

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

Case Officer: Michael Briginshaw	78343/APP/2025/2925
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Date Application Valid:	19.11.2025	Statutory / Agreed Determination Deadline:	30.06.2026
Application Type:	Full	Ward:	Wood End

Applicant: **Colt Data Centre Services**

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

Proposal (Summarised): **Proposed enabling works (site clearance and ground preparation).**

Summary of Recommendation: **GRANT planning permission subject to 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 conditions set out in Appendix 1.

1 Executive Summary

- 1.1 This planning application seeks permission for enabling works, including site clearance and ground preparation, to support the delivery of a data centre campus on the Hayes Bridge Retail Park site. This development would connect to an established data centre facility at Tudor Works, located to the south on Beaconsfield Road. The enabling works relate specifically to Phases 1, 2 and 3 of planning permission reference 78343/APP/2025/719, dated 20.05.2026, which provides for two data centre buildings (LON6 and LON7), an Innovation Hub, and associated infrastructure. Phase 4 (LON8) was also consented but is located on a separate parcel of land at Heathrow Interchange to the south.
- 1.2 The application has been submitted to allow these enabling works to be undertaken in advance of the main redevelopment, which has recently been granted planning permission, in order to accelerate the overall construction programme and support the timely delivery of the wider data centre campus. Data centres are recognised as Critical National Infrastructure, delivering significant economic benefits through their role in supporting digital and communications networks, aligning with national, regional and local planning policy objectives.
- 1.3 The proposed works are limited to site clearance and ground preparation and include the removal and crushing of existing slabs and foundations for reuse, removal of hardstanding and landscaping, excavation of the site to a depth of approximately 2 metres followed by reinstatement, diversion and removal of underground utilities, installation of temporary hoarding, and the installation of a temporary substation to support construction activities.
- 1.4 The application is supported by a comprehensive suite of technical documentation, including an ecological appraisal, ground investigation and contamination assessments, utilities surveys, arboricultural reports, and a construction management and logistics plan. Subject to the recommended planning conditions, the proposed development is considered acceptable in respect of design, heritage, residential amenity, environmental considerations, transport and sustainability.
- 1.5 Having regard to the consultation responses received and the assessment set out in this report, the proposal is considered to comply with the Development Plan. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application should therefore be determined in line with the Development Plan, and is recommended for approval subject to the conditions set out in Appendix 1.

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2 The Site and Locality

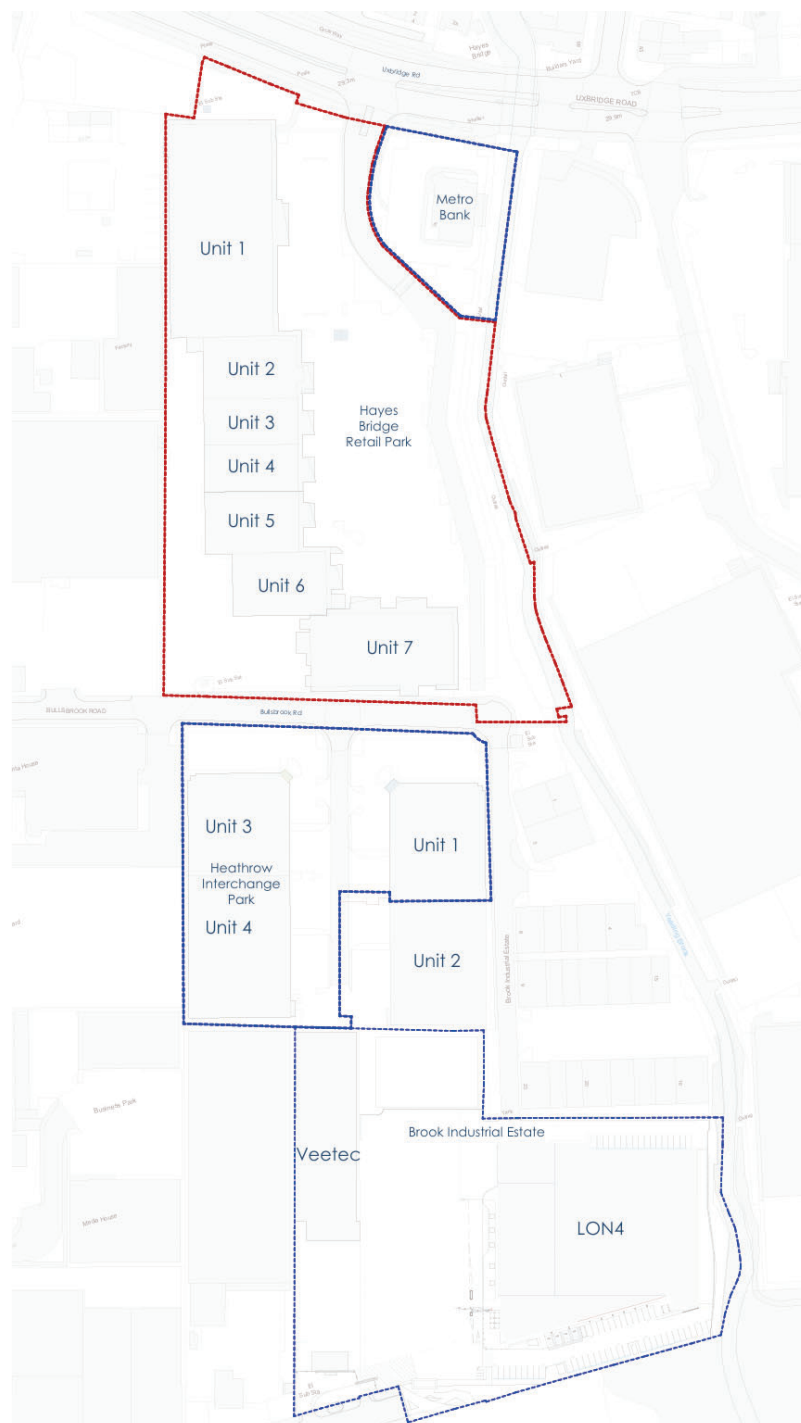


Figure 1: Location Plan (application site edged red)

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

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

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



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

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

3 Proposal

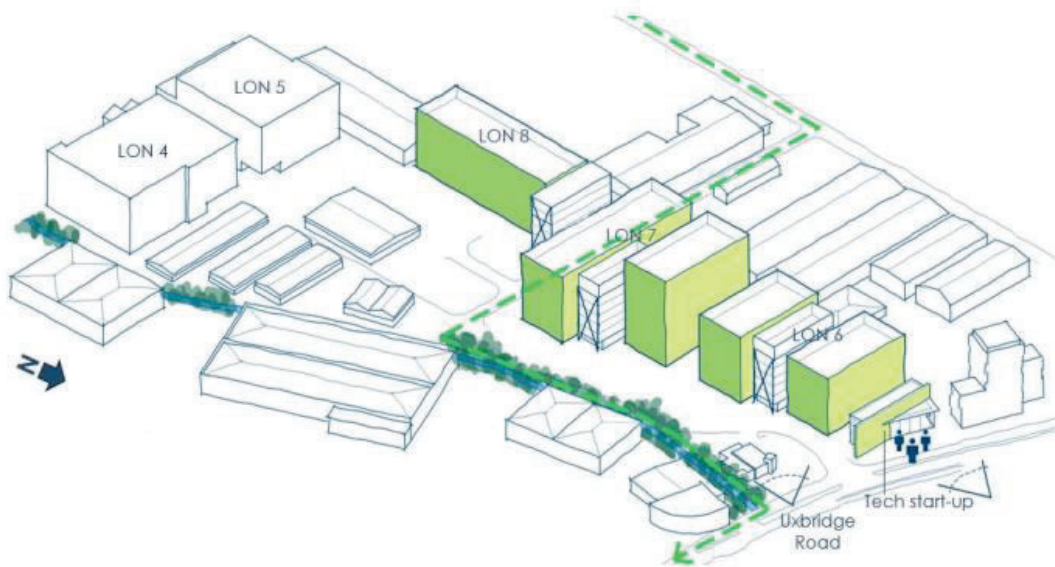


Figure 4: Proposed Site Massing Sketch for the approved wider data centre campus

- 3.1 The application seeks full planning permission for enabling works, including site clearance and ground preparation, in connection with the planning permission reference 78343/APP/2025/719, dated 20.05.2026, for a four-phased redevelopment to deliver a data centre campus. For context, please see a visualisation of the data centre campus in Figure 4 above.

The proposed works are limited to site clearance and ground preparation, including:

- Removal and crushing of existing slabs and foundations for reuse;
- Removal of hardstanding and landscaping;
- Excavation of the site to approximately 2 metres depth followed by reinstatement;
- Diversion and removal of underground utilities;
- Installation of temporary hoarding; and
- Installation of a temporary substation to support construction activities.

4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the site can be found in Appendix 2. Planning history of the data centre campus is set out in sequential order below.



Figure 5: Photo of the LON4 data centre approved under planning permission ref. 38421/APP/2021/4045

- 4.2 The land at Tudor Works, Beaconsfield Road, application reference 38421/APP/2021/4045 (dated 25.11.2022) granted permission for:

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

This is in effect the first part of the data centre campus, comprising LON4 and LON5. The development is currently being built out in phases, starting with LON4. Please see Figure 5 for a photo of LON4.

- 4.3 Application references 71554/APP/2024/2490 (dated 16.10.2024), 1911/APP/2025/398 (dated 20.03.2025) and 71554/APP/2025/466 (dated 18.03.2025) has granted consent under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of Units 1, 3 and 4 Heathrow Interchange and Hayes Bridge Retail Park. On the basis that demolition is carried out within 5 years of each respective permission, these applications have established the loss of these buildings as acceptable. Unit 1 Heathrow Interchange has already been demolished.

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

4.5 Planning permission reference 78343/APP/2025/719 (dated 20.05.2026) granted permission for:

Hybrid planning application for a four-phased redevelopment to deliver a data centre campus comprising of:

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

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

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

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

The proposed enabling works are directly required to facilitate this planning permission.

5 Planning Policy

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

6 Consultations and Representations

6.1 A total of 336 no. letters were sent to neighbouring properties on 5th December 2025, a site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 3rd January 2026. No objection was received from a neighbouring property.

- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
No comments have been received from residents.	N/A	N/A

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
Canal and River Trust: The retention of the band of trees along the brook to the east of the site would contribute to mitigating the visual impact of the previously approved plans for the site from the canal. It is therefore important that this existing landscaping is protected during any enabling works. The submission includes details of Tree protection measures, and it should be ensured that the measures are sufficient and any works proceed in accordance with the approved details. This matter could be addressed by condition.	The Canal and River Trust Comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 8 (Trees to be retained).
Environment Agency: No objection confirmed. Advice to the applicant was also provided regarding Environmental Permitting and flooding.	The Environment Agency comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 5 (Contaminated Land).

Greater London Archaeological Advisory Service (GLAAS): No objection subject to a condition which secures compliance with the submitted written scheme of investigation.	The GLAAS comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 6 (Written Scheme of Investigation).
Internal Consultation	
Air Quality Officer: No objection subject to a condition which ensures that the construction to meets the GLA/IAQM requirements.	The Air Quality Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 7 (Air Quality Mitigation).
Contaminated Land Officer: No objection subject to a planning condition securing further details.	The Contaminated Land Officer comments are noted and taken into consideration as part of the planning assessment. Please refer to Condition 5 (Contaminated Land).
Highways Authority: With regards to transport matters, the Highway Authority raises no objection to the proposed enabling works (site clearance and ground preparation) .	The Highways Authority comments are noted and taken into consideration as part of the planning assessment.
Noise Specialist: No objection raised. The Applicant is reminded that the Council would if necessary use its powers under Section 60 of the Control of Pollution Act 1974, with reference to BS5228 parts 1 and 2, to avoid significant noise and vibration effects on occupiers of those premises.	The Noise Specialist comments are noted and taken into consideration as part of the planning assessment.

7 Planning Assessment

Land Use Principles

- 7.1 This planning application seeks permission for enabling works, including site clearance and ground preparation, connected to the delivery a data centre campus on the Hayes Bridge Retail Park site. Specifically, the development is proposed to facilitate Phases 1, 2, and 3 of planning permission reference 78343/APP/2025/719, dated 20.05.2026, for two data centre buildings (LON6 and LON7), an Innovation Hub and associated infrastructure/works. Phase 4 was also consented for a data centre building (LON8) but is situated on the neighbouring parcel of land to the south at Heathrow Interchange.
- 7.2 The land use principles for the consented data centre campus are established under planning permission reference 78343/APP/2025/719, dated 20.05.2026. The proposed enabling works would facilitate progress on the delivery of a hyperscale data centre campus, to connect to an established data centre development on land at Tudor Works located to the south on Beaconsfield Road. Data centres are now classed as Critical National Infrastructure and the significant uplift in floorspace will ensure the intensification of industrial capacity, which is supported by strategic policies. The economic benefit of information and communications technology infrastructure is acknowledged and supported by national, regional and local planning policies. The employment benefit of the specific enabling works proposed is also acknowledged and supported.

Design

- 7.3 The proposed works are limited to site clearance and ground preparation, including:
- Removal and crushing of existing slabs and foundations for reuse;
 - Removal of hardstanding and landscaping;
 - Excavation of the site to approximately 2 metres depth followed by reinstatement;
 - Diversion and removal of underground utilities;
 - Installation of temporary hoarding; and
 - Installation of a temporary substation to support construction activities.

Impact on the Character and Appearance of the Area

- 7.4 Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these policies seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the

townscape and would improve the quality of the public realm and respect local character. These aims are also supported by the NPPF (2024) at chapter 12.

- 7.5 Uxbridge Road, together with Bath Road, form the two most important historic movement corridors in Hillingdon Borough. The published 2013 Hillingdon Townscape Characterisation study analysed Uxbridge Road and states: 'It continues to be a focus for thousands of residents living to the north and south of it - primarily as a transport connection, but also as a location for shops and services'. Given its significance for both residents and visitors travelling through Uxbridge Road, Officers expect development to make a positive design contribution in order to strengthen the corridor.
- 7.6 The proposal relates only to enabling and preparatory works, rather than permanent built development, and therefore has very limited long-term visual or townscape implications. The works primarily comprise site clearance, removal of existing structures and hardstanding, excavation and re-levelling of the land, and the installation of temporary features such as hoarding and a temporary substation that will be removed once no longer required.
- 7.7 As such, the development does not introduce new permanent buildings or lasting design features, but instead facilitates the implementation of the wider consented data centre scheme. The only above-ground elements during this phase (e.g. hoarding and temporary infrastructure) are explicitly short-term and reversible. Consequently, the proposals are considered to have no enduring impact on the street scene, visual character, or surrounding townscape, with any effects being temporary in nature and limited to the construction period. Following completion of the enabling works, the site will either be restored to a safe and stable condition or superseded by subsequent phases of development approved under planning permission reference 78343/APP/2025/719, dated 20.05.2026. This is secured by Condition 2.
- 7.8 Subject to planning conditions, the development is considered to accord with the requirements of Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), Policy D3 of the London Plan (2021), and paragraph 131 of the NPPF (2024).

Heritage

- 7.9 The application site does not contain any designated heritage assets and it does not form part of a Conservation Area. In Hillingdon, the nearest listed building is Bulls Bridge and the nearest locally listed building is the Toll House near Bulls Bridge. Both are located in the Bulls Bridge Conservation Area which is sited circa 1600m to the South-West. In Ealing the closest listed buildings to the site are Church of St George (Grade II) approximately 600m East of the site at Tudor Road and the Grade II listed water tower at the Southall Gas Works site approximately 1000m to the South-East. The closest Locally listed buildings are Nos. 49-53 Northcote Avenue (the Northcote Arms) which is 900m to the East.

- 7.10 The setting of the heritage assets identified above would not be affected by the development due to the distance and the intervening buildings and vegetation between the buildings and Bulls Bridge Conservation Area.

Archaeology

- 7.11 Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service (GLAAS), will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts.
- 7.12 This Written Scheme of Investigation (WSI) (dated March 2026) sets out a methodology for an archaeological watching brief to be undertaken during ground remediation works at the Hayes Digital Park site, where redevelopment for data centres and associated infrastructure is proposed. The brief is required due to known asbestos remediation works and the identified potential for Palaeolithic remains within underlying Langley Silt and river terrace gravels, particularly where deposits remain undisturbed. It explains that archaeologists will monitor groundworks (typically down to around 2m) to identify, record and, where necessary, protect any archaeological deposits without delaying construction, using standard recording, sampling and reporting procedures, and with provisions for escalation to controlled excavation if significant finds are encountered. The document also sets out responsibilities, reporting, data management, archiving and health and safety arrangements, ensuring compliance with national archaeological standards and planning requirements, with final outputs including a report and archive submission to the Museum of London.
- 7.13 GLAAS were consulted as part of the planning application process and confirm no objection subject to Condition 6 which ensure compliance with the submitted WSI. Subject to this condition, the development would accord with the requirements of Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

Residential Amenity

Impact on Neighbours

- 7.14 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.
- 7.15 For context, it is noted that neighbouring properties are located on the opposite side of Uxbridge Road, circa 40m from the northern site boundary.
- 7.16 The proposals are limited to short-term enabling and preparatory works, meaning any impacts on surrounding occupiers will be temporary and not permanent. The works consist mainly of site clearance, demolition (already approved), ground remediation and preparation, and the installation of temporary

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infrastructure such as hoarding and a temporary substation that will be removed once construction progresses.

- 7.17 Given this scope, the development does not introduce any lasting built form, operational uses, or permanent changes that would affect neighbouring properties in terms of outlook, privacy or long-term disturbance. Instead, any amenity effects, such as noise, activity or visual disturbance, will be confined to the construction and enabling phase only.
- 7.18 Based on the nature and siting of the works proposed, it is not considered likely that such a proposal would have a significant detrimental impact on the amenity, daylight and sunlight of adjacent properties. As such, the development is not considered contrary to Policy DMHB 11, Part B, of the Hillingdon Local Plan: Part 2 (2020).

Environmental Issues

Noise

- 7.19 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).
- 7.20 The Management & Logistics Plan submitted proposes a range of measures to mitigate noise impacts during demolition and enabling works, focused on controlling noise at source, limiting working hours, and monitoring levels. Construction activities are restricted to standard daytime hours (08:00–18:00 weekdays and limited Saturdays), with no audible works permitted outside these times to protect nearby residents and sensitive receptors. Compliance with agreed noise limits under a Section 61 Agreement is required, and efforts will be made to minimise noise at source, including using appropriate construction methods, well-maintained plant, and quieter equipment where possible. Where noise cannot be sufficiently reduced, physical mitigation such as acoustic barriers, baffles and noise screens will be installed.
- 7.21 In addition, noise monitoring will be undertaken using calibrated sound level meters (e.g. LAeq and Lmax measurements) at locations around sensitive receptors such as nearby schools and residential areas, with continuous logging and review. If monitoring shows rising or unacceptable noise levels, works will be stopped and alternative methods implemented. Equipment and monitoring practices will comply with BS5228 standards for noise control on construction sites. Finally, communication measures, including notifying neighbours, adhering to the Considerate Contractors Scheme, and scheduling disruptive works to avoid sensitive times, provide additional mitigation to reduce perceived noise impacts on the local community

- 7.22 The Council's Noise Specialist has been consulted and raises no objection. Accordingly, the proposal is considered to 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).

Air Quality

- 7.23 Policies SI 1 of the London Plan (2021), EM8 of the Hillingdon Local Plan: Part 1 (2012) and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard and improve air quality in order to protect existing and new sensitive receptors. These aims are also supported by the NPPF (2024) at chapter 15.
- 7.24 The application site is located within the Hillingdon Air Quality Management Area and the Ossie Garvin Air Quality Focus Area, one of Hillingdon's most sensitive Focus Areas which is known for poor air quality and high human exposure. Although the area surrounding the site is predominantly industrial, residential development is sited a short distance to the north of the site.
- 7.25 The Management & Logistics Plan submitted outlines several measures to protect air quality, primarily focused on controlling dust emissions, reducing vehicle and plant emissions, and monitoring conditions on and around the site. Dust generation will be minimised through the use of on-board dust suppression systems on demolition plant, water spraying (e.g. "Dust Boss" and hoses), damping down of roads and footpaths before cleaning, and the use of enclosed skips or containers for storing fine materials. Regular road sweeping and wheel washing will also be used to prevent dust and debris spreading onto the highway.
- 7.26 Air quality will be actively monitored using dust and air quality monitoring points located near sensitive receptors such as nearby schools, the brook and surrounding businesses, with results logged and reviewed; if levels increase beyond acceptable thresholds, works will stop and alternative methods will be used. All activities and monitoring will comply with BS5228 standards for dust control.
- 7.27 In relation to emissions, vehicle and plant impacts will be reduced by limiting engine idling, planning and controlling deliveries to reduce congestion, and ensuring plant and equipment meet current standards. Additionally, good site management practices, such as waste containment, controlled material handling, and general housekeeping, will further minimise airborne pollutants, while liaison with the community and adherence to best practicable means support ongoing mitigation of air quality impacts throughout the works.
- 7.28 The Council's Air Quality Officer has been consulted and raises no objection subject to the imposition of a planning condition requiring compliance with the GLA's 'Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (SPG) (July 2014) (or any successor document), together with the implementation of appropriate dust risk mitigation

and monitoring measures. Subject to Condition 7, which requires compliance with best practice guidance, the proposed enabling works would comply with Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy SI 1 of the London Plan (2021).

Trees and Landscaping

- 7.29 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.
- 7.30 The Arboricultural Technical Note identifies that the enabling works will require the removal of 19 individual trees, together with several areas of shrub and tree groups (notably G1, G2, G4 and G5, including some partial clearance). These trees are predominantly low-quality Category C and U specimens, with no Category A or B trees affected, indicating that the losses are limited to vegetation of relatively low arboricultural value.
- 7.31 Significantly, these losses will be mitigated through replacement planting as part of the wider landscape masterplan and tree planting strategy, although the exact number and specification of new trees will be secured through the subsequent landscaping scheme (secured under planning permission reference 78343/APP/2025/719). As such, it is concluded that there will be no permanent harm to the visual amenity or landscape character of the site or surrounding area in the long term.
- 7.32 In terms of retained vegetation, all trees not directly affected by the works will be safeguarded in accordance with BS5837:2012 standards, including the installation of protective fencing prior to construction and the retention of existing ground levels and surfaces within their root protection areas. These measures ensure that retained trees are protected from damage during demolition and groundworks.
- 7.33 Overall, the proposal is considered acceptable in arboricultural terms because it involves the removal of predominantly low-value trees, the protection of retained vegetation, and replanting to offset losses, resulting in a neutral long-term impact on trees and landscaping. Subject to Condition 8, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Biodiversity

- 7.34 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).

- 7.35 The Ecological Appraisal submitted identifies that the site is predominantly of low ecological value, comprising buildings, hardstanding and ornamental planting, with only limited habitats of ecological importance present. These include a single hedgerow (a priority habitat of site-level importance) and the woodland and Yeading Brook corridor along the eastern boundary, which form part of a locally designated Site of Importance for Nature Conservation (SINC). The proposals will result in the loss of the hedgerow and other low-value habitats; however, the woodland and watercourse will be fully retained and safeguarded, ensuring that the most important ecological features remain unaffected. Overall, habitat loss is considered to be of minor or negligible significance.
- 7.36 In terms of species, the site is not considered to support significant populations of protected or notable fauna, with surveys confirming negligible bat roosting potential and no evidence of badgers, reptiles, amphibians or other protected species. The main ecological constraint relates to potential nesting birds, which will be addressed through mitigation such as timing of works and ecological supervision. The scheme also incorporates a range of ecological enhancements, including new native tree and hedgerow planting, creation of wildflower grassland, installation of bat and bird boxes, and improvements to the Yeading Brook corridor such as removal of invasive species and litter clearance. The final measures are proposed to be secured under the main data centre campus planning permission (reference 78343/APP/2025/719). Subject to these measures, the development is considered unlikely to result in significant harm to biodiversity and provides opportunities to deliver biodiversity net gains.
- 7.37 For context, the Biodiversity Net Gain Assessment submitted under the main data centre campus planning permission (reference 78343/APP/2025/719) states that the development would deliver a net gain of 0.44 habitat units (equivalent to a net gain of 10.65%), 0.57 hedgerow units (equivalent to a net gain of 98.57%), and 0.09 watercourse units (equivalent to a net gain of 11.66%).
- 7.38 Given the above considerations, the proposal is considered to accord with the NPPF (2024), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flood Risk and Drainage

- 7.39 Matters relating to flood risk and drainage are established under the main data centre campus planning permission (reference 78343/APP/2025/719). Accordingly, the proposed enabling works are not considered to be contrary to and would be in compliance with Policies SI 12 and SI 13 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).

Land Contamination

- 7.40 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. Policy DMEI 11 of the Hillingdon Local Plan: Part 2 (2020) also requires protection of groundwater resources.
- 7.41 A detailed Ground Investigation Report (September 2025) and an updated Ground Contamination Risk Assessment and Remediation Strategy (March 2026) have been submitted in support of the proposed enabling works. The ground investigation comprised an extensive programme of boreholes, trial pits, groundwater and gas monitoring undertaken between April and July 2025, with further groundwater monitoring in early 2026. The findings confirm that the site is underlain by Made Ground (typically around 1.1m thick) over natural strata, reflecting its historic industrial use. The investigation identified the presence of asbestos containing materials (ACM) within the Made Ground at shallow depths, along with some localised hydrocarbon staining and odours. However, chemical analysis indicates that overall concentrations of contaminants in soils are generally low and below relevant commercial assessment criteria, with only isolated exceedances. Groundwater testing identified some localised exceedances of water quality standards and more widespread detection of PFAS, although these are considered to reflect background conditions typical of an urban/industrial setting rather than a distinct on-site source.
- 7.42 The risk assessment concludes that, subject to appropriate mitigation, the site is suitable for the proposed development and no standalone pre-construction remediation works are required. Instead, the proposed development itself (including excavation, building coverage and hardstanding) will effectively break contaminant pathways and form part of the remediation strategy. Key measures include the adoption of robust health and safety procedures during construction (particularly in relation to ACM), implementation of a watching brief for unexpected contamination, appropriate segregation and handling of excavated materials, and verification of imported soils. Ground gas risks are assessed as very low, and no specific gas protection measures are required. A verification report will be submitted following construction to confirm that all remediation measures have been implemented. Overall, the submitted information demonstrates that risks to human health, controlled waters and the wider environment can be adequately managed through a proportionate, compliance-based approach.
- 7.43 It is noted that per- and polyfluoroalkyl substances (PFAS) have been identified in groundwater beneath the site; however, the proposed enabling works are limited to shallow excavation (typically to a depth of approximately 2 metres) and do not involve deep ground penetration or foundation works such as piling that could create preferential pathways for contaminant migration. As such, the current phase of development is unlikely to result in significant risks to controlled waters, subject to the implementation of the proposed remediation and

construction management measures. Further assessment and, where necessary, mitigation of groundwater risks associated with deeper construction activities will be appropriately secured and assessed as part of the main redevelopment permitted under planning permission reference 78343/APP/2025/719.

- 7.44 The Council's Contaminated Land Officer has been consulted and confirmed no objection to the proposals subject to a suitably worded planning condition. Condition 5 is proposed to cover the contaminated land requirements of the proposed enabling works specifically, with separate details to be submitted and approved in relation to the wider redevelopment of the site. Subject to this condition, which secures appropriate mitigation during the enabling works phase, the proposal complies with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Transport

- 7.45 Policies T4, T6 and T6.2 of the London Plan (2021), and policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety. These aims are also supported by the NPPF (2024) at chapter 9, including paragraph 116 which states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 7.46 The submitted Management and Logistics Plan sets out that demolition and enabling works will be accessed via the existing site entrance on Uxbridge Road, with all construction vehicles entering and exiting under the control of trained traffic marshals and being turned within the site to avoid reversing onto the public highway. Vehicle movements associated with demolition and remediation are anticipated to be modest, peaking at approximately up to three 8-wheel tipper lorries per hour, and will be managed through a pre-booking system for deliveries, with any unplanned vehicles refused access to prevent congestion. On-site parking will be provided for operatives and visitors, while the workforce is expected to predominantly utilise public transport, cycling or car sharing, thereby limiting additional traffic demand on the surrounding highway network.
- 7.47 A comprehensive suite of mitigation measures is proposed to minimise transport and highway impacts. These include timing controls to avoid peak school hours, wheel washing and road sweeping to prevent debris on the highway, and strict management of traffic routing and idling to reduce emissions. The plan also prioritises high standards of safety, including segregation of pedestrians and vehicles, use of banksmen, clear signage, and adherence to CLOCS principles to protect vulnerable road users such as cyclists. Additional measures such as delivery time slots, driver training, and liaison with neighbouring sites and the

highway authority further ensure that congestion and conflict are minimised. Subject to the implementation of these controls, the development is expected to result in limited and well-managed transport impacts during the demolition and construction phase.

- 7.48 The Council's Highways Authority have been consulted and raised no objection to the details submitted. Accordingly, the proposal 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).

Sustainable Development

- 7.49 Matters relating to sustainable development are established under the main data centre campus planning permission (reference 78343/APP/2025/719).

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 outside of the 3km perimeters for Heathrow Airport and RAF Northolt. All related mitigation measures are proposed to be secured under the main data centre planning permission (reference 78343/APP/2025/719). Accordingly, the proposed enabling works are not considered to be contrary to and would be in compliance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Impact Assessment

- 8.3 Legislation pertaining to Environment Impact Assessments are set out under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (or the EIA Regulations).
- 8.4 The proposed enabling works do not qualify as EIA development.

Human Rights

- 8.5 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

- 8.6 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

- 8.7 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.
- 8.8 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:
- i. necessary to make the development acceptable in planning terms;
 - ii. directly related to the development; and
 - iii. fairly and reasonable related in scale and kind to the development.
- 8.9 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.
- 8.10 On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, no obligations are required to make the development acceptable in planning terms.

Community Infrastructure Levy

- 8.11 Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

- 8.12 The proposed enabling works are not liable to CIL.

9 Conclusion / Planning Balance

- 9.1 This planning application seeks permission for enabling works, including site clearance and ground preparation, connected to the delivery a data centre campus on the Hayes Bridge Retail Park site. Specifically, the development is proposed to facilitate Phases 1, 2, and 3 of planning permission reference 78343/APP/2025/719, dated 20.05.2026, for two data centre buildings (LON6 and LON7), an Innovation Hub and associated infrastructure/works.
- 9.2 The development is proposed as enabling works to facilitate progress on the delivery of a hyperscale data centre campus, to connect to an established data centre development on land at Tudor Works located to the south on Beaconsfield Road. Data centres are now classed as Critical National Infrastructure and the significant uplift in floorspace will ensure the intensification of industrial capacity, which is supported by strategic policies. The economic benefit of information and communications technology infrastructure is acknowledged and supported by national, regional and local planning policies.
- 9.3 The application for proposed enabling works is supported by a comprehensive suite of technical documents, including ecological appraisal, ground investigation and contamination assessments, utilities surveys, arboricultural reports, and a construction management and logistics plan. Subject to the planning conditions recommended, the proposed development is considered acceptable.
- 9.4 Due regard has been given to the comments received as part of the consultation process and it is concluded that the proposal complies with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1.

10 Background Papers

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

APPENDICES

Planning Application

78343/APP/2025/2925

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. NONSC Temporary Consent - Removal and Reinstatement

The temporary structures hereby approved, comprising the installation of temporary hoarding and a temporary substation to support the enabling works, shall be removed and the affected land reinstated as soon as reasonably practicable following completion of the enabling works, unless otherwise incorporated into development carried out pursuant to planning permission ref. 78343/APP/2025/719, dated 20.05.2026, for the redevelopment of the site.

In the event that development pursuant to planning permission ref. 78343/APP/2025/719 has not commenced within 12 months of the completion of the enabling works, a scheme and timetable for the removal of the temporary structures and reinstatement of the land shall be submitted to and approved in writing by the Local Planning Authority, and the development shall thereafter be carried out in accordance with the approved details.

REASON

The development, by reason of its temporary design, is not considered suitable for permanent retention in compliance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

3. 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:

Location Plan:

LONUX-NWA-PL-ZZ-DR-A-SK075 Site Plan - Phase Existing

Utilities Plans:

LON6-CDL-EW-XX-DR-C-90301 Rev. P02 Existing Utilities Removal and Diversion Plan

LON6-CDL-EW-XX-DR-C-90203 Rev. P02 Existing Utilities Disconnection Plan

Enabling Plans:

LONUX-ARUP-PL-ZZ-DR-S-10806 Rev. P02 Enabling Works Plan

Substation, Switch Room and Transformer Plans:

LONUX-ARUP-PL-ZZ-DR-S-10805 Rev. P01 Substation and LV Switchroom Foundations
TR18 SSE Transformer Elevations

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

4. COM5 General compliance with supporting documentation

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

Cover Letter (Dated 3rd October 2025);

Management and Logistics Plan (Dated September 2025);

42047_T_UG Utility Survey;

Written scheme of investigation for an archaeological watching brief on ground remediation Issue 3 (Dated 2nd April 2026);

25/4060GIR-F01 Ground Investigation Report - Factual Issue 02 (Dated 11th September 2025);

LONUX-ARUP-PL-XX-RP-Z-00008 P03 Ground contamination risk assessment and remediation strategy (Dated 23rd March 2026);

12157 TN.06: Arboricultural Note (Dated August 2025);

Ecological Appraisal (Dated February 2026);

12157 TCP 01 (Overview), (1/4), (2/4), (3/4) and (4/4) Tree Constraints Plan; and

12157 TS 01 BS 5837:2012 Tree Schedule.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

5. NONSC Contaminated Land

The development shall be carried out in accordance with the approved report references "25/4060GIR-F01 Ground Investigation Report - Factual Issue 02 (Dated 11th September 2025)" and "LONUX-ARUP-PL-XX-RP-Z-00008 P03 Ground contamination risk assessment and remediation strategy (Dated 23rd March 2026)". All remediation and mitigation measures shall be implemented in full.

a) Unexpected contamination: If contamination not previously identified is encountered during development or remedial works, works shall cease in the affected area and an addendum to the remediation strategy shall be submitted to and approved in writing by the Local Planning Authority prior to implementation.

b) Capping layer / cover system: Any temporary capping layer or cover system installed as part of the enabling works shall be implemented in accordance with the approved remediation strategy and shall provide a suitable barrier to any underlying contamination for the duration of the enabling works. Details shall be retained for submission as part of the verification report.

c) Imported soils and materials: No contaminated soils or other materials shall be imported to the site. All imported soils and materials for landscaping and/or engineering purposes shall be clean and free from contamination. All imported soils and materials shall be independently tested for chemical contamination, and the factual results and any interpretive reports shall be submitted to and approved in writing by the Local Planning Authority prior to their use on the site.

d) Verification: Within 3 months of the completion of the enabling works, a verification report shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the works have been carried out in accordance with the approved remediation strategy.

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.

6. NONSC Written Scheme of Investigation (GLAAS)

The groundworks hereby permitted shall be undertaken and completed in accordance with the approved document reference "Written scheme of investigation for an archaeological watching brief on ground remediation Issue 3 (Dated 2nd April 2026)", unless agreed otherwise in writing by the Local Planning Authority.

REASON

To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020), Policy HC1 of the London Plan (2021) and Chapter 16 of the National Planning Policy Framework (2024)

7. NONSC Air Quality Mitigation

a) The development hereby approved shall be carried out in accordance with the IAQM "Guidance on the assessment of dust from demolition and construction (January 2024) (Version 2.2) and the Greater London Authority's "Control of Dust and Emissions during Construction and Demolition" Supplementary Planning Guidance (July 2014) (or any successor document), including the implementation of appropriate dust suppression, mitigation, monitoring and management measures commensurate with the level of dust risk

associated with the development.

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

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the National Planning Policy Framework (2024).

8. COM10 Trees to be retained

Trees, hedges and shrubs shown to be retained on the approved plans and documents 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, unless superseded by development carried out pursuant to planning permission ref. 78343/APP/2025/719, dated 20.05.2026, for the redevelopment of the site.

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, unless superseded by development carried out pursuant to planning permission ref. 78343/APP/2025/719, dated 20.05.2026, for the redevelopment of the site.

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.

Informatives

1. I52 **Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I70 **LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3.

For the purposes of Condition 2, "temporary structures" is defined as the installation of temporary hoarding and a temporary substation to support delivery of the enabling works.

For the avoidance of doubt, "reinstatement of the affected land" in this context refers only to the removal of the temporary structures and the making good of land directly affected by their installation, and does not require the reversal or removal of enabling works otherwise carried out in accordance with this permission.

The requirement to remove the temporary structures and reinstate the affected land shall not apply to any works or structures that are retained or incorporated into development carried out pursuant to planning permission ref. 78343/APP/2025/719, dated 20.05.2026, for the redevelopment of the site.

4.

The applicant is advised that the submitted ground contamination reports identify the presence of per- and polyfluoroalkyl substances (PFAS) in groundwater and potential risks

associated with deeper groundworks.

Any subsequent application for the discharge of relevant conditions secured under planning permission reference 78343/APP/2025/719 for main construction works, including piling, basements or other deep foundations, is likely to require the submission of a detailed foundation works risk assessment and updated groundwater monitoring data. This should demonstrate that the proposed works would not create preferential pathways for contamination into underlying aquifers, in accordance with current Environment Agency guidance.

The applicant is therefore strongly encouraged to engage with the Local Planning Authority and the Environment Agency at an early stage in relation to these requirements.

5.

Environmental permit - Flood risk activities - advice to applicant

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any of the following activities:

- erecting any temporary or permanent structure in, over or under a main river, such as a culvert, outfall, weir, dam, pipe crossing, erosion protection, scaffolding or bridge
- altering, repairing or maintaining any temporary or permanent structure in, over or under a main river, where the work could affect the flow of water in the river or affect any drainage work
- building or altering any permanent or temporary structure designed to contain or divert flood waters from a main river
- dredging, raising or removing any material from a main river, including when you are intending to improve flow in the river or use the materials removed
- diverting or impounding the flow of water or changing the level of water in a main river
- quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- any activity within 8 metres of the bank of a main river, or 16 metres if it is a tidal main river
- any activity within 8 metres of any flood defence structure or culvert on a main river, or 16 metres on a tidal river
- any activity within 16 metres of a sea defence structure
- activities carried out on the floodplain of a main river, more than 8 metres from the river bank, culvert or flood defence structure (or 16 metres if it is a tidal main river), if you do not have planning permission (you do not need permission to build agricultural hay stacks, straw stacks or manure clamps in these places)

For further guidance please visit Flood risk activities: environmental permits - GOV.UK or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environmentagency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest

opportunity.

Signing up for flood warnings - advice to applicant

The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning or visit Sign up for flood warnings - GOV.UK. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email, or text message. Anyone can sign up.

Flood warnings can give people valuable time to prepare for flooding - time that allows them to move themselves, their families, and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

For practical advice on preparing for a flood, visit Prepare for flooding: Protect yourself from future flooding - GOV.UK

To get help during a flood, visit What to do before or during a flood - GOV.UK

For advice on what do after a flood, visit What to do after a flood - GOV.UK

153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMAV 1	Safe Operation of Airports
DMEI 12	Development of Land Affected by Contamination
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
LPP D14	(2021) Noise
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP SI12	(2021) Flood risk management
LPP T4	(2021) Assessing and mitigating transport impacts

LPP T7	(2021) Deliveries, servicing and construction
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

1911/APP/2025/398 Hayes Bridge Retail Park Uxbridge Road Hayes

A Prior Notification Application submitted under Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) for the demolition of retail units.

Decision: 20-03-2025 Prior Approval
N/Req

78343/APP/2025/719 Hayes Bridge Retail Park And Heathrow Interchange Uxbridge Road Hayes

Hybrid planning application for a four-phased redevelopment to deliver a data centre campus comprising of:

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

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

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

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

Decision: 29-10-2025 Approved

Appendix 3: List of Relevant Planning Policies

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 12	Development of Land Affected by Contamination
DMAV 1	Safe Operation of Airports
LPP D14	(2021) Noise
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP SI12	(2021) Flood risk management
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T7	(2021) Deliveries, servicing and construction

NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment