

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

Case Officer: **Emilie Bateman**

49261/APP/2024/2904

Date Application Valid:	01.11.2024	Statutory / Agreed Determination Deadline:	31.03.2025
Application Type:	Full	Ward:	Hayes Town

Applicant: **Marvell Developments LLC**

Site Address: **Unit 4, Silverdale Industrial Estate, Silverdale Road**

Proposal: **Demolition of existing building and structures on site, and all other associated site clearance works. Construction of a data centre building (Class B8) with plant at roof level with an emergency generator (1no.) and associated flue (provided within an external compound adjoining the data centre building), sprinkler tank and pumphouse, security guard house, and provision of one kiosk substation and MV Building. Construction of a new access and internal road and circulation areas, footpaths, provision of car and bicycle parking, hard and soft landscaping and other associated works and ancillary site infrastructure.**

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.

S106 Legal Agreement Heads of Terms

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

A) That the 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:

1. Air Quality Mitigation contribution of £70,024.
2. A Healthy Streets/Active Travel Zone contribution of £29,700.
3. A full Travel Plan to be approved in writing by the Local Planning Authority.
4. A Carbon Offset contribution of £435,604.
5. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
6. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

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

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

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

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of Air Quality, Highways Safety, Travel Planning, Carbon Offsetting and Employment). 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 application seeks permission for the redevelopment of Unit 4, Silverdale Industrial Estate, Hayes, to provide a 1-megawatt (MW) data centre (Use Class B8), including associated infrastructure, car parking, cycle storage, and landscaping.
- 1.2 The proposed development is considered acceptable in land use terms, as the site is located within a Strategic Industrial Location (SIL). The development is considered to have minimal impact on the surrounding area and is consistent with the objectives of the Hillingdon Local Plan and the London Plan. In addition, no neighbouring representations have been received.
- 1.3 The economic benefit of commercial development is acknowledged and supported by national, regional and local planning policies. As noted under Paragraph 85 of the National Planning Policy Framework (NPPF) (2024), significant weight should be placed on the need to support economic growth and productivity.
- 1.4 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.
- 1.5 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 and a Section 106 legal agreement.

2 The Site and Locality

- 2.1 The site comprises a 0.37ha brownfield site at Silverdale Industrial Estate, Hayes (Figure 1). The existing site includes a vacant warehouse comprised of a ground floor unit with ancillary office floorspace at mezzanine. There is hardstanding to the north of the building representing the primary service yard forecourt (Figure 2). A narrow access lane is to the west of the building and a small service yard to the rear (south) of the building.
- 2.2 The surrounding area is predominantly characterised by industrial and warehouse units located at Silverdale Industrial Estate, varying between 1-2 storeys. In the immediate vicinity of the site, a small car park comprising hardstanding is located to the north; 2 no. industrial warehouses are located to

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the east; the London - Reading railway line is located adjacent to the southern site boundary; Hillingdon Borough Central Mosque, an industrial warehouse and a single lane road accessed off Silverdale Road are located west of the site; and the canal is located to the south west.

- 2.3 Botwell Nestles Conservation Area is located approximately 150 metres south-west of the site which includes 4 no. locally listed buildings, whilst the Grade II listed 'Below Works' factory building is approximately 100 metres west of the site. No further statutory heritage assets are within the immediate vicinity of the site. The site is located on potentially contaminated land and within an Air Quality Management Area and Hayes Focus Area.



Figure 1: Location Plan (application site edged red)



Figure 2: Street View Image of the Application Property

3 Proposal

- 3.1 This application seeks permission for the demolition of an existing warehouse building and the construction of a data centre with associated facilities. The Gross External Area ('GEA') of the proposed development is 1,914 sq.m.
- 3.2 The proposed 1MW data centre would provide a gross floor area (GFA) of approximately 1,778 sq.m, over two storeys with plant located at roof level. The building would have a parapet height of around 14.7 metres and would house data halls, electrical and mechanical plant rooms, a loading bay, maintenance and storage space, and office administration areas (Figure 4 and 5). An emergency generator (one unit) and flue would be situated within an external compound adjacent to the data centre building.
- 3.3 Additionally, the proposal includes several ancillary structures, such as a sprinkler tank, pumphouse, security guard house, a kiosk substation, and a medium voltage (MV) building (Figure 3). The development would also include provisions for access, car parking (8 spaces), and bicycle parking (8 spaces), along with hard and soft landscaping, boundary treatments, lighting, and all associated works, including underground foul and stormwater drainage systems and utility cabling.
- 3.4 During the course of the application, minor amendments were submitted. The amendments submitted conceal the plant equipment at roof level by raising the parapet and pulls back the fence line from Silverdale Road.

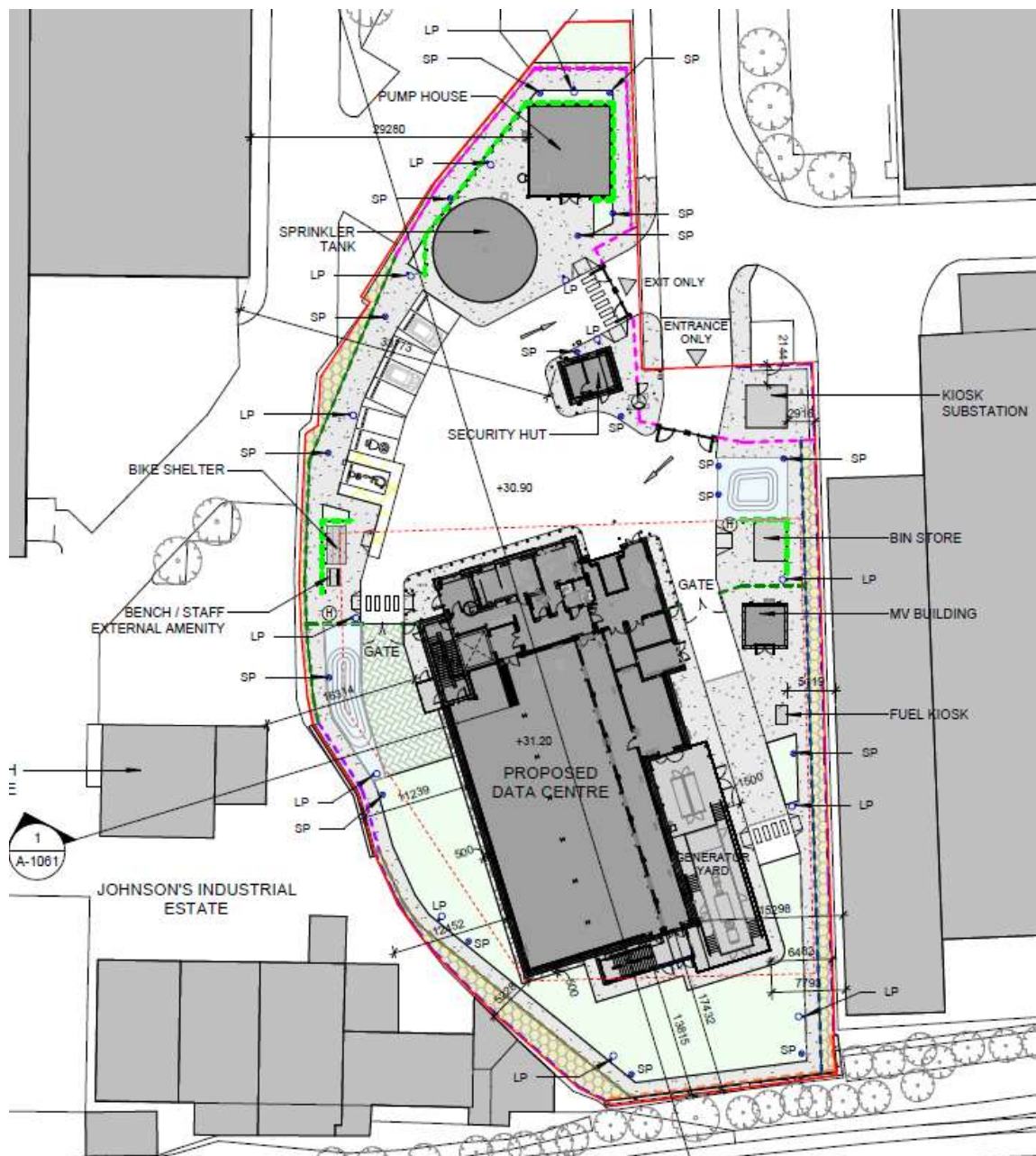


Figure 3: Proposed Site Plan (please note – a larger version of plan can be found in the Committee Plan Pack)

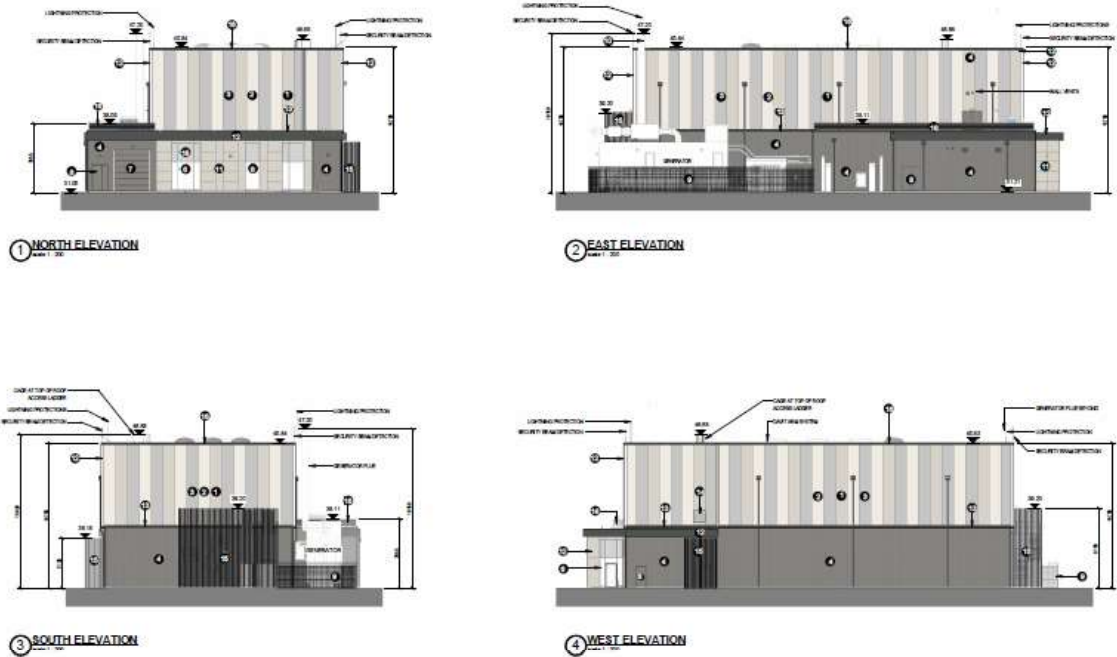


Figure 4: Proposed Elevations (please note – a larger version of plan can be found in the Committee Plan Pack)

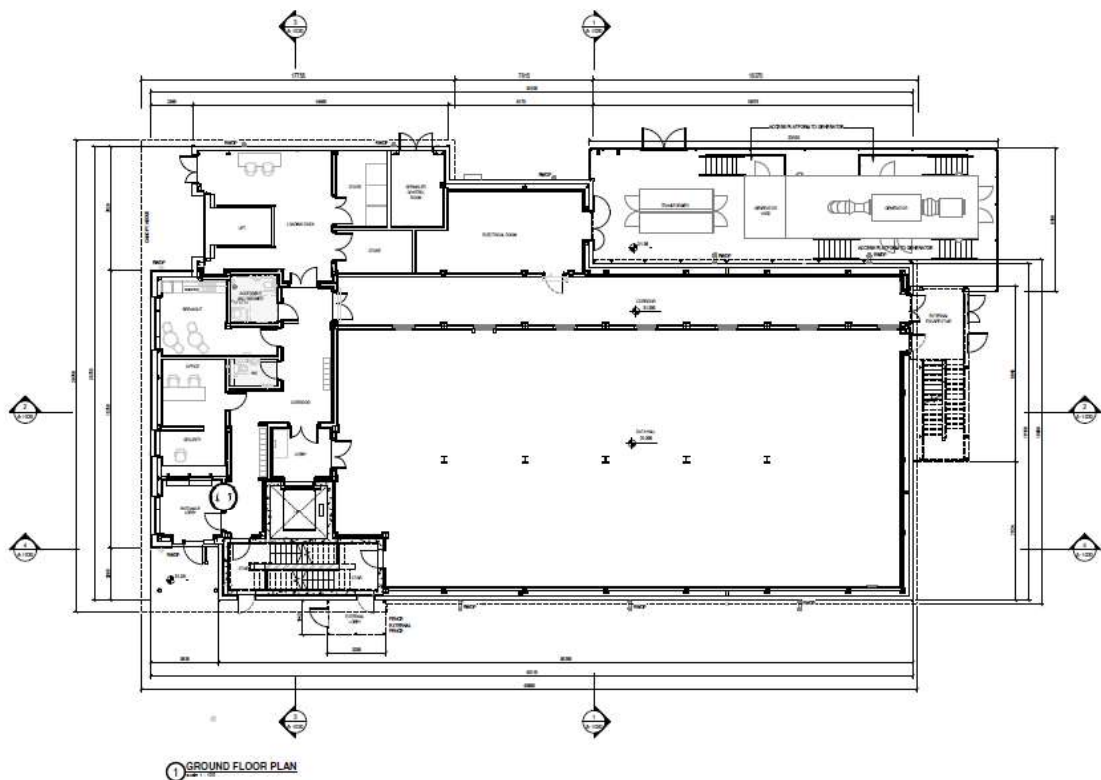


Figure 5: Proposed Ground Floorplans (please note – a larger version of plan can be found in the Committee Plan Pack)

4 Relevant Planning History

There is no relevant planning history related to the site.

5 Planning Policy

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 19 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 24 February 2024.
- 6.2 It is noted that no representations were received from neighbouring occupiers.
- 6.3 Consultee responses received are summarised in Table 1 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
Canal and Rivers Trust Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is that the Trust has no comment to make on the proposal.	Noted.
Thames Water Thames Water has no objection to the proposed development regarding wastewater network and sewage treatment infrastructure. However, surface water drainage should follow the sequential approach in line with Policy SI 13 of the London Plan 2021. If discharge to a public sewer is proposed, prior approval from Thames Water Developer Services is required.	The Thames Water comments are noted. Please refer to Informative 10.

The developer must also demonstrate measures to minimise groundwater discharges into the public sewer, as unauthorised discharge is illegal under the Water Industry Act 1991. An informative is recommended regarding the need for a Groundwater Risk Management Permit.	
National Air Traffic Services (NATS) NATS has no safeguarding objection to the proposed development based on the information provided. However, they request re-consultation if any changes are made to the proposal that may affect their assessment.	The NATS comments are noted.
Heathrow Airport Safeguarding Heathrow Airport Safeguarding has no objection to the proposed development. However, as the site falls within Heathrow Airport's crane circle, the crane operator must submit details to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) before installation. No cranes should operate on-site until Heathrow's Works Approval Team has issued a crane permit.	The Heathrow Airport Safeguarding comments are noted. Please refer to Informative 9.
Ministry of Defence The Ministry of Defence (MOD) has no objection to the proposed development following their review, confirming no detrimental impact on defence sites or assets. However, any future amendments to the development, such as changes in location, dimensions, or materials, may require further assessment to ensure no impact on MOD safeguarding requirements. The MOD should be consulted if any revised or additional plans are submitted.	The Ministry of Defence comments are noted.
London Fire Brigade The London Fire Brigade (LFB) has reviewed the fire safety documents for the proposed	The London Fire Brigade comments are noted.

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development. They advise ensuring that the plans comply with Part B of the Building Regulations and that the application is submitted to Building Control, who may consult the Fire Authority. The applicant should also follow the guidance in Approved Document B, particularly regarding fire brigade access and water provisions. Any deviations from these standards should be discussed with the LFB's Water Office or Fire Safety Regulation team for further assessment.	It is noted that the development should accord with the relevant Building Regulation requirements. Fire safety matters are also to be addressed through Condition 24.
Transport for London (TfL) Transport for London (TfL) has no objections to the proposed development concerning London Underground/DLR infrastructure. However, as the site is adjacent to National Rail (NR) infrastructure, the applicant is advised to contact NR directly to assess any potential impacts on the railway. This response pertains solely to railway engineering and safety matters.	The TfL comments are noted. Please refer to paragraphs 7.75 – 7.97 for consideration of transport matters.
Network Rail Network Rail requires the applicant to engage with their Asset Protection team due to the development's proximity to railway infrastructure. Key requirements include ensuring scaffolding, cranes, and foundations do not affect the railway, providing a 1.8m trespass-proof fence, and consulting Network Rail on any ground level changes or excavation works. Buildings should be at least 2 metres from the boundary, and any landscaping near the railway must be approved. Lighting must not interfere with railway signalling. All work near Network Rail land must be done in accordance with their guidelines.	The Network Rail Safeguarding comments are noted. Please refer to Informative 1.
London Borough of Ealing On 13 December 2024 our determination in this instance is No Objection.	Noted.

Internal Consultation	
Planning Policy Officer No objection in principle subject to detail.	The Planning Policy Officer comments are noted. Matters relating to the principle of development are addressed in paragraphs 7.1 – 7.17 of this report.
Urban Design Officer 03-12-24 Initial Comments The Urban Design Officer raised several concerns regarding the development's design, particularly the use of fencing and greening. Key points included the need to rationalise the two lines of fencing, with a suggestion to replace the palisade fence with a mesh solution. They also recommended integrating a green living wall with the public realm and adding trees to improve the frontage. Further concerns were raised about the limited use of rear spaces for greening and biodiversity, with suggestions to connect these areas to the railway line and create staff amenity spaces. The Officer also requested clear identification of tree root protection zones and expressed concerns over underground utilities potentially impacting key green areas. 10-02-25 Response and Revised Proposals In response to the feedback, the applicant has made several improvements. The fence line has been set back, and the palisade fence has been replaced with weldmesh fencing, addressing visual concerns. Public access is restricted by fencing due to security concerns.	The Urban Design Officer comments are noted. Matters relating to design are addressed in paragraphs 7.18 – 7.29 of this report. The final design details of the materials and landscape scheme are proposed to be secured by Conditions 18 and 20.

The building's appearance has been enhanced by raising the parapet level to better conceal rooftop services. Greening efforts have been acknowledged, with a recommendation to add more trees, especially to the south and near Silverdale Road. An updated Tree Survey has been provided. Utilities plans have been supplied and provide confidence in landscaping. The changes sufficiently address the concerns, and the Urban Design Officer recommends conditioning the following to ensure high-quality design: • Fence colour • Green wall / screen details • Detailed landscaping strategy (number, type, and distribution of species - trees and other greening) • Signage and lighting	
Access Officer The Access Officer has no accessibility concerns regarding the proposal. However, they recommend attaching an informative to any planning permission, highlighting the requirements of the Equality Act 2010.	The Access Officer comments are noted. Please refer to Informative 12.
Highways Officer The Highways Officer has reviewed the Transport Statement (TS) and supports the conclusion that the proposed development would not significantly impact the local highway network. Key points include: • The site is well-located for sustainable transport, with good access to local amenities and public transport, despite its low PTAL rating. • The proposed development would generate fewer vehicle trips compared to the current use. • The site's access, layout, and internal arrangements are suitable for the	The Highways Officer comments are noted. Matters relating to transport are addressed in paragraphs 7.75 – 7.97 of this report. Please see the 'Summary of Recommendation' section of this report for confirmation of the heads of terms to be secured in a section 106 legal agreement.

forecast traffic, including HGV and car access. • Compliance with parking and cycle parking standards has been demonstrated, with provision for EV charging. • A contribution towards the Healthy Streets initiative is required to improve pedestrian and cyclist access, reducing car dependency and enhancing safety. The Highway Authority raises no objections subject to conditions regarding cycle parking, EV charging, construction management, and informatives. A financial contribution towards Highway Improvement works and travel plan to encourage sustainable modes of transport, to be secured by S106 Legal Agreement.	Please refer to Conditions 4 (cycle parking), 8 (EVCP) and 17 (construction management and logistics plan). Please refer to Heads of Terms nos. 2 (highways improvement / healthy streets contribution) and 3 (travel plan).
Air Quality Officer The proposed development, located within the LBH Air Quality Management Area and Hayes Focus Area, does not meet air quality neutral or positive standards as required by the London Plan and LBH's Air Quality Local Action Plan. Mitigation measures are necessary to reduce emissions, with a calculated total cost of £70,024 to offset the development's impact. This amount should be secured through a Section 106 agreement to support air quality improvements in the local area. Additionally, no extra backup generators should be deployed without separate planning approval. No objection, subject to conditions and contribution.	The Air Quality Officer comments are noted. Please see the 'Summary of Recommendation' section of this report for confirmation that £70,024 is proposed to be secured via a Section 106 legal agreement. Please also refer to Conditions 14 (low emission zone for non-road mobile machinery), 15 (low emission strategy) 16 (reducing demolition and construction emissions), 26 (generator emissions), 28 (cleanest backup generator specifications) and 29 (testing and maintenance regime annual hours).
Flooding and Drainage Specialist The Flooding and Drainage Specialist raises no objection, subject to conditions. At the Discharge of Condition stage, the applicant should investigate the potential for incorporating rainwater harvesting on-site or	The Flooding and Drainage Specialist comments are noted.

provide justification for its non-inclusion. Additionally, the applicant should provide the proposed runoff volume for the 1 in 100 year, 6-hour storm event.	Matters relating to flood and water management are addressed in paragraphs 7.66 – 7.72 of this report. Please also refer to Conditions 3 (compliance with supporting documentation) and 21 (sustainable water management).
Noise Specialist The Noise Specialist raises no objection, subject to conditions and informative. Construction noise should consider flexible working hours, especially near the mosque and commercial properties. Operational noise must not exceed 40 dB(A) between 2300-0700 and 50 dB(A) between 0700-2300 at any noise-sensitive premises, including places of worship. Emergency equipment testing should be coordinated with local premises. The CEMP can be incorporated into the CMP condition with aim to minimise noise impacts during construction.	The Noise Specialist comments are noted. Matters relating to noise are addressed in paragraphs 7.42 – 7.46 of this report. Please also refer to Conditions 7 (noise rating limits), 14 (construction management and logistics plan) and Informative 2 (noise levels and testing of emergency equipment).
Contaminated Land Officer The Contaminated Land Officer has no objection but recommends a condition requiring a contamination remediation scheme (including asbestos) to be approved by the LPA before development commences, excluding demolition and initial ground works. Any new contamination discovered must be addressed with an updated scheme. A verification report confirming remediation completion must be submitted prior to discharging the condition. Imported soils must be tested for contamination.	The Contaminated Land comments are noted. Matters relating to land contamination are addressed in paragraphs 7.73 – 7.74 of this report. Please also refer to Condition 22 (contaminated land).
Waste Strategy Officer No comment/ objections	Noted.

Tree Officer No concerns, subject to compliance with Tree Survey demonstrating existing trees would be retained on site.	Please refer to Condition 5 (trees to be retained).
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7 Planning Assessment

Land Use Principles

Industrial Use

- 7.1 This application seeks permission to demolish an existing warehouse (Use Class B8) and construct a two-storey data centre with plant at roof level, housing data halls, plant rooms, office space, and a loading bay, alongside an external compound with an emergency generator, ancillary structures, parking, landscaping, and associated infrastructure. The principle of the proposed development is inherently linked with the site's designation.
- 7.2 The application site is located within the Silverdale Road Industrial Area, designated as a Strategic Industrial Location (SIL) in the Hillingdon Local Plan. SILs are key locations for industrial, logistics, and digital infrastructure uses, ensuring that such areas continue to support London's economic and employment needs. Policy E4 of the London Plan recognises data centres as an emerging industrial-type activity that falls within the broader B8 (storage and distribution) classification, making the proposed use appropriate within this designated SIL.
- 7.3 Policy E7 of the London Plan encourages the intensification of industrial land, particularly in SILs, to optimise capacity while ensuring that existing industrial functions are not compromised. While the proposal results in a marginal net reduction in industrial floorspace, with the existing warehouse measuring 2,278.45 sq.m and the proposed data centre and ancillary structures measuring 1,914 sq.m, the high-value nature of data infrastructure justifies the change. The modernisation and specialisation of the site ensure that it continues to serve an industrial function while adapting to emerging technological needs, aligning with strategic planning objectives.

Office Use

- 7.4 The proposal includes office floorspace to support the administrative and operational requirements of the data centre. Policy E7 of the London Plan generally resists standalone office development within SILs unless it is directly ancillary to industrial or logistics functions.
- 7.5 Given the industrial designation of the site, it is necessary to ensure that the office component remains subordinate to the primary data centre use. A planning

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condition (Condition 9) would be imposed to restrict the use of office floorspace to ensure that it remains ancillary to the data centre, thereby maintaining the strategic industrial function of the site in accordance with the London Plan and Hillingdon Local Plan policies.

Economy and Employment Use

- 7.6 The National Planning Policy Framework 2024 (NPPF) emphasises the importance of economic growth, recognising technology and data infrastructure as key drivers of productivity. This proposal strengthens the borough's industrial capacity, bringing long-term economic benefits.
- 7.7 The London Plan (2021) supports digital infrastructure as part of London's economic development. Policy E4 identifies data centres as suitable for Strategic Industrial Locations (SILs), while Policy E7 encourages the modernisation of industrial land to support technology-based employment.
- 7.8 The proposal would generate employment both during construction and operation. While data centres may have a lower direct employment density than other industrial uses, they support highly skilled jobs, including data infrastructure management, cybersecurity, and maintenance roles. Additionally, indirect employment through supply chain services, security, and specialist contractors further enhances the economic benefits of the scheme. The development is expected to contribute to local employment and skills development, in line with Policy E11 of the London Plan (2021) and relevant policies in the Hillingdon Local Plan.
- 7.9 Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. An employment strategy and construction training scheme are proposed to be secured by a Section 106 legal agreement.
- 7.10 Paragraph 85 of the NPPF (2024) states that significant weight should be placed on the need to support economic growth and productivity. It is agreed that there would be economic benefits arising from the proposed scheme and significant weight is afforded to such benefits.

Energy Infrastructure

- 7.11 The NPPF (2024) emphasises the need for development to be supported by appropriate infrastructure. Policy D2 of the London Plan requires consideration to be given to the impact on local infrastructure capacity where planning infrastructure capacity will be exceeded. Policy SI2 of the London Plan (2021)

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requires major developments to demonstrate how energy infrastructure will be integrated and supported. Given the substantial power demand associated with data centres, the applicant has outlined a strategy to secure additional energy capacity.

- 7.12 The proposal includes significant energy infrastructure requirements. The proposed development would be powered by Scottish and Southern Electricity (SSE) Networks through a new substation located at Silverdale Road, to the northeast of the site. The connection would be provided at 11kV with a capacity of up to 1,000 kVA at 50Hz.
- 7.13 A formal connection offer has been issued by SSE Networks (Reference Number FBT206/1), confirming the ability to provide the necessary power for the development. All electrical supplies would be distributed underground at 11kV throughout the facility, ensuring a streamlined and reliable power supply. These provisions ensure that the energy infrastructure for the development would be robust and suitable to meet its operational requirements, supporting its long-term sustainability.
- 7.14 In the unlikely event of a power loss, such as a temporary grid blackout, a 1.08 MW emergency back-up generator would automatically activate to maintain power to essential systems until mains power is restored. Housed in an external compound on the eastern side of the data centre, this generator ensures continuous operations during grid outages, demonstrating that a reliable power infrastructure is in place to support the development's resilience. This is subject to air quality considerations addressed in paragraphs 7.49 to 7.53 of this report.
- 7.15 The Council has continued to engage with the Greater London Authority's Infrastructure Coordinate Service, who have been leading on the issue of West London electricity capacity constraints. The relevant infrastructure providers are continuing to deploy solutions to resolve capacity issues for residential and mixed-use schemes in the short term. This has resulted in almost all the residential schemes previously known to be stalled due to this issue having a connection secured. Upgrades to the electricity transmission network serving West London remain planned to address the issue over the long-term. The Greater London Authority continue to host an update on the issue of West London Electricity Capacity Constraints on its website with full details of the latest position (February 2025).
- 7.16 Therefore, the development has secured a power supply and would not overburden the local grid capacity and is not considered to result in detrimental impacts connected to energy infrastructure.

Conclusion

- 7.17 The proposal optimises the site for a future-proofed industrial use, in recognition of the important role data centres play in economic and technological resilience. It would ensure compatibility with surrounding industrial activities, particularly with the ability of SILs to operate 24 hours a day. Planning obligations, including

commitments to employment and training, transport mitigation, and energy infrastructure delivery, would ensure compliance with policy requirements. Therefore, no issues are raised in principle, subject to these considerations and the detailed assessment of the application in the following sections of this report.

Design

Impact on the Character and Appearance of the Area

- 7.18 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, and in summary, 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.
- 7.19 The existing site consists of hardstanding and a vacant single storey structure. The site sits between Hillingdon Borough Mosque and an industrial unit, which are to the west and east, respectively. To the south is the railway line and to the north is Silverdale Road. The site sits within the designated SIL and is characterised as such.
- 7.20 This proposed development involves the construction of a data centre building (Use Class B8), along with several ancillary structures.
- 7.21 The proposed data centre, with a gross floor area of 1,914 sqm, aims to meet the operational demands of modern data storage, while respecting the scale and character of the surrounding industrial area. The building would be two-storey, with plant located at roof level, and would feature a parapet height of approximately 14.7 metres.
- 7.22 The site layout has been designed to ensure that the development remains operationally efficient while maintaining appropriate boundary treatments for security requirements. To this end, revisions were secured to revise boundary treatments from palisade to weldmesh, balancing security requirements with visual appearance. The proposal includes hard and soft landscaping elements, including green walls which would help to soften the visual impact of the development and provide a more cohesive integration with the surrounding industrial landscape.
- 7.23 In terms of its design, the proposed data centre respects the overall character of the area. While it introduces a building that is larger in scale compared to surrounding structures, its modern industrial design and high-quality materials ensure it would not be out of place within the context of the industrial estate. Revisions were sought to raise the parapet by 1.54m to conceal plant equipment at roof level to create a cleaner form. The development's height and massing are considered appropriate for this location.

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- 7.24 The inclusion of PV panels to the proposed data centre building, is welcomed and accords with the planning policy requirements for such proposals. It is noted that these would not be visible from street level.
- 7.25 The building's primary cladding would consist of light-coloured profiled metal panels, chosen to blend with the sky and surrounding industrial buildings. This material selection is consistent with the industrial nature of the area. The choice of cladding and the streamlined form would contribute to the building's integration within the site and the broader industrial estate.
- 7.26 The ancillary buildings located at the front of the site would be more visible from the main approach to the site. These proposed structures are relatively small in scale and the use of green walls help mitigate and soften it to ensure they do not dominate the site or its surroundings.
- 7.27 The final material details are to be secured by Condition 18 to ensure the delivery of a high-quality development.
- 7.28 The proposed development facilitates a reduction in hard landscaping and vehicle parking and is a notable improvement on the existing scenario.
- 7.29 Therefore, in conclusion, the information submitted is considered to sufficiently demonstrate that the development would not be harmful to the street scene and would instead harmonise with the visual amenities of the area. Subject to appropriately worded 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 the NPPF (2024).

Accessibility

- 7.30 Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design.
- 7.31 The proposed development involves a data centre with associated facilities, including car parking and landscaping. The Council's Access Officer has reviewed the proposal and confirmed that no significant accessibility issues have been raised.
- 7.32 In line with the requirements of the Equality Act 2010, which requires service providers to make reasonable adjustments to facilitate disabled access, it is noted that the proposal should ensure accessibility both to and within the building. An informative is recommended for inclusion with any grant of planning permission to remind the applicant of their obligations under the Equality Act 2010, especially in eliminating barriers that may hinder disabled access.

Security

- 7.33 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).

A secured by design condition has been recommended to achieve appropriate accreditation. Subject to Condition 12, 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

- 7.34 Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in fire safety terms.
- 7.35 A Fire Statement has been submitted which demonstrates consideration of fire safety principles early in the development process. The London Fire Brigade have not raised any specific objections but have advised that the development should accord with Building Regulation requirements. This is proposed to be secured by Condition 24. Subject to this condition, the proposed would accord with the requirements of Policy D12 of the London Plan (2021).

Heritage

- 7.36 The application site is not subject to a Conservation Area designation and does not contain any heritage assets, including statutory listed buildings or locally listed buildings. The proposal is also not considered to adversely impact the setting of the Grade II Listed Benlow Works Building, located over 100m to the west of site.

Neighbouring Amenity

Impact on Neighbours

- 7.37 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.
- 7.38 Given the location of the site, there are no residential properties nearby. However, the site sits between Hillingdon Borough Mosque and an industrial unit, which are to the west and east of the site, respectively. To the south is the railway line and to the north is Silverdale Road.

- 7.39 The two-storey mosque located to the west of the proposed development. Recent alterations to the ground floor, including an entrance lobby (approved under planning permission ref. 39396/APP/2022/2561), have been made. The submitted BRE Report indicates that non-habitable spaces, such as the entrance lobby, do not require daylight and sunlight testing. Based on the drawings from the local planning authority, daylight studies (VSC and DD methods) show minimal impact on windows and rooms, ensuring compliance with BRE criteria for daylight. Similarly, the sunlight study (APSH) confirms all assessed windows would meet the BRE Report's sunlight amenity requirements.
- 7.40 It is acknowledged that the proposed parapet height has been raised marginally (1.54m), however, given the results of the BRE Daylight/Sunlight Report, it is considered that this would not have a significant impact on the results.
- 7.41 Taking into consideration the BRE Report, the siting and extent of development proposed, it is not considered likely that the redevelopment of the site as presented would impact the privacy of neighbouring occupiers or the receipt of daylight and sunlight to adjacent properties. Noise, vibration, dust and lighting impacts are addressed in paragraphs 7.42 to 7.46 below.

Environmental Issues

Noise, Vibration, Dust and Lighting

- 7.42 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).
- 7.43 The Council's Noise Specialist has confirmed that there is no objection, subject to appropriate conditions. For operational noise, the applicant has provided sufficient information. It is recommended that noise limits are secured by Condition 7.
- 7.44 A flexible approach to construction working hours, in collaboration with the mosque and nearby commercial premises, is recommended. The routine testing of emergency equipment, including generators, should also be scheduled in agreement with nearby sensitive premises (Informative 2).
- 7.45 A Construction Management Plan would be required to show how noise impacts would be minimised during the construction phase. This would include agreements on working hours with affected premises, including places of worship. This would be secured by Condition 17.
- 7.46 Therefore, subject to 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).

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Odour

- 7.47 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.
- 7.48 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

- 7.49 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. In summary, these 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.
- 7.50 The proposed development is located within the LBH Air Quality Management Area, and the Hayes Focus Area where additional emissions may exacerbate existing poor air quality.
- 7.51 According to the London Plan, developments must be air quality neutral at minimum, with LBH requiring air quality positive contributions in Focus Areas as per the LBH Air Quality Local Action Plan 2019-2024. Policy DMEI 14 of the emerging Hillingdon Local Plan (Part 2) further supports this, emphasizing the need for contributions to local air quality improvement.
- 7.52 The proposed data centre (Class B8), including an emergency generator and associated flue, is not air quality neutral or positive, as required. Therefore, mitigation measures are necessary to reduce the impact of emissions.
- 7.53 In accordance with the LBH Local Action Plan, the total emissions associated with the development must be mitigated. The level of required mitigation for the operational phase, calculated using Defra's Damage Cost Approach, amounts to £70,024. This would be secured via a S106 agreement to ensure the development meets the necessary air quality standards, alongside Condition 16 for the reduction of emissions during construction, a low emissions strategy and zone (Conditions 14 and 15), and generator fuel, testing and maintenance conditions (Conditions 27, 28 and 29). Subject to this obligation and conditions, the development would accord 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 NPPF (2024).

Trees and Landscaping

- 7.54 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.
- 7.55 With regard to landscaping, it is acknowledged that the proposals would commit to a significant improvement in soft landscaping and planting. The details of the boundary treatments would be secured under Condition 20. Revisions have secured weldmesh fencing instead of palisade fencing.
- 7.56 The Arboricultural Impact Assessment submitted confirms the retention of trees on site. All trees are to be retained and protected. Further, the proposed site plan submitted commits to the planting of new trees.
- 7.57 The final details of hard and soft landscaping are proposed to be secured by Condition 20 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).

Biodiversity

- 7.58 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).
- 7.59 The existing site comprises entirely the existing warehouse and hardstanding. The submitted Preliminary Ecological Appraisal, prepared by E3P, confirms that the sealed tarmac surface of the site only has small areas of colonisation. Overall, no habitat with biodiversity value, and no priority or linear habitats were identified within the site boundary. Additionally, much of the surrounding area comprising further industrial units and associated hardstanding, all of which are anticipated to provide minimal ecological value.
- 7.60 In line with The Biodiversity Gain Requirements (Exemptions) Regulations 2024, any sites with less than 25 m2 of on-site habitat that has biodiversity value greater than zero are exempt from Biodiversity Net Gain. Since the site is exclusively developed land including the building and hardstanding with no biodiversity value/habitat units, a Biodiversity Net Gain report will not be required.

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- 7.61 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).

Urban Greening Factor

- 7.62 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target score for commercial development is 0.3.
- 7.63 In line with Policy G5 of the London Plan (2021), major development proposals are expected to contribute to the greening of London. The applicant should maximise greening opportunities on the site.
- 7.64 The landscape strategy has been carefully scrutinised, including the review of the development and its ancillary structures, along with tracking plans to ensure that all hard standing areas are essential. As a result, the scheme optimises the potential for urban greening.
- 7.65 The proposed development achieves an Urban Greening Factor (UGF) score of 0.146, which, although below the target of 0.3 for commercial developments, demonstrates a meaningful contribution to greening. This factor, along with the development's efforts to maximise landscaping, is considered positively in the overall planning balance.

Flood Risk

- 7.66 The application site is location in Flood Zone 1, meaning that the site is at very low risk of fluvial flooding. The proposed commercial use is considered to fall under the 'less vulnerable' classification. Accordingly, the proposal is appropriate in this location. The development is considered to accord with Policy SI 12 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020).

Drainage

- 7.67 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. It further states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. 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).
- 7.68 The proposed development would remove some impermeable hardstanding and replace it with soft landscaping, resulting in a net benefit to drainage. A below-ground attenuation tank and two raingardens are proposed. The Council's Flooding and Drainage Specialist has confirmed no objection to the proposed drainage strategy, subject to the necessary planning conditions.

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- 7.69 Conditions 21 and 30 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

- 7.70 Policy SI 5 of the London Plan (2021) states that all major developments should incorporate measures to reduce water use, ensure there is sufficient wastewater infrastructure capacity, and minimise the risk of misconnections between the foul and surface water networks. This includes adopting water-saving technologies and ensuring proper management of wastewater infrastructure.
- 7.71 During the consultation process, Thames Water has confirmed no objection to the proposed development in respect of wastewater network and sewage treatment works.
- 7.72 Drainage has been addressed in paragraphs 7.67 – 7.69. Therefore, subject to Conditions 21 and 30, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Land Contamination

- 7.73 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.
- 7.74 A phase 1 contaminated land study has been submitted for consideration and is considered sufficient and acceptable for the initial stage of the planning process. Condition 22 is proposed to secure further details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Transport

- 7.75 Policies T4, T6, T6.2 of the London Plan (2021), 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. In summary, these policies 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 of the NPPF (2024) 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

- 7.76 The site is located within Silverdale Industrial Estate, Hayes, and is accessible via a spur road off Silverdale Road, which connects to Pump Lane. Silverdale Road is a no-through route and serves only commercial and industrial units. The site is approximately 850 metres from Hayes and Harlington Station, which provides access to the Elizabeth Line. Public transport accessibility is limited, as reflected by the site's low PTAL rating.
- 7.77 The proposal seeks full planning permission for the redevelopment of Unit 4, Silverdale Industrial Estate, Hayes, to provide a data centre development (Use Class B8). The site currently comprises a vacant warehouse with associated hardstanding, access lanes, and a small service yard. The proposal includes the demolition of existing buildings and the construction of a new data centre.
- 7.78 The proposed data centre would replace a vacant warehouse and is expected to generate fewer vehicle trips than the existing land use. The site would employ 8–11 staff, working in shifts (07:00–19:00 for day shifts and 19:00–07:00 for night shifts), ensuring staff movements fall outside peak hours. Visitor and maintenance trips would take place between 08:00–15:00.

Staff and Visitor Car Parking

- 7.79 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.
- 7.80 Policy T6.2, Table 10.4, of the London Plan (2021) outlines car parking requirements for Class B8 as follows:
- Outer London Opportunity Areas - Up to 1 space per 500m² gross internal area (GIA)
 - Outer London - Up to 1 space per 100m² (GIA)
- 7.81 Vehicular access to the site would be provided via a separate in/out arrangement, linking to the access road and Silverdale Road. A loading bay is proposed on the northern frontage and swept path analysis confirms that a 10-metre rigid HGV can enter and exit in a forward gear. Deliveries would be scheduled to avoid congestion, and site access would not be obstructed by parked vehicles.
- 7.82 A total of eight car parking spaces are proposed, including one disabled bay. This is within the maximum London Plan standards and Hillingdon's parking requirements, which allow for a maximum of 19–36 spaces. A lower provision is considered appropriate given the shift-based working patterns and aligns with the Mayor's Transport Strategy to encourage sustainable transport use. Furthermore, the forecast staff numbers set out earlier in this section indicates that parking demand would be lower than a typical B8 development.

Disabled Person Car Parking

- 7.83 Policy T6.5, Table 10.6, of the London Plan (2021) states that 5% of all car parking spaces should be provided as designated disabled persons parking bays and 5% should be provided as enlarged parking bays which are capable of being converted to disabled persons parking. This would require the provision of 1no. disabled persons parking bays.
- 7.84 The development proposes 1no. disabled persons parking bay. This is accepted and secured by Condition 2.

Electric Vehicle Charging Points (EVCPs)

- 7.85 Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles.
- 7.86 Policy T7 of the London Plan (2021) states under point (B)(3) that development should provide rapid charging points for freight vehicles. In support of this, Policy T6.2 of the London Plan (2021) states under point (F) that all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles.
- 7.87 A total of 3no. active EVCPs are proposed to be provided to serve staff and visitor car parking. The remaining 5no. staff and visitor spaces would be provided with passive electric vehicle charging infrastructure. This is accepted and is secured by Condition 8.

Cycle Parking

- 7.88 The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires that B8 developments provide 1no. long stay secure and undercover cycle parking space per 500m² and 1no. short stay secure cycle space per 1000m². This requires that at least 3no. long stay and 2no. short stay cycle parking spaces are provided.
- 7.89 A cycle store with five Sheffield stands (providing ten cycle parking spaces) is proposed at the western extent of the site which is secure and sheltered. There would be natural surveillance of the cycle parking due to parking being near the building entrances. This is accepted and is to be secured by Condition 4.

Trip Generation

- 7.90 The proposed redevelopment would result in a reduction in vehicle trips during the peak hours at the site when compared to the existing land use and floor area. Therefore, the development proposals would not result in a significant detrimental impact on the operation of the local highway network.

Vehicle and Pedestrian Access

- 7.91 Vehicular access to the site is proposed via a separate in/out arrangement onto the adjacent access road. In turn, the site retains wider access via a bellmouth junction with Silverdale Road to the north.
- 7.92 The site would comprise an internal service yard, which would be provided with car parking along its western extent. A single dedicated loading bay would be provided on the northern frontage of the data centre, which would accommodate any deliveries by HGVs. Deliveries would be infrequent and scheduled in advance and therefore HGVs would not block access for other site vehicles. The accompanying Outline Delivery and Servicing management Plan (DSMP) sets out the principles which would be in place to manage deliveries, with details to be secured by Condition 25.
- 7.93 Swept path analysis, demonstrates that a 10-metre rigid can access and egress the site in a forward gear, utilising the loading bay provided. Furthermore, the drawing shows that a car is able to pass an HGV waiting within the loading bay, indicating that deliveries and servicing would not prevent access to the site.
Highways Improvement (Healthy Streets Contribution)

- 7.94 To reduce reliance on private car use and provide genuine travel choices for those working at and visiting the site, a developer contribution of £29,700 is required, secured by a Section 106 legal agreement. This may fund key transport improvements along routes to Lidl supermarket, Hayes and Harlington Station, and the Grand Union Canal Cycle Quietway. The improvements could include tactile paving at key junctions and footway enhancements, as well as the installation of new street furniture and trees. These measures are necessary to mitigate the risk of on-street parking and traffic disruption, in accordance with London Plan Policies T4 and T2. The contribution would support sustainable travel options and enhance pedestrian safety in the area.

Travel Plan

- 7.95 A detailed and finalised Travel Plan is proposed to be secured through the proposed S106 legal agreement.

Construction and Demolition Management Plan

- 7.96 Having regard to comments received the Highway Authority, a Construction and Demolition Management Plan are proposed to be secured under Condition 17.

Transport Conclusion

- 7.97 Subject to the necessary planning conditions and obligations, the proposed development is not 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).

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Sustainable Development

CO2 Emissions

- 7.98 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.
- 7.99 The Energy Statement for the proposed development outlines the strategy for reducing CO2 emissions in accordance with Policy SI 2 of the London Plan (2021) and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020). The development is expected to achieve 12% on-site carbon savings, which is below the minimum 35% improvement required by policy.
- 7.100 Whilst the development achieves 12% on-site carbon savings, which falls short of the 35% minimum target set by policy, this shortfall is considered acceptable on balance due to several factors. The nature of the development, a non-residential data centre, inherently presents challenges in meeting the carbon savings target, particularly under the updated Part L 2021 regulations. Despite this, the design incorporates high-efficiency systems, renewable energy generation through photovoltaic panels, and energy-saving measures, demonstrating a strong commitment to reducing emissions.
- 7.101 The development would contribute to carbon offsetting through a financial contribution, ensuring that the remaining emissions are offset in line with local and regional climate goals. Given the constraints and efforts made, the 12% savings, coupled with the offsetting strategy, is considered a reasonable and acceptable outcome, ensuring the development aligns with broader sustainability objectives.
- 7.102 Therefore, given the development does not achieve net-zero carbon emissions, a financial contribution would be required to offset the remaining emissions. This contribution will be secured through a S106 planning obligation under Head of Term 4. Subject to such conditions and planning obligations, the development would accord with Policy SI 2 of the London Plan (2021).

Energy Infrastructure

- 7.103 Policy SI 3 of the London Plan (2021) states that major development proposals should make provisions to connect into district heating networks, thereby utilising secondary heat sources.
- 7.104 The development is proposed to facilitate a future connection to a district heating scheme for export of low-grade heat should one become available. Planning

Condition 13 is proposed to secure this commitment, ensuring compliance with Policy SI 3 of the London Plan (2021).

Overheating

- 7.105 Policy SI 4 of the London Plan (2021) states that development should minimise adverse impacts on the urban heat island and reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.
- 7.106 Section 5 of the Energy Statement submitted confirms compliance with the cooling hierarchy. The details submitted are accepted and the development is considered to accord with the requirements of Policy SI 4 of the London Plan (2021).

Digital Connectivity

- 7.107 Policy SI 6 of the London Plan (2021) requires that development provides ducting space for full fibre connectivity.
- 7.108 Condition 31 is proposed and would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to the recommended condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

8 Other Matters

Airport Safeguarding

- 8.1 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.
- 8.2 The site is located within the 3km perimeter of Heathrow Airport and is sited circa 4.63km away from RAF Northolt. The National Air Traffic Services, Heathrow Airport Ltd and the Ministry of Defence have been consulted and have confirmed no safeguarding objections. The proposal would therefore comply with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Impact Assessment

- 8.3 The proposed development does not constitute EIA development as per The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Human Rights

- 8.4 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

- 8.5 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

- 8.6 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.
- 8.7 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF (2024) have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:
- i. Necessary to make the development acceptable in planning terms;
 - ii. Directly related to the development; and
 - iii. Fairly and reasonable related in scale and kind to the development.
- 8.8 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.
- 8.9 Based on the NPPF (2024) and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:
1. Air Quality Mitigation contribution of £70,024.
 2. A Healthy Streets/Active Travel Zone contribution of £29,700.

3. A full Travel Plan to be approved in writing by the Local Planning Authority.
4. A Carbon Offset contribution of £435,604.
5. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
6. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

Community Infrastructure Levy

- 8.10 Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance. In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.
- 8.11 The proposal is CIL liable in the event that planning permission is secured.

9 Conclusion / Planning Balance

- 9.1 This application seeks planning permission for a data centre. The proposed development is considered acceptable in land use terms. The economic benefit of commercial development is acknowledged and supported by national, regional, and local planning policies.
- 9.2 While some potential harm has been identified, such as carbon emissions, air quality and noise impacts, these are considered manageable through the recommended mitigation measures and planning conditions.
- 9.3 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, residential amenity, environmental issues, transport, and sustainability.
- 9.4 For the reasons outlined above and within the main body of this report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

10 Background Papers

- 10.1 Relevant published policies and documents considered in respect of this application are set out in the report. Documents associated with the application

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

APPENDICES

Planning Application

49261/APP/2024/2904

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM3 Time Limit

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

REASON

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

2. COM4 Accordance with Approved Plans

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

Site Plans

600-MCA-00-XX-DR-A-1000
600-MCA-00-XX-DR-A-1020 P02
600-MCA-00-XX-DR-A-1021 P02
600-HED-00-XX-DR-L-0200 P02

Floor and Roof Plans

600-MCA-01-XX-DR-A-1000 P01
600-MCA-01-XX-DR-A-1001 P01
600-MCA-01-XX-DR-A-1002 P02
600-MCA-01-XX-DR-A-1003 P02

Detailed Sections and Elevations

600-MCA-00-XX-DR-A-1040 P02
600-MCA-01-XX-DR-A-1020 P02
600-MCA-01-XX-DR-A-1030 P02
600-MCA-00-XX-DR-A-1050 P02
600-MCA-00-XX-DR-A-1061 P02
600-MCA-01-XX-DR-A-1080 P01
600-MCA-02-XX-DR-A-1060 P01
600-MCA-03-XX-DR-A-1060 P01
600-MCA-04-XX-DR-A-1070 P01

Landscape

600-HED-00-XX-DR-L-0100 P03
600-HED-00-XX-DR-L-0300 P03
600-HED-00-XX-RP-L-0001 Rev D

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3. COM5 Compliance with Supporting Documentation

The development hereby permitted shall not be carried out except in complete accordance with the specified supporting documents:

68782/01/NG/HP - Planning statement (including Operator Statement) (Dated 30.10.24)
600-ETH-XX-XX-RP-E-0009 Rev 1 - Site Lighting - Spill Lighting and Code Compliance Report Part 1-3 (Dated 15.10.24)
425.066063.00001 Rev 1 - Draft Delivery & Servicing Management Plan (Dated 09.10.24)
425.066063.00001 Rev 2 - Transport Statement (Dated 09.10.24)
LHR600-CDC-22-XX-RP-F-0101 - Fire Statement Form (Dated 11.09.24)
LHR600-CDC-XX-XX-RP-F-0100 - Planning Fire Safety Strategy (Received 01.11.24)
GLA Carbon Emissions Reporting Spreadsheet
81-899-R1-3 - Preliminary Ecological Appraisal (Dated 10.24)
81-899-R3-3 - Arboricultural Impact Assessment and Report (Dated 01.25)
81-899-R4-3 - Nocturnal Bat Survey Report - Unit 4 Silverdale (Dated 10.24)
8167r2 - Air Quality Assessment (Dated 10.10.24)
Aeronautical Assessment (Dated 30.10.24)
Daylight and Sunlight Report (Dated 30.10.24)
68782/01/NG/HP - Biodiversity Statement (Dated 30.10.24)
62116 Rev 2 - Energy Statement (Dated 10.24)
62116 Rev 2 - BREEAM Pre-Assessment Report (10.10.24)
600-CDC-00-XX-RP-A-0400 Rev B - Noise Impact Assessment (Dated 09.10.24)
RPT-24_079-CSE-00-XX-RP-C-0004 P02 - Infrastructure and Utility Assessment Report Parts 1-3 (Dated 12.09.24)
RPT-24_079-CSE-00-XX-RP-C-0003 P02 - Flood Risk Assessment and Drainage Strategy Parts 1-3 (Dated 09.10.24)
RPT-24_079-CSE-00-XX-DR-C-0001 P02 - Preliminary Construction Management Plan (Dated 08.10.24)
RPT-24_079-CSE-00-XX-RP-0002 P02 - Preliminary Construction Waste Management & Recycling Strategy (Dated 08.10.24)
1181 Version 3 - Operational Waste Management Plan (Dated 09.10.24)
1181 ESA Version 4 - 4Phase 1 Environmental Site Assessment Parts 1-7 (Dated 10.24)

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1

(November 2012) and 2 (January 2020) and the London Plan (2021).

4. NONSC Cycle Parking

The cycle parking shall be constructed and laid out in accordance with the approved plans, agreed details and completed prior to occupation of the development hereby approved and shall thereafter be retained and maintained.

REASON

To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies DMT1, DMT2, DMT4, DMT5 of the Hillingdon Local Plan: Part 2 (2020), London Plan (2021) and NPPF (2024) paragraph 116.

5. COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

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

6. NONSC Restrict Use to Data Centre (no other B8 Use)

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development shall not be used for any purpose

other than as a data centre.

REASON

To ensure that the provisions of the proposed development are secured to the data centre use to prevent detrimental impacts to the local highway network, in accordance with Policies DMT 1, DMT 2 and DMT 5 of the Hillingdon Local Plan: Part 2 (2020).

7. NONSC Noise Condition

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

40 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB LAr 1 hour for any one-hour period between 0700 and 2300, determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises, including places of worship, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.'

REASON

To ensure that neighbouring uses would not be exposed to noise caused by the permitted development that would be likely to cause an adverse effect on their health and quality of life, in accordance with Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).

8. NONSC Electric Vehicle Charging Points

The Electric Vehicle Charging Points and associated infrastructure details forming part of the planning application submission and indicated on the approved plans shall be implemented and brought into operation prior to the occupation of any commercial use hereby approved commencing.

Thereafter the Electric Vehicle Charging Points shall be permanently retained available for use at all times.

REASON

To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policy T6 and T6.2 of the London Plan (2021).

9. NONSC Ancillary Office Floorspace

The office floorspace hereby approved shall only be used as ancillary floorspace to the primary operation of the data centre.

REASON

To ensure that the provisions of the proposed development are secured to the data centre use to prevent detrimental impacts to the local highway network, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T4 of the London

Plan (2021).

10. NONSC Restrict Enlargement of B8 Use Buildings

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

REASON

To enable the Local Planning Authority to assess all the implications of the development and to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

11. NONSC Restrict Addition of Internal Floorspace

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

REASON

To enable the Local Planning Authority to assess all the implications of the development and to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

12. COM31 Secured by Design

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

REASON

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

13. NONSC Connection to Future District Heating Network

The development hereby approved shall connect to a district heating network should one become available in future.

REASON

To ensure the development is future-proofed for connection to a district heating network, supporting energy efficiency, reducing carbon emissions, and contributing to the transition to

a low-carbon energy system, in accordance with Policy SI 3 of the London Plan (2021).

14. NONSC Low Emission Zone for 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), and Policy SI 1 of the London Plan (2021).

15. NONSC Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall specify ways to reduce air pollution emissions to the maximum possible extent to conform with the LBH Local Action Plan. The measures are to include but not be restricted to:

1) a clear and effective strategy to encourage users of development to:

- a) use public transport;
- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

2) Install EV fast charging points to promote the use of zero emission above the London Plan requirements.

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

REASON

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (November 2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraph 192 of the National Planning Policy Framework (2023).

16. NONSC Reducing Emissions from Demolition and Construction

No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

REASON

Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

17. NONSC Construction Management and Logistics Plan

Prior to the commencement of works on site for the development, a 'Construction and Demolition Management and Logistics Plan' shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The 'Construction and Demolition Management Plan' must set out:

- The phasing of construction and proposed construction programme.
 - The methods for accessing the site, including wider construction vehicle routing.
 - The numbers of daily construction vehicles including details of their sizes, at each phase of the development.
 - The hours of operation and construction vehicle movements.
 - Details of any highway works necessary to enable construction to take place.
 - Details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway.
 - Details of any hoardings and how visibility splays will be maintained.
 - Management of traffic to reduce congestion.
 - Control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels.
 - The provision for addressing any abnormal wear and tear to the highway.
 - Waste management proposals.
 - Provision of sufficient on-site parking prior to commencement of construction activities;
 - Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
 - Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding and remaining road width for vehicle movements.
-
- Measures to avoid significant adverse noise effects on occupiers of affected premises and to minimise other adverse noise effects during demolition and construction.
 - Details of noise and vibration monitoring, including compliance with BS 5228-1 and BS 5228-2.
 - Proposed construction working hours, with specific consideration for sensitive receptors

such as residential properties and places of worship.

- A strategy for engagement with neighbouring occupiers, including advance notification of works, consultation on site working hours, and a communication procedure for complaints or concerns.

This must demonstrate compliance with the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

The construction works shall be carried out in strict accordance with the approved Plan.

REASON

To minimise the impact of the construction process on the local environment, local highway network, and surrounding occupiers, ensuring that construction activities do not cause significant harm to residential amenity, highway safety, or air quality, in accordance with Policies DMT5, DMT6, and DMHB 11 of the Hillingdon Local Plan Part 2 (2020), Policy SI 1 of the London Plan (2021), and paragraph 116 of the National Planning Policy Framework (NPPF).

18. COM7 Materials

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

The development shall be constructed in accordance with the approved material details and completed prior to occupation of the development hereby approved. The development shall thereafter be retained and maintained in full accordance with the approved details.

REASON

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

19. NONSC Living Walls

Prior to the commencement of above ground works for the development, details of the proposed living walls for the development, shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall include:

- i) Its location, extent, specification (plant species and growing medium type), landscape integration, integration with other roof plant or renewable energy infrastructure, structural integrity, construction, operation and access;
- ii) Section/profile drawings showing the growing medium depth, different layers and membranes;
- iii) Plans to show clearly its location, extent, drainage catchment areas (if relevant), inlets and outflows; and
- iv) Maintenance plan to show how it will be maintained regularly, maintenance

considerations due to other roof infrastructure and any changes in maintenance throughout the seasons, and an inspection programme to allow dead or dying plants to be identified and replaced.

The green wall(s) shall be constructed in accordance with the approved green wall details and completed prior to occupation of the development hereby approved. The development shall thereafter be retained and maintained in full accordance with the approved details.

REASON

To ensure that the living walls are retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policies DMHB 11, DMHB 14 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1 and G5 of the London Plan (2021).

20. COM9 Landscape Scheme

Prior to the commencement of above ground works for the development a detailed landscape scheme for the development shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate, to include pollution absorbing trees;
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Hard Surfacing Materials
 - 2.c Fencing details (including colour) and including the revised weldmesh fencing
 - 2.d External Lighting and wayfinding signage strategy (please note informative 11).
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

The development shall be constructed in accordance with the approved landscape scheme details and completed prior to occupation of the development hereby approved. The

development shall thereafter be retained and maintained in full accordance with the approved details.

REASON

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

21. COM15 Sustainable Water Management

Prior to the commencement of development (excluding demolition and site clearance), a scheme for the provision of sustainable water management in line with the approved document reference 'Flood Risk Assessment and Drainage Strategy Part 1, 2 and 3 RPT-24_079-CSE-00-XX-RP-C-0003 P02 (Dated 9th October 2024)' shall be submitted to, and approved in writing by the Local Planning Authority in consultation with the relevant stakeholders. 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. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.
- 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 - surface water discharge from the site must be no greater than greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.
- 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 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 include details on flow paths, depths and velocities. 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.

The development shall be constructed in accordance with the approved sustainable water management details and completed prior to occupation of the development hereby approved. The development shall thereafter be retained and maintained in full accordance with the approved details.

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 (2021), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

22. COM30 Contaminated Land

(i) The 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 development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A written method statement providing details of the remediation scheme as noted in section 8 of the above report 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 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.

23. NONSC Energy Monitoring, Recording and Reporting

Prior to operation of the development, a scheme for the detailed monitoring, recording and reporting of the CO2 reductions (regulated and unregulated) identified in the 'Energy Statement 62116 Rev 02 (Dated October 2024) and Addendum Note 62016 Rev 03 (Dated 7th February 2025) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how CO2 reductions will be monitored and recorded and details of the report mechanism to the Local Planning Authority. The scheme shall include the triggers and mechanisms for identifying and implementing remedial measures should the approved CO2 reductions not be achieved. The development must be operated in accordance with the approved scheme.

REASON

To ensure the operation of the development achieves the CO2 reduction targets set out in the Energy Statement, in accordance with Policy EM1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 2 of the London Plan (2021).

24. NONSC Final Comprehensive Fire Statement

Prior to operation of the development, the final comprehensive Fire Statement for the development, 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 strategy shall be implemented and maintained in full accordance with the approved details.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan

(2021).

25. NONSC Delivery and Servicing Plan

Prior to the operation of development, the final comprehensive Delivery and Servicing Plan for the development, shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T3 and T7 of the London Plan (2021).

26. NONSC Generator Emissions

Prior to the installation of any generator(s), an Air Quality Assessment shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the proposed generator(s) will minimise emissions and exposure to air pollution during operation to the maximum possible extent and will comply with the London Borough of Hillingdon Air Quality Local Action Plan.

The report shall show what alternatives have been considered, including a secondary electrical power supply, battery backup or alternatively fuelled generators such as gas fired or hydrogen. The details of the proposed generator(s) shall be submitted for approval. Where it is not possible to deploy alternatives, any diesel generators must comply with the emission requirements agreed with London Borough of Hillingdon during the evaluation of the application. The generator shall be used solely on brief intermittent and exceptional occasions when required in response to an emergency and for the testing and maintenance necessary to meet that purpose and shall not be used at any other time.

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

REASON

The application site is within an Air Quality Management Area and Air Quality Focus 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 2019-2024, Policy SI 1 of the London Plan (2021), and paragraphs 8(c), 187e) and 198, 199 of the National Planning Policy Framework (2024).

27. NONSC Testing Schedule of the Backup Generator

Prior to operation of the development, a schedule for the testing of the standby generator for the development, shall be submitted to and approved in writing by the Local Planning

Authority. This shall confirm that testing during school hours and noise sensitive times of day does not occur.

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

REASON

To safeguard the amenity of the occupants of the surrounding properties in accordance 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). Also to ensure that the air quality impact on adjoining sensitive receptors are minimised in accordance with Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 1 of the London Plan (2021).

28. NONSC Cleanest Backup Generator Specifications

Prior to operation of the development, evidence that the cleanest backup emergency generator and cleanest fuel available to service the generators in the market will be deployed for the development, or each development phase, 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 generator technology and fuel have not been chosen as emergency engines.

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

REASON

As the application site is within an Air Quality 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 2019-2024, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

29. NONSC Testing and Maintenance Regime Annual hours

Prior to operation of the development, a formal declaration by the operator, supported by a manufacturer report, describing the testing and maintenance regime annual hours required for the plant, is to be submitted to and approved in writing by the Local Planning Authority. The number of testing hours is to not exceed 15 hours per year. The operating times should not be during school hours.

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

REASON

As the application site is within an 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 2019-2024, Policy SI 1 of the London Plan (2021), and the National Planning Policy Framework (2024).

30. NONSC Sustainable Water Management Compliance

No building hereby permitted shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework (Paragraph 103), the London Plan (Policies SI 12 and SI 13) along with associated guidance to these policies and Hillingdon Council's Local Plan Policy EM6.

31. NONSC Digital Infrastructure

The development hereby approved shall ensure that sufficient ducting space for full fibre connectivity infrastructure is provided.

REASON

To ensure compliance with Policy SI 6 of the London Plan (2021).

Informatives

1.

The applicant will be required to engage with Network Rail asset protection on the works due to the proximity of the development to the operational railway. The applicant will need to discuss the construction methodology with ASPRO (assetprotectionwestern@networkrail.co.uk). Contact should be made at least 3 months prior to works commencing.

2.

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.

Emergency Equipment

The routine testing of emergency equipment, including standby generators, shall be carried out at times agreed with local premises, including places of worship. During an emergency the above rating value limits shall be increased by 10 dB.

3.

Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

4.

Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.

5.

Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

6. 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).

7. I72 **Compulsory Informative (2)**

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.

8. 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

9.

Cranes

Due to the site being within Heathrow Airport's crane circle, the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website: Crane notification | Civil Aviation Authority (caa.co.uk)

Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued.

Specific CAA guidance for crane lighting/marketing is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking (caa.co.uk)

10.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to

minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk

11. I25 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. . For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

12.

The Equality Act 2010 aims to safeguard individuals accessing goods, facilities, and services from discrimination based on a 'protected characteristic', including disability. In accordance with the Act, service providers must enhance access to and within their premises, especially when reasonable adjustments are feasible and straightforward to implement. The Act mandates that service providers proactively identify and eliminate barriers hindering disabled people.

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 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 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
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
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
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

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

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 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
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
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
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
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