 Primary vehicular access to the Site is gained from Iron Bridge Road North to the west which itself is accessed from Horton Road.
- 2.13 Transport for London (TfL) has assessed each area of each London Borough as to how well connected the site is by Public Transport. This measure is the Public Transport Access Level known as PTAL¹. PTAL rates accessibility to public transport from 0 (worst), 1a, 1b, 2, 3, 4, 5, 6a and 6b (best) and is calculated using a complex calculation method called the Access Index. Although the guidance was published in 2015, the TfL WebCAT 3.0 tool was updated in 2023, and therefore, shows the Elizabeth Line access to stations at West Drayton and Hayes & Harlington.
- 2.14 The Site has a Public Transport Accessibility Level (PTAL) Rating of 1b and 2 which is on the lower end of public transport accessibility. The closest bus connections for the Iron Bridge Road

¹ Transport for London (2015) Assessing Transport Connectivity in London

stop (located on Horton Road) for routes U5 (Hayes - Uxbridge), 350 (Hayes – Heathrow Terminal 5) and A10 (Uxbridge - Heathrow Airport Central).

- 2.15 West Drayton Rail Station approximately 1.42km to the west of the Site serves the Great Western Railway lines: Abbey Wood - Maidenhead and Abbey Wood - Reading. The Elizabeth Line also provides services to and from Reading, Terminals 2, 3, 4 and 5 at Heathrow, into Central London (with Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street and Whitechapel), and then on to either Abbey Wood, in the southeast, or toward Shenfield, in the northwest.
- 2.16 There are no Public Rights of Way in the Site boundary however, the following routes are in close proximity:
- Footpath Y27, immediately to the south following the route of the Grand Union Canal Walk, which then connects to footpath H69 to the east;
 - Footpath Y3, approximately 400m to the northwest;
 - Permissive Bridleway Route, Stockley Park which routes around Stockley Country Park and Stockley Park Golf Course, approximately 50m north;
 - Section 11 of the London Loop – Hayes to West London, partially follows the route of the Stockley Park Bridleway Route, approximately 350m northwest.

Figure 2.2 Extract from Hillingdon Public Rights of Way Map



Air Quality

- 2.17 The Site lies within the Hillingdon Air Quality Management Area (AQMA), designated on 1 September 2003, which covers approximately the southern two-thirds of the Borough.
- 2.18 Transport for London (TfL), through the London Atmospheric Emissions Inventory (2019), has identified a series of Air Quality Focus Areas (AQFAs) where reductions in vehicle-related emissions of Nitrogen Dioxide (NO₂) and Particulate Matter (PM_{2.5} and PM₁₀) are particularly required. The Site is not located within any of these AQFAs.
- 2.19 Despite this, the Site is situated in an area of elevated NO₂ emissions.

- 2.20 The Draft Air Quality Action Plan 2025–2030 identifies additional AQFAs in the Borough where high levels of PM_{2.5} and PM₁₀ have been recorded. The south-western part of the Site falls within the West Drayton / Yiewsley AQFA.

Noise

- 2.21 There are several notable noise sources within the vicinity of the Site, including Stockley Road to the east, the railway line immediately to the south, the M4 motorway approximately 1.5 km to the south, and Heathrow Airport approximately 3.0 km further south. The nearest noise sensitive locations are:

- Residential properties to the south along Emden Close and the wider housing estates across the railway line, some 200 metres.
- There is a day nursery across Iron Bridge Road north (Busy Bees)
- There is the Travelodge circa 500m to the east across Stockley Road, and houses along Horton Road at a similar distance to the west.

Ecology and Nature Conservation

- 2.22 There are no statutory designated ecological sites within the Site or within 5 km of its boundary, although several statutory designations occur beyond this distance.
- 2.23 Eleven Sites of Importance for Nature Conservation (SINCs) lie within 1 km of the Site. The closest of these is the Grand Union Canal SINC, which forms part of London's Canal SINC and adjoins the Site's southern boundary.
- 2.24 The Site is of limited ecological value, comprising largely hardstanding and previously developed land. Existing soft landscaping is limited and comprises recently planted ornamental trees, hedgerows and shrubs located around the car park and Site perimeter.
- 2.25 Surveys of habitats and species present on the Site identified green roofs and green walls incorporated within the warehouse buildings, along with areas of newly planted trees, hedgerows and ornamental shrubs. Two bird and bat boxes were recorded within the north-east and south-east corners of the Site. All construction plant and machinery is confined to areas of hardstanding, ensuring that no habitats are subject to direct disturbance.
- 2.26 The buildings on Site were assessed as having low potential to support roosting bats due to the modern construction and limited access points. However, the adjacent Grand Union Canal is likely to function as a commuting and foraging corridor for bats and other wildlife species.
- 2.27 No evidence of current or historical nesting bird activity was recorded during the survey. Nevertheless, the trees and hedgerows within the Site, together with the installed bird boxes, provide suitable nesting opportunities for breeding birds.

Flood Risk and Hydrology and Ground Conditions

- 2.28 The topography of the Site is relatively flat with a slight fall from c.34.5m AOD in the north to c.33.4m AOD in the south.
- 2.29 The Site is located within Flood Zone 1, at the lowest level of flood risk as defined by the Environmental Agency. There is no Climate Change flood risk on the Site.

- 2.30 There are pockets of surface water flood risk on the Site, which does not follow the patterns of the existing built form. These pockets of surface water flood areas are located where the existing buildings are and in the parking areas proposed.
- 2.31 An assessment of geological ground conditions was undertaken as part of the Flood Risk Assessment (FRA) and Drainage Strategy, focusing on the potential movement of groundwater through Made Ground, Drift Geology and Solid Geology. The Site is considered to present a medium–high risk of groundwater vulnerability.

Archaeology and Built Heritage

Archaeology

- 2.32 The Site is not located within an Archaeological Priority Area identified in the Hillingdon Local Plan. The Site has been subject to development for approximately 40–50 years, making it likely that any archaeological remains would have been previously disturbed or removed. As such, the potential for surviving archaeological assets is considered low.

Built Heritage

- 2.33 The Site is within the Stockley Park: Business Park Phases I and II and country park and golf course (Park and Garden Grade II). There are no other designated heritage assets on the Site.
- 2.34 There are a number of built heritage assets within 1km of the Site:
- A collection of three Grade II Listed heritage assets, all approximately 1km north of the Site:
 - 'Large Barn to East of Hubbards Farmhouse';
 - 'Outbuildings at Hubbards Farm'; and,
 - 'Walls to West and South of Hubbards Farm Garden'.
- 2.35 There are also a number of locally listed buildings within 1km of the Site:
- Stockley Park, to the immediate east of the Site, consisting of: The Arena; Stockley Park (A1.1, 1.2, 2.1, 2.3); and, Stockley Park (B3);
 - The Stables, approximately 800m northeast;
 - Church of St Jerome, with the associated St Jeromes Church War Memorial, approximately 900m northeast;
 - Dawley Wall, approximately 1km northeast.

Utilities

- 2.36 The Site contains various utility infrastructure installed as part of the previous consent.

Power / Electricity

- 2.37 The Site is served by a privately owned high-voltage (HV) network, connected via a Distribution Network Operator ring main unit located at the Site boundary.

Potable Water & Drainage

- 2.38 The Site is currently served by a utility main provided by Affinity Water. Four incoming water supplies support existing buildings. Each supply enters the Site via Iron Bridge Road North, where utility meters and demarcation points are located with each unit being routed with a 63mm MDPE mains cold water supply and a 160mm HDPE fire water supply.
- 2.39 Existing connections from the Site to Thames Water public sewers in Bullsbrook Road and Uxbridge Road will be used.

Gas

- 2.40 The Site is served by a gas governor kiosk and associated infrastructure, comprising a twin gas booster set and below-ground pipework. Since installation in 2023, the gas supply has remained unused, and the associated utility connection has been dormant.

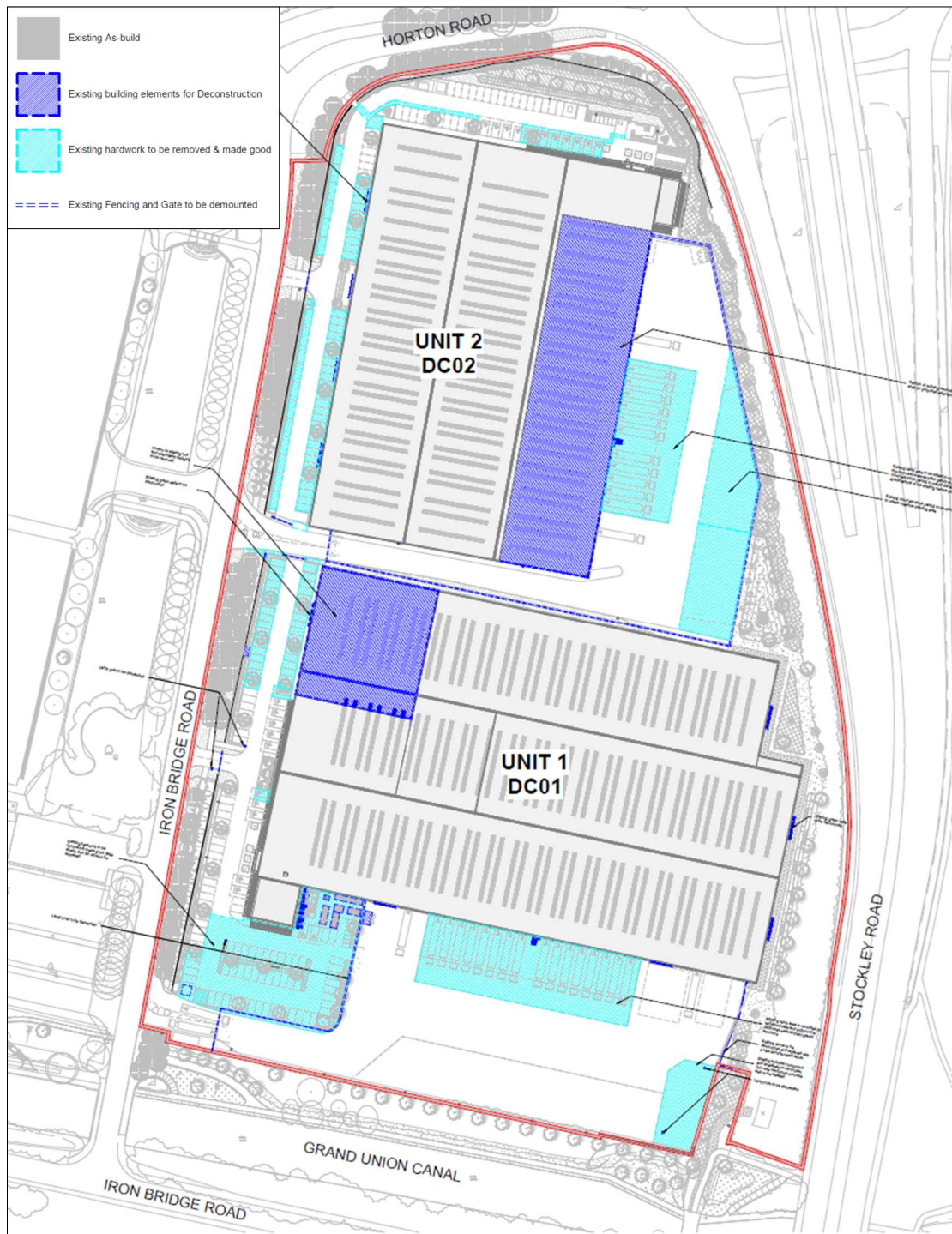
Figure 2.3 Existing Site images



3 Proposed Development

- 3.1 As set out in Chapter 1, to facilitate operation of the Site as a data centre, a full planning application are being submitted in parallel by the Applicant.
- 3.2 The EIA relates to the development proposed, which is set out above, alongside the spatial parameters defined in the detailed design drawings. The assessment has been undertaken on the basis of the detailed layout and design information.
- 3.3 These drawings establish the key development parameters, including land-use areas, building heights, design and character, and deconstruction requirements. Further details on the Proposed Development and its anticipated delivery are provided in the following sections.
- 3.4 The Proposed Development comprises the conversion of two existing logistics warehouse buildings into data centre facilities, referred to as DC01 and DC02. Each building will accommodate two levels of data centre floorspace, together with an integrated three-storey office element to support administrative and technical operations.
- 3.5 To facilitate the proposed use, a new internal level will be introduced within each warehouse, supported by independent steel frameworks. Localised partial deconstruction will enable the installation of external three-storey gantry decks, one per building, located within the former service yard areas. A detached electricity substation will be provided to serve both data centres and will be located at the north-west corner of DC01.
- 3.6 Existing vehicular access points will be retained, with new access gates set back from the highway to improve vehicle manoeuvring and on-Site circulation. The number of loading docks will be reduced to two per building and repositioned closer to the office elements. The proposals also include landscape enhancements, new security fencing and gates, and a fire suppression compound within the DC02 service yard, screened by louvres.
- 3.7 The external appearance of the buildings will largely reflect the existing warehouse form, with elevations clad in insulated metal panels arranged in bays that correspond to the structural grid. The material palette comprises muted grey tones with green accent elements. The external gantry decks will adopt a consistent design approach, incorporating complementary metal cladding profiles and colours. Office areas will be finished in curtain walling with glazed and insulated spandrel panels, with the existing office façades remaining largely unaltered.
- 3.8 The proposals prioritise the preservation of the buildings' existing appearance, minimising deconstruction and maximising the reuse of existing structures and materials.
- 3.9 The proposed works for the partial deconstruction and adaptation of the existing buildings will be completed in two phases:
- **Initial Deconstruction Phase** – Targeted removal of elements (marked in blue in Figure 3.1)
 - **New Construction Phase** – Upgrading and adapting the buildings for use as Data Centres

Figure 3.1 Extract from Sitewide – Deconstruction Plan



Deconstruction Phase

- 3.10 The deconstruction phase will include the removal of a portion of the existing roof and rooflights and existing green walls from the northwestern corner of Unit 1 DC1. The existing green walls will also be removed from the eastern and southern elevations. In the southeastern corner of the Site, the existing ramps will be infilled to facilitate the proposed external plant gantry

structure. The existing fencing will be removed and replaced with new fencing for parts of the Site.

- 3.11 To the south of Unit 1 DC1, the existing sprinkler compound and soakaway will be removed and new reinforced concrete slab will be installed. At the south western corner of the Site, the existing hardstanding area will be removed and made good, with bike sheds and bin stores to be relocated.
- 3.12 For Unit 2 DC2, the deconstruction will include the removal of the eastern elevation and part of the building, along with the existing green walls on the eastern elevation. To the east of Unit 2 the existing ramp area will be infilled to facilitate the new external plant gantry structure, and the existing concrete paving to be replaced to match the existing surface.

New Construction Phase

- 3.13 The proposed works can be summarised as follows:
- Installation of new, three storey gantry deck serving each building (comprising generator units, buffer tanks and chiller units);
 - Alteration to elevations (to reflect new internal arrangement and facilities including an external sub-station within DC01);
 - Installation of mezzanine floorspace in each unit; and,
 - Alteration to the Site layout including provision for new water tanks, perimeter security and other associated hard and soft landscaping works.
- 3.14 Both buildings are proposed to have a three-tier gantry deck extension which will sit below the existing ridge height of the building (18m at max height). Each gantry will comprise generator units (ground level), buffer tanks (mid-tier level), and chiller units (top level). Each gantry will be served by two staircases. The gantry decks will be enclosed with louvred cladding to screen mechanical equipment and provide acoustic attenuation. Two new loading docks will be relocated adjacent to the office area, where a new ramp is to be constructed.
- 3.15 To meet security requirements, upgrades will be required to the perimeter fencing lines around each building. This will likely include a low-security fence at (1.2 metres height) with gates and a high security fence (2.4 - 3 metres height) with turnstiles, positioned adjacent to the buildings. Acoustic timber fencing to the canal on the south side is to be retained.
- 3.16 The Proposed Site Layout Plan for the Proposed Development is shown in Figure 3.2 and has been iteratively refined with consultation from the Council.

Gross Internal Floorspace (GIA) Breakdown

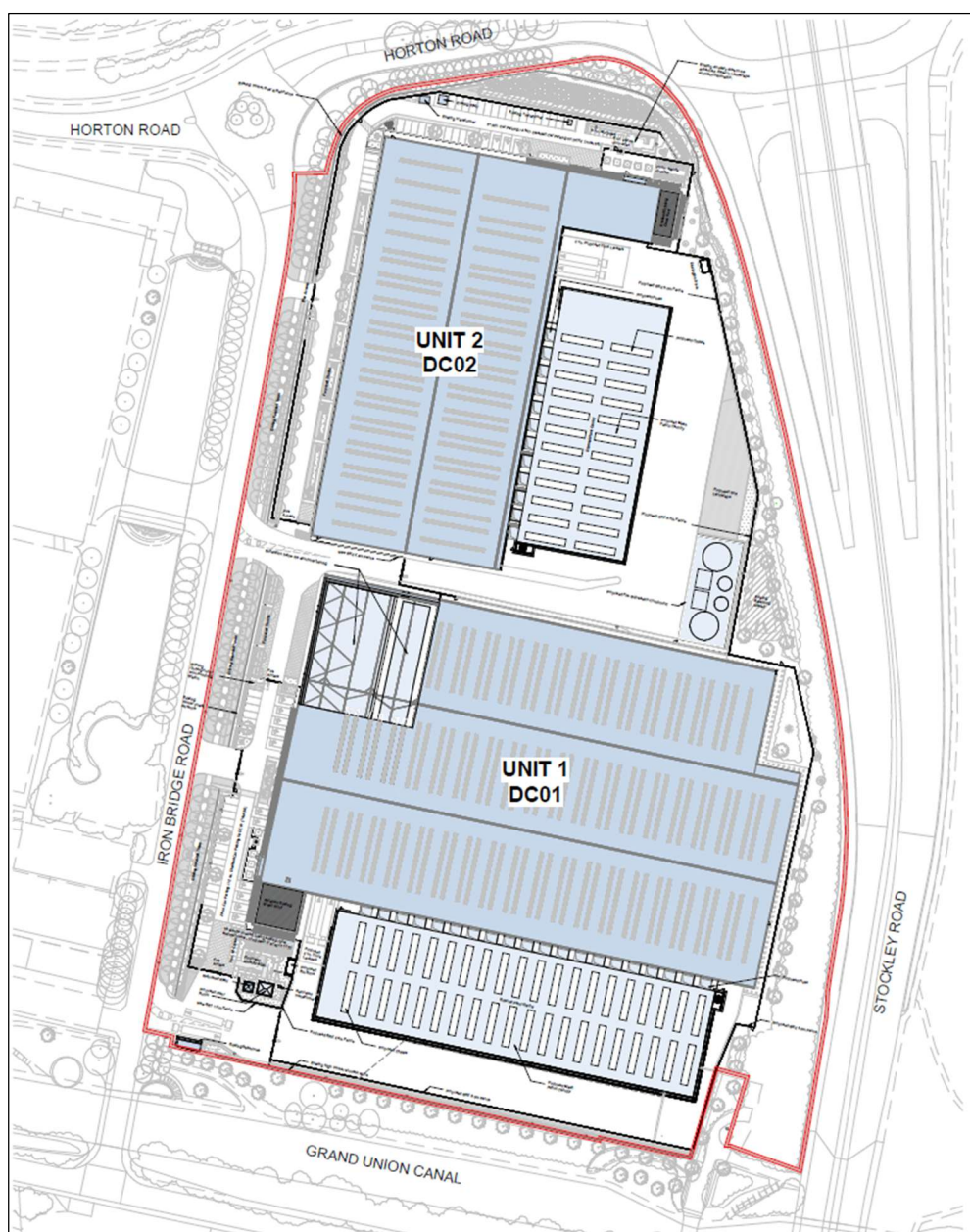
- 3.17 The Site Layout sets out the following areas across the Site, within which the major components, as shown on the Proposed Site Layout Plan, include:
- **DC01 Total: 31,490 sqm**
 - Office: 2,002 sqm
 - Data Centre: 29,488 sqm
 - **DC02 Total: 17,524 sqm**
 - Office: 1,926 sqm
 - Data Centre: 15,598 sqm

- 3.18 Given the proposed adaptation of the existing buildings this represents an uplift in overall floorspace (GIA) (including the proposed mezzanine floorspace) in line with Table 3.1.

Table 3.1 Comparison between existing and proposed floorspace (GIA)

Existing Floorspace (sqm) (GIA)	Proposed Floorspace (sqm) (GIA)	Uplift (sqm) (GIA)
Unit 1 – 17,673	DC01 – 31,490	13,817
Unit 2 – 12,954	DC02 – 17,524	4,570

Figure 3.2 Proposed Site Layout Plan



Back up generators and operation scenarios

- 3.19 The Proposed Development includes a total of 32 CAT 175-20 back-up generators across the two buildings DC01 (20 back-up generators across 4 Data Halls) and DC02 (12 back-up generators across 2 Data Halls).
- 3.20 Routine testing operations for the generators will be carried out. This is envisaged to consist of the following:
- Monthly generator by generator tests (various test types taking between 15 minutes and 2 hours per test, a total of 11 hours per year per generator); and
 - Quarterly Data Hall Block tests where multiple generators operate to support the power load of a Data Hall (2-hours duration, a total of 8 hours per year per generator).

Substation

- 3.21 The proposed substation forms an integral component of the electrical infrastructure required to support the Data Centre Campus. Its design and siting have been carefully developed to balance technical, operational and ownership requirements, with clearly defined boundaries to allow independent delivery and future adoption. Located within the DC01 footprint, the substation remains closely integrated with the wider site layout and operational strategy, while functioning as a self-contained facility. The design prioritises ease of access for future adopting authorities, efficient thermal management, and adherence to conventional substation design principles, ensuring the installation is functional, robust and visually appropriate within the established site context.
- 3.22 The generator flues will extend to a maximum height of approximately 18 metres. This height remains within the established ridge height of the existing buildings on site, ensuring that the flues do not introduce any additional vertical prominence beyond that already present within the surrounding built form.
- 3.23 The main west façade of the substation compound is enclosed with a continuous-line aluminium louvre system designed to provide effective natural ventilation while maintaining a clean and unified façade appearance. The louvres incorporate slim blades with concealed mullions, creating an uninterrupted horizontal profile that complements the simple, functional character of the enclosure. This system ensures long-term performance and a consistent, well resolved external treatment.
- 3.24 The north façade is subject to only minor alterations, consisting of two access doors serving the substation compound - one newly introduced and the other created by replacing the existing single leaf door with a double leaf door. Additionally, a new ventilation louvre is incorporated into the existing insulated external wall panel to provide the necessary airflow.

Transport and Access

Vehicular Access, Car, Motorcycle and Cycle Parking

- 3.25 The existing building entrances will utilise the existing access off Iron Bridge Road North and remain unchanged from the existing arrangement for both DC01 and DC02.
- 3.26 Data centre operations are significantly less employee-intensive than traditional storage and distribution uses. As a consequence, the Proposed Development results in a reduction in on-site vehicle parking provision compared to the existing arrangement. The current provision of 239 car parking spaces, together with associated motorcycle and cycle parking, will be replaced

with a total of 73 car parking spaces, including 16 disabled spaces, 11 motorcycle spaces and 80 cycle parking spaces across the Site. The proposed parking areas will be located along the northern elevation of Unit 2 (DC02) and the western elevation of Unit 1 (DC01), ensuring convenient and efficient access for staff and visitors.

Pedestrian Access & Public Transport

- 3.27 The Site is well connected to the surrounding area, with pedestrian links to West Drayton situated to the south via Iron Bridge and the Grand Union Canal. A number of Public Rights of Way (PRoW), as described in Chapter 2, are also present within the local area. Yiewsley town centre is located approximately 1.6 km to the east / north-east of the Site and is accessible on foot and by cycle. Pedestrian and cycle access to the Site will continue to be provided via the existing building entrances on Iron Bridge Road. Stockley Park lies immediately to the north of the Site and offers a range of leisure walking routes, which are available for use by Site occupants.
- 3.28 These routes also provide connections to local public transport infrastructure. Bus services are available to the immediate north of the Site, including Routes U5, 350 and A10. Due to the Site's size, layout and location, no new pedestrian routes or public transport infrastructure are proposed within the Site boundary.

Delivery, Servicing and Refuse

- 3.29 A Delivery, Servicing and Waste Management Plan has been submitted with the application and is appended to the ES at Appendix 3.1. The report sets out how the safe delivery, collection, servicing, refuse and recycling arrangements will be provided for the Site.
- 3.30 TfL provides guidance on trip generation for office deliveries (between 0.15 and 0.25 delivery and servicing trips per 100m² GIA per day) and data centre and switch room deliveries (between 0.03 and 0.07 trips per 100m² GIA per day). The development has assumed an average trip generation of 0.20 trips and 0.05 trips per 100m² GIA per day.
- 3.31 The majority of servicing trips will take place during the following times:
- Office deliveries – Morning peak between 08:00 - 10:00, aligned with staff occupancy and operational hours.
 - Support deliveries – Morning window 07:00 - 10:00 for scheduled maintenance and equipment deliveries; Evening window 15:00 - 18:00 for waste collection and off-peak logistics.
- 3.32 The building will retain its existing waste management infrastructure, which has been designed to support efficient refuse handling and environmental compliance and waste collections will be coordinated in line with site operations to ensure smooth logistics and uphold sustainability standards.
- 3.33 Following the grant of planning permission and the appointment of a waste management contractor, the waste storage strategy will be reviewed and, where necessary, recalculated to reflect the contractor's preferred vehicle types and collection regime. In some cases, increased collection frequency may reduce overall storage capacity requirements. This review will ensure the final waste management solution is operationally efficient and tailored to the appointed contractor's logistics model.

- 3.34 The Delivery, Servicing and Waste Management Plan will be implemented and maintained by the occupier of each data centre, overseen by an appointed site management team or Facilities Management Company.

Drainage and Flood Risk

- 3.35 A Flood Risk Assessment and Drainage Strategy Report has been produced by Pinnacle Consulting Engineers.
- 3.36 The Site will be drained via a series of SuDS, controlling the rainwater at source before discharging through existing connections into the Grand Union Canal. Surface water run-off from the Proposed Development will be restricted to a greenfield runoff rate of 2 l/s/ha. The total discharge rate from both proposed units is 12.5 l/s.
- 3.37 The Site is in Flood Zone 1 and therefore, is not at risk of flooding however, surface water will discharge into the Grand Union Canal to the south of the Site, via an existing Thames Water surface water sewer in the southeast corner of the Site. As such, the proposed mitigation measures show that the Proposed Development and its users, will be safe from all sources of flood risk over its lifetime.
- 3.38 Attenuation will be provided in the form of below ground attenuation tanks and permeable pavements before discharging from the Site. The strategy will modify the existing layout to remove the Tubosider attenuation pipes and offset the loss of storage through increasing the capacity in the attenuation crates.

Arboriculture

- 3.39 An Arboricultural Assessment has been undertaken by FPCR. There are a total of 50 individual trees (9 Category U trees and 41 Category C trees) and 10 groups of trees and hedgerows (1 Category U, 6 Category B and, 3 Category C) within the Site boundary.
- 3.40 Most of these are part of the ornamental planting undertaken as part of the previous consent. As such, only one Category U tree is proposed to be removed and replaced (due to its crown dying back making it unlikely to recover) and 14 Category C trees are proposed to be relocated.
- 3.41 Furthermore, structured tree planting has been identified as part of the landscape proposals for the Site which has been identified within or close to hard landscaped areas.

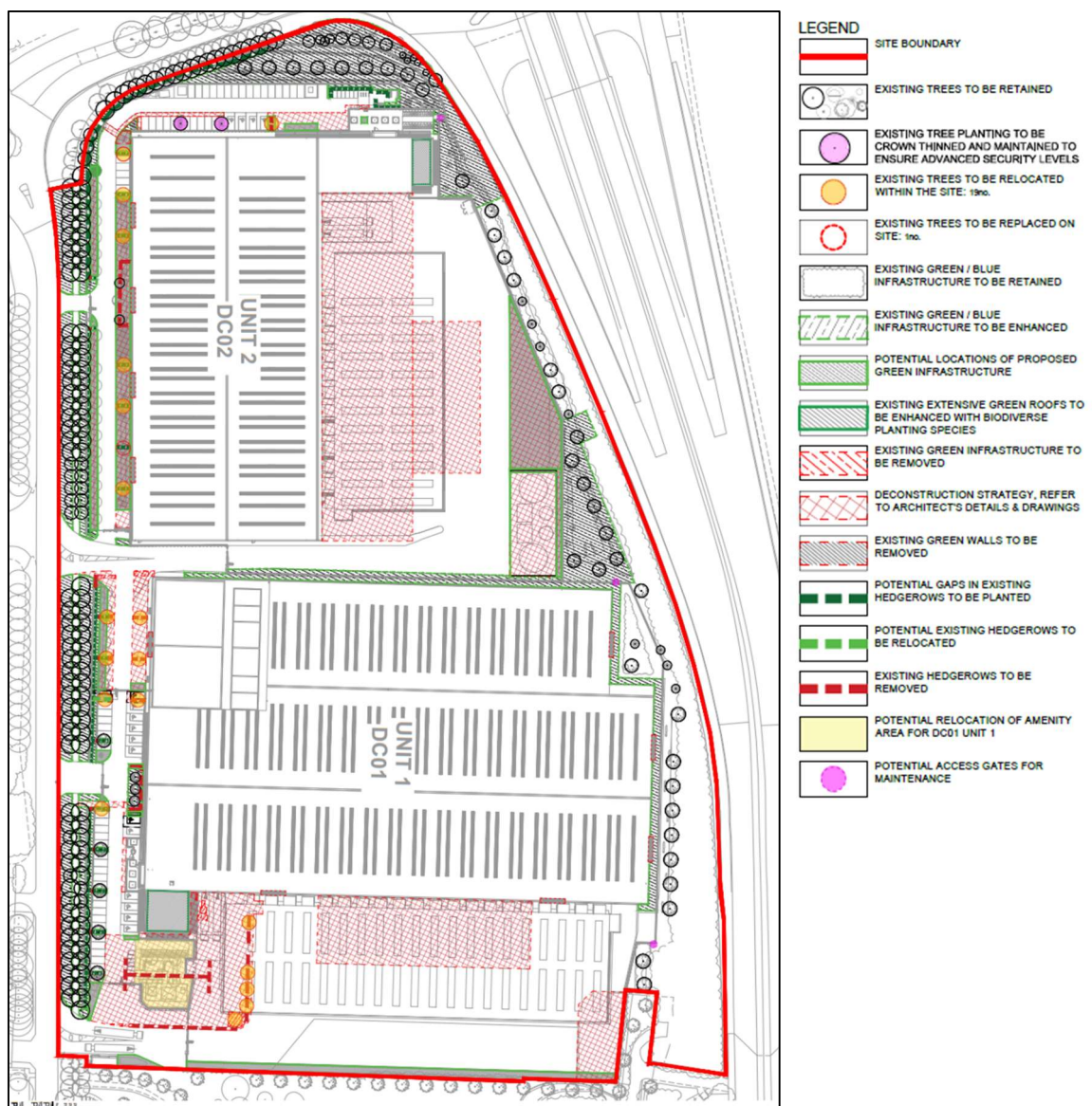
Landscape

- 3.42 A Landscape Statement has been produced by MacFarlane and Associates. These details areas across the Site for new and enhanced landscaped areas as well as areas to be relocated as part of the proposals. The landscape strategy aims to minimise the loss of existing green and blue infrastructure to support biodiversity and better the greening of the Proposed Development. The soft Landscape Strategy focuses on enhancing trees, woodland, hedgerows and shrubs, SuDS and rain gardens, seeding areas and green roofs.
- 3.43 Existing areas of landscaping between the two units are proposed to be enhanced as well as a new area of landscaping to the north of the new substation and additional areas to the south. Ornamental hedgerow planting will also be located to the west of the proposals in order to replace car parking areas and further soften the building and other hard landscaped areas on the most prominent boundary of the Site.

Biodiversity Net Gain

- 3.44 A statutory 10% biodiversity net gain is required across all Sites affecting habitats on Site. Although the Site is mostly hardstanding, it does not meet any of the mandatory BNG exemptions and would be subject to a 10% biodiversity net gain. As such, a Biodiversity Net Gain Assessment is required.
- 3.45 There is proposed to be a 16.50% increase in area habitat units and a 54.22% increase in hedgerow units. As such, the proposals meet and exceed the 10% biodiversity net gain requirement.
- 3.46 A mature landscape buffer runs along the northern, southern and eastern boundaries of the Site. To the south is the Grand Union Canal and a pedestrian walkway along the canal.

Figure 3.3 Landscape Strategy



Lighting

- 3.47 An External Lighting Assessment has been prepared by RED Engineering Design Ltd. The Site is classified in the Environmental Zone E4 and the Proposed Development has been assessed using industry-standard modelling tools under standard operation conditions.
- 3.48 The Proposed Development is located within an existing urban area and is already surrounded by light-emitting sources primarily due to its setting in a well-established industrial area characterised by elevated ambient brightness and extensive commercial infrastructure. Proposed lighting levels at sensitive boundaries remain broadly consistent with the existing baseline, with reductions noted in some locations due to improved light containment.
- 3.49 Vertical luminance at sensitive boundaries has been assessed to remain within acceptable levels under standard operational conditions, helping to minimise environmental impact. Additionally, the lighting layout has been designed to orient luminaries inward wherever feasible, reducing visibility and light spill whilst also providing sufficient operational and safety needs.
- 3.50 As such, lighting design maintains compliance with relevant planning and ecological standards. Further information can be found in Appendix 3.4.

Utilities

- 3.51 A Utilities Statement has been produced by RED Engineering Design Ltd.. The Site contains various utility infrastructure installed as part of the previous consent.

Power / Electricity

- 3.52 The Site will be served by two grid connections from the Uxbridge Moor National Grid substation, routed to the dedicated substation which is proposed to be installed to meet the high resilience requirements inherent in data centre facilities. The grid substation will distribute power to 2no. individual transformers located on Site and power will be located within the Site's primary substation control room.

Potable Water & Drainage

- 3.53 The Site is currently served by a utility main provided by Affinity Water. Four incoming water supplies support buildings DC01 and DC02. Each supply enters the Site via Iron Bridge Road North. Given that the data centres will not utilise evaporative cooling or significantly increase domestic water demand, the existing supply on Site is considered suitable for reuse.
- 3.54 The 160mm fire water mains, originally installed to support future sprinkler systems, will be repurposed to serve the new site-side private hydrant and sprinkler networks. A formal application will be submitted to Affinity Water to confirm capacity and to align with future infrastructure requirements.
- 3.55 The Site will connect to the existing foul and surface water sewers to the Thames Water network with the same discharge restriction to greenfield runoff rate on surface water. SuDS have also been included in the development and permeable surfaces have been provided to external areas. Storm water storage has also been provided in the form of tanks.
- 3.56 Existing connections from the development Site to Thames Water public sewers in Bullsbrook Road and Uxbridge Road will be used.

Telecommunications

- 3.57 There are four intake routes for the Site which will allow diversely routed fibres to enter the campus and route in the Meet Me Rooms and Main Equipment Rooms.
- 3.58 Carrier fibre cables will enter into the Site via underground Entry Vaults (EV's), with the intent of maximum separation between each EV. Additional vaults/chambers would be located throughout the whole robust fibre duct network which is proposed to be installed around each of the Data Centre buildings.

Construction and Implementation

- 3.59 This section describes the anticipated programme of deconstruction and construction works and the key activities that will be undertaken prior to completion and occupation of the Proposed Development.

Indicative Construction Duration

- 3.60 The project is anticipated to commence on site in approximately Q1 2028. An indicative programme of works is set out below which provides guidance on the likely duration of the Proposed Development.

Table 3.2 Indicative construction programme

Programme Dates – DC5/DC01	Scope of Works
01.04.28 - 30.04.28	Site mobilisation
02.05.28 - 04.08.28	Demolition
10.07.28 - 11.09.28	Piling
24.07.28 - 02.10.28	Groundworks and Substructure
18.08.28 - 17.05.29	Frame & Envelope
01.09.28 - 25.06.29	New Gantry
16.10.28 - 19.10.29	MEP/ Fitout
03.09.29 - 18.01.30	Commissioning (Cx3 to Cx5)
18.01.30	DC5 Complete
Programme Dates – DC6/DC02	Scope of Works
31.05.28 - 22.08.28	Demolition
16.08.28 - 04.10.28	Piling
07.09.28 - 18.10.28	Groundworks and Substructure
28.09.28 - 14.03.29	Frame & Envelope
23.08.28 - 22.05.29	New Gantry
23.11.28 - 11.09.29	MEP/ Fitout
03.09.29 - 18.01.30	Commissioning (Cx3 to Cx5)
18.01.30	DC6 Complete

- 3.61 Details of measures to protect the environment during the construction of the Proposed Development will be formalised and secured in a CEMP. Measures will address hours of working, noise, vibration, dust, light spill, wheel washing and control of runoff. It is anticipated that the submission and implementation of the CEMP will be a condition of the planning permission and that it will be regularly monitored.
- 3.62 Once finalised and approved by the Local Planning Authority, the CEMP would be held on-Site. All Site personnel would be made aware of its existence and undertake to adhere to the guidance.

Methods of Working

- 3.63 It is anticipated that a contractor's compound will be located as a secure area within the Site, and will be relocated where necessary, as each construction phase nears completion onto the subsequent phase. All materials and plant storage will occur on the Site and no off-site compounds are necessary.
- 3.64 The working hours are anticipated to be 07:00 – 18:00 hours in the following pattern:
- Morning arrival – 7:00 – 9:00
 - Morning Break – 9:30 – 11:30
 - Afternoon Break – 12:30 – 14:30
 - End of day departure – 16:00 – 18:00
- 3.65 In order to maintain these working hours, the contractor(s) may require a period of up to half an hour before and up to one hour after normal working hours for start-up and close down of activities. This does not include operation of plant or machinery giving rise to noise with the potential to disturb nearby residents or the arrival of any HGV at the Site before 07:30 hours.

Construction Traffic

- 3.66 It is anticipated that access to the Site for construction vehicles will be via Iron Bridge Road North. Details of the proposed construction routing will be agreed with LBH and the relevant highway authority prior to commencement of construction work.
- 3.67 All construction personnel will be advised of the parking restrictions in force in the vicinity of the Site and encouraged to use public transport, walk or cycle to work. Site personnel will be made aware of protocols setting out the secure entry/exit routes to the Site, travel planning details, emergency evacuation procedure and the proposed delivery management strategy during the construction phase.
- 3.68 Once finalised and approved by the Local Planning Authority, a Construction Logistics Plan would be held on-site. All site personnel would be made aware of its existence and undertake to adhere to the guidance within it.
- 3.69 All vehicle routes used by construction traffic will be regularly inspected for any deposits of soil/debris deposited by construction traffic and if necessary, the road will be swept using a mechanical sweeper.
- 3.70 All vehicles exiting the Site will be checked to ensure that loads are fully sheeted and secured and that no spoil is carried out to the public highway. Vehicles will pass through a wheel washing facility, which is to be installed and utilised by all contractors before they leave the Site.
- 3.71 Dust suppression will be achieved by ensuring that all materials transported to/from the Site are enclosed or fully sheeted. During dry periods the construction surfaces will be dampened to control the generation of dust.
- 3.72 To assist in timing of deliveries, larger vehicle movements will be scheduled to avoid peak hours on the local road network, wherever practicable. A suitable structure will be in place (e.g. delivery booking system) to manage delivery scheduling in accordance with these measures.

- 3.73 The construction compound is expected to be located within the car park of the Site with welfare facilities located in the offices on Site or within the car park areas. It is proposed that the welfare building will be close to the Site entrance.

Safe storage of fuel/oil

- 3.74 The safe storage and use of fuels for the plant will be a priority in site management. Drainage within the temporary, secure Site compound where construction vehicles will park and where any diesel fuel will be stored, will be directed to an oil interceptor to prevent pollution should any spillage occur. Diesel storage and refuelling will be within a designated area or a self-bunded tank in accordance with the Government's Oil Storage Regulations. All oil storage tanks are proprietary self-bunded to equal quantities of oil held. This is regarded as industry standard practice and also includes mandatory legal requirements which are considered as integral to the development. Spill kits and mandatory spillage reporting are standard procedures.

Health and Safety

- 3.75 All work will be undertaken to relevant Health and Safety legislation. The construction of the Proposed Development will be supervised in accordance with the CDM Regulations 2015. Risk assessment will be undertaken for each work package prior to activities taking place. A dedicated banksman will assist drivers with accessing and exiting the loading areas, guide vehicles into position and help manage interactions between smaller vehicles. A Health, Safety and Wellbeing Plan (including a Fire & Emergency Plan) will be kept on Site.

Waste

- 3.76 A Delivery, Servicing and Waste Management Plan has been prepared to manage waste arising from deconstruction, construction and operation of the Proposed Development, with a focus on waste minimisation, reuse and recycling in line with relevant legislation. A Circular Economy Statement has also been produced, embedding principles such as designing out waste, promoting longevity, adaptability and disassembly, and maximising reuse and recycling of materials.
- 3.77 The Proposed Development prioritises retention and adaptation of existing structures to reduce deconstruction impacts. Any waste generated will be segregated to maximise reuse and recycling, with at least 20% recycled content targeted for key materials. These principles will be secured through a Site Waste Management Plan.
- 3.78 During deconstruction and construction, waste will be sorted on Site where possible, with remaining materials sent to licensed facilities for further segregation. Only a small proportion of non-recyclable waste is expected to be sent to landfill. Hazardous materials will be managed and disposed of in accordance with relevant regulations.
- 3.79 During operation, overall waste volumes are expected to decrease compared to the consented use, albeit with more specialised waste streams. Waste will be managed by an on-site Facilities Management team, including coordinated collections, monitoring of waste volumes and contractor performance, and provision of dedicated storage areas to support recycling and safe handling of hazardous materials. A private refuse collection strategy will be implemented to ensure efficient and compliant waste management.

4 Approach to Assessment

- 4.1 The Environmental Impact Assessment (EIA) identifies and assesses the potential for the Proposed Development to give rise to significant environmental effects, both directly and indirectly, during the deconstruction, construction and operational phases.
- 4.2 In line with the EIA Regulations, the assessment establishes the baseline conditions (the current state of the environment) and considers how these may evolve in the future without the Proposed Development (the future baseline), including the influence of other committed developments. The likely effects of the Proposed Development are then assessed against these baseline scenarios using recognised best practice methodologies relevant to each technical topic.
- 4.3 The assessment is based on detailed plans for the Proposed Development, enabling a robust appraisal of a realistic worst-case development scenario and ensuring a sufficient level of certainty in the findings.
- 4.4 Three assessment scenarios are considered:
- **Baseline / Future Baseline** – the existing environment and how it may change without the Proposed Development;
 - **Baseline / Future Baseline + Proposed Development** – the effects arising from the Proposed Development itself; and
 - **Baseline / Future Baseline + Proposed Development + Other Committed Development** – the combined (cumulative) effects of the Proposed Development alongside other approved schemes.
- 4.5 Each technical assessment defines its own study area and considers effects over appropriate timescales, covering the deconstruction and construction phase and the completed operational phase.

Assessment Framework

- 4.6 Where possible, a consistent assessment framework has been applied, with detailed methodologies set out within each technical chapter.
- 4.7 Environmental ‘receptors’ (such as people, wildlife or habitats) are identified and their sensitivity to change is assessed based on their importance and ability to adapt. The likely ‘magnitude’ of impact arising from the Proposed Development is then determined by considering the scale of change from the baseline conditions, taking into account embedded design mitigation where relevant.
- 4.8 The significance of an effect is established by combining the sensitivity of the receptor with the magnitude of impact. Effects are described using standard EIA terminology, including whether they are beneficial or adverse, direct or indirect, temporary or permanent, and whether they may act cumulatively with other developments. In general, effects assessed as moderate or above are considered significant.
- 4.9 The assessment also distinguishes between:
- Initial effects – those arising from the Proposed Development before additional mitigation or enhancement measures; and

- Residual effects – those remaining after mitigation and enhancement measures have been applied.

4.10 Measures that design out significant effects that form an inherent part of the Proposed Development as proposed, known as inherent mitigation, are considered in the initial impact.

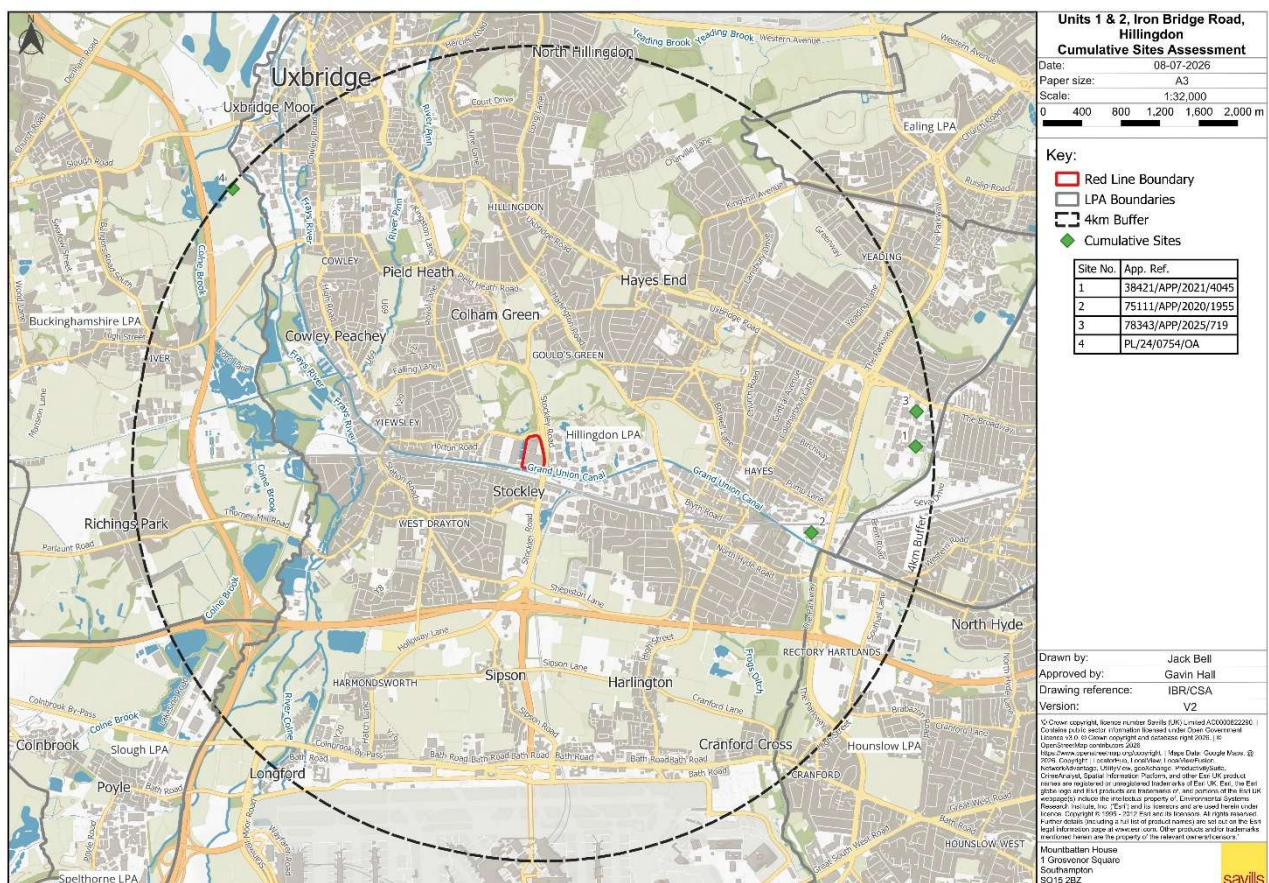
Cumulative Effects

4.11 The EIA considers the potential for cumulative effects, as required by the EIA Regulations. Cumulative effects arise from the combined impact of the Proposed Development together with other existing or approved developments.

4.12 The assessment focuses on situations where construction or operation may overlap and where developments could affect the same environmental receptors. The scope of developments included in the cumulative assessment has been agreed with the local planning authority during the scoping process.

4.13 Figure 4.1 shows the location of the identified schemes in relation to the Site which have been agreed with LBH.

Figure 4.1 Location of committed schemes in relation to the Site



5 Project Team

- 5.1 The EIA project team is led by consultants Savills, with input from other specialists, internal and external to the company. The project team comprises:

Title	Responsibility
EIA Management and Coordination	Savills
Air Quality	SLR Consulting Ltd
Climate Change & Greenhouse Gases	Red Engineering
Summary	Savills



6 Findings of the EIA

Air Quality

- 6.1 The air quality assessment undertaken for the Proposed Development, evaluates the potential impacts from emergency back-up generators and traffic-related emissions. The generators, essential for uninterrupted power supply, will operate on Hydrotreated Vegetable Oil (HVO) or diesel.

Assessment Methodology

- 6.2 The methodology involved detailed dispersion modelling, incorporating local meteorology, topography, and building effects on dispersion. Emission parameters were based on diesel operation as a worst-case scenario. Operating scenarios included:
- Routine Maintenance: the planned, managed testing and maintenance activities; and
 - Emergency Outage: generators operating during an unplanned grid outage scenario.

- 6.3 The assessment also included cumulative impacts from future data centres for the above scenarios.

Baseline Conditions

- 6.4 The Site lies within Hillingdon's Air Quality Management Area but not in a Focus Area. Local monitoring data shows NO₂, PM₁₀ and PM_{2.5} annual mean concentrations below the Air Quality Objectives, and indicate no exceedances of short-term limits. The London Atmospheric Emissions Inventory (LAEI) projections for 2025 and 2030 predict further reductions in NO₂ and stable PM levels.

Air Quality Positive and Embedded Mitigation

- 6.5 An Air Quality Positive (AQP) approach has been incorporated into the design process. AQP measures include the capability of back-up generators to operate on HVO fuel, Selective Catalytic Reduction to abate NO_x emissions, optimized flue heights for dispersion, and minimized testing hours. These measures form the embedded mitigation considered in the impact assessment.

Potential Effects

- 6.6 The key findings of the assessment are:
- The projected vehicle trip rate associated with the change in use will result in approximately a 96% reduction compared to the current consented use. The need for a detailed assessment has therefore been screened out. The reduction in vehicle trips on the surrounding network has the potential to result in a beneficial impact, and it can be concluded there will be no significant adverse effect.
 - Routine testing and maintenance operations of the back-up generators are predicted to result in negligible impacts on regulatory standards for NO₂, PM₁₀ and PM_{2.5} annual mean concentrations; and no significant risk of exceeding short-term standards. The effects are considered 'not significant'.
 - A precautionary scenario of 24 hours of emergency outage operation has been considered in the assessment. In combination with the routine testing and maintenance, this is predicted to result in negligible impacts on regulatory standards

for NO₂, PM₁₀ and PM_{2.5} annual mean concentrations; and no significant risk of exceeding short-term standards. The effects are considered 'not significant'.

- The cumulative effects with potential future Data are considered 'not significant'.

Further Mitigation and Residual Effects

- 6.7 The conclusion of the assessment, which considers embedded mitigation, is that effects from the Proposed Development with regards to road traffic and back-up generators emissions will be 'not significant', and no further mitigation is required. As such residual effects are 'not significant'.
- 6.8 However, following the Greater London Authority's Air Quality Neutral (AQN) guidance, back-up generator emissions have been subject to a Damage Cost Calculation (DCC). The DCC estimated annual emissions of NO_x and particulates to determine financial contributions which will be allocated to local air quality improvement initiatives by LBH.

Climate Change and Greenhouse Gases

- 6.9 The Climate Change chapter examines the greenhouse gases (GHGs) produced during construction, deconstruction, and operation of the Proposed Development, including emissions from materials, energy use, and transport.
- 6.10 The assessment is divided into two parts:
- Part A evaluates the Proposed Development's impact on climate change by comparing its emissions to a baseline scenario,
 - Part B assesses how climate change might affect the Proposed Development. Baseline GHG emissions are assumed to be zero, with the primary concern being the atmosphere, as GHGs contribute to global climate change.

Part A assessment follows a three-step approach:

- Quantify emissions – the projected increase or decrease in GHG emissions resulting from the Proposed Development,
- Compare to regional levels – UK Carbon budget,
- Determine significance.

Part B assessment of the Proposed Development's resilience to climate change impacts uses a four-stage framework to evaluate climate impacts on the Proposed Development:

- Assesses climate effects,
 - Identifies vulnerable receptors,
 - Determines hazards and opportunities using UKCP18 data, and
 - Evaluates the likelihood and consequences of these impacts.
- 6.11 Emissions are expected to be zero by 2050, but the Proposed Development will lead to a net increase in GHG emissions during its operational phase. The report uses conservative estimates to provide a worst-case scenario.

Construction

- 6.12 Construction emissions begin in the fifth carbon budget period (2028 - 2032). GHG emissions during construction contributes less than 0.002% to the UK Carbon Budget.
- 6.13 While any GHG emissions are significant in the context of climate change, the impact on global warming and climate change is negligible and not significant. Mitigation measures include using materials with low embodied carbon, electric machinery, and implementing the Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP).

Operation

- 6.14 Operational emissions start in Q1 2030, during the fifth carbon budget period (2028 - 2032), and will continue fully to the ninth period (when the UK is anticipated to be net-zero).
- 6.15 The operational GHG emissions contribute about 0.019% to the UK Carbon Budget (over a 5-year period).
- 6.16 The Proposed Development is expected to contribute **25,064** tCO₂e annually but will incorporate measures including sourcing replacement materials with low embodied carbon and using renewable energy to reduce its carbon footprint where feasible. The impact on global warming and climate change is minor and not significant.
- 6.17 Cumulative effects with other projects are also considered minor and not significant.

Conclusion

- 6.18 It is concluded that climate change effects during both construction and operational phases after mitigations are 'Not Significant'.

Cumulative and Interactive Effects

- 6.19 The potential for effects caused by a combination of impacts from the Proposed Development on a particular receptor, acting together, may cause a more significant beneficial or adverse impact collectively than individually. For interaction between effects to be possible, there would need to be an identifiable residual effect from one or more environmental aspects after considering the mitigation proposed. It is anticipated that there is limited potential for adverse interaction effects. Based upon the conclusions presented in the technical assessment, and taking into account mitigation measures proposed, significant interaction effects are not considered likely given that multiple effects are not predicted to occur on the same receptors.
- 6.20 In terms of cumulative impacts, the technical assessment concluded that no additional significant impacts would occur.

7 Conclusion

- 7.1 The EIA has considered how the environment and the local community would be affected by the Proposed Development.
- 7.2 No significant effects have been predicted to occur as a result of the Proposed Development following the implementation of appropriate mitigation measures which have been identified either within the scheme design or additionally to minimise or offset identified adverse effects, where possible.

Next Steps

- 7.3 The ES has been submitted alongside other documents in a planning application to the Council. Prior to making a decision, the Council will consult with relevant statutory and non-statutory bodies for advice on the proposals. Members of the general public are also welcome to make comments on the application during this time. The feedback from these consultations will be taken into account by the Council in reaching their decision.
- 7.4 The Environmental Statement and other planning application documents can be viewed on the Council's planning applications website:

<https://planning.hillingdon.gov.uk/OcellaWeb/planningSearch>

- 7.5 A copy of the Environmental Statement on USB flash drive is available at a charge of £25.00. Enquiries in respect of these or printed copies of the ES and Appendices should be made to Savills: *UK_SouthamptonPlanning@savills.com*, or alternatively, telephone 01202 856 800.
- 7.6 Should interested parties wish to make representations on the content of this ES, they should be made in writing by post or by email at:

planning@hillingdon.gov.uk

London Borough of Hillingdon

2E/10 Civic Centre

High Street

Uxbridge

UB8 1UW

- 7.7 Alternatively, representations can be made online by following instructions at:

<https://planning.hillingdon.gov.uk/OcellaWeb/planningSearch>

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