HILLINGDON
LONDON

The Town and Country Planning
(Environmental Impact Assessment) Regulations 2017 (as amended)

Request for Screening Opinion

REDEVELOPMENT OF SITE TO DELIVER DATA CENTRE CAMPUS AND TECHNOLOGY CENTRE

HAYES BRIDGE RETAIL PARK AND HEATHROW INTERCHANGE, BEACONSFIELD ROAD

Section A Relevant EIA Schedule	
A1. Is the project Schedule One?	Potentially – Schedule 1(2)(1) identifies that EIA development includes: ***2**.—(1) Thermal power stations and **other combustion installations** with a heat output of 300 megawatts or more. **[emphasis added]*** The Air Quality technical note that supports the screening report indicates that the backup generators required to provide electricity to the proposal would have an output of c550mwth site with a combined output of c800mwth across the site. The scope of this category was unlikely to be intended to capture a large scale back up generator operation but nonetheless, the proposals do present large scale combustion of a quantum that exceeds the threshold. Regardless, the proposals have also been screened as a Schedule 2 development as set out below.
A2. Is the project Schedule Two?	**YES** If Yes proceed to B Schedule 2(10a) Industrial Estate Development Schedule 2(10b) Urban Development Projects Schedule 2(6c) Storage Facilities for petroleum, petrochemical and chemical products Schedule 2(3a) Industrial installations for the production of electricity, steam and hot water (potentially) Schedule 2(3e) Surface storage of fossil fuels

Section B Background	
B1 Characteristics of Development	
Site Area	4.5 Hectares (approx)
Consideration of other developments:	

Yes. The application is part of a wider industrial estate development which includes a previous data centre permission (38421/APP/2021/4045)

The following screening opinion is based on the assessment of the cumulative impacts of the proposed development alongside the previously approved scheme which forms part of the collective data centre estate.

Use of natural resources

Unknown but not likely to be significant.

Production of waste

Not significant

Risk of Pollution and nuisances

Yes. Use of back generators will emit air quality pollutants whilst the operational electricity demand of the data centres will result in significant carbon emissions.

Yes. Large quantities of generator fuel stored on site and in close proximity to waterbodies and residential areas.

Risk of accidents (chemical, hazardous, combustion etc)

Large quantities of generator fuel stored on site.

Development Characteristics - Commentary

1. The scheme proposes to demolish all existing buildings and construct a data centre campus, including 3 no. data centre buildings, a tech start-up building (affordable workspace) to front Uxbridge Road, a substation and fuel tanks.
2. In the north of the Site, a technology start-up centre is proposed to front onto Uxbridge Road. The intention is that the scale and massing of this building would step down to Uxbridge Road removing the bulk of a built form dominating the road frontage.
3. A landmark data centre building (LON 6) is proposed to the south of the technology start-up centre. It is currently proposed that office space will be provide as a central core within the overall massing of the building. A further data centre building (LON 7) will be located to the south in the southern portion of the Hayes Bridge Retail Park site. The location of this portion of the Site sits centrally within the wider commercial area and its comparative distance from sensitivities outside of the Site means that this is likely to accommodate the tallest of the buildings proposed (up to 56m).
4. The third data centre building (LON 8) will be located on the western part of the Heathrow Interchange Park to the south of Bullsbrook Road. This is proposed to be a single data centre

building with adjoining offices in the front. This steps down in height from the data centre buildings to the north and is proposed to be 38m in height.

5. A substation is proposed in southeast of the site where Unit 1 of the Heathrow Interchange Park is currently located. This substation is to serve the permitted scheme at Beaconsfield on a temporary basis and then go on to support the data centres for the Proposed Development at Heathrow Interchange and Hayes Bridge Retail parks.

B2 Location of Development	
Existing land use	The majority of the site development falls within land use classes B2/B8 to the south of the site and Class E retail park to the north.
The relative abundance, quality and regenerative capacity of natural resources in the area	The site is heavily urbanised and predominantly industrial and commercial in nature with residential properties approximately 200m to the east. The Yeading Brook is less than 100m from the site boundary with the Grand Union Canal further to the east (approx. 100m away).
Presence of wetlands	No
Presence of coastal zones	No
Presence of mountain and forest areas	The site has no formal designations in respect to mountain and forest areas. The Grand Union Canal is a metropolitan site of importance for nature conservation and is approximately 150m from the site.
Presence of nature reserves and parks	
Presence of sensitive ecological areas (Ramsar Site, AONB, SSSi etc…)	
Areas notified as poor quality (AQMA, Contaminated Land etc...)	The site is within the declared Hillingdon Air Quality Management Area and the Ossie Garvin Air Quality Focus Area.
Densely populated areas	Densely populated urban areas lie to the north and east.

Landscapes of historical, cultural or archaeological significance	None on-site. The Ealing Canalside Conservation Area is the closest heritage asset, designated to the east within the Ealing Council borough boundary.
Areas at risk from flooding	According to the Environment Agency's Flood Map for Planning, most of the site is within Flood Zone 2.

Development Characteristics - Commentary

1. The site comprises two land parcels, including the Hayes Bridge Retail Park site and Heathrow Interchange site. The sites are located on the eastern boundary of Hillingdon Borough in Hayes, bordering Southall in Ealing Borough. Uxbridge Road is the main thoroughfare into and out of the Borough and any proposal will impact on the initial perception of Hillingdon as a place.
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.
3. The Heathrow Interchange site sits to the south of the Hayes Bridge Retail Park site and measures approximately 1.2 hectares in area. The site is accessed off Bullsbrook Road and comprises two linear industrial units, which share an open yard. Unit 2, which is the southern half of the eastern industrial unit, is outside of Colt's ownership and is not subject to the proposed development. The site is bound by Bullsbrook Road to the north, Brook Industrial Estate to the east, the Tudor Works site that Colt is redeveloping to deliver the two large data centre buildings to the south (ref. 38421/APP/2021/4045), and a business park to the west.
4. The sites are designated as part of the Springfield Road Strategic Industrial Location as part of the Local Plan. The sites form part of Flood Zone 2, the Ossie Garvin Air Quality Focus Area and the Hillingdon Air Quality Management Area. The Yeading Brook runs to the east of the site, beyond which is the Paddington Arm of the Grand Union Canal, both of which form part of London's Blue Ribbon Network. The adjoining Grand Union Canal is designated as a Site of Importance for Nature Conservation and forms part of the Canalside Conservation Area designated within Ealing Borough.

Transport for London's webCAT planning tool confirms that the Public Transport Accessibility Level (PTAL) is very low and sits between 0 and 2, with the Hayes Bridge Retail Park site being more accessible than the Heathrow Interchange site.

B3 Assessment of Likely Significant Effects

Assessment of the characteristics with particular consideration to the following:

- *the magnitude and complexity of the impact*
- *the probability of the impact*
- *the extent of the impact (geographical area and size of the affected population)*
- *the transfrontier nature of the impact*
- *the duration, frequency and reversibility of the impact*

In general EIA will be needed for Schedule 2 developments for:

- *major developments which are of more than local importance*
- *developments which are proposed for particularly environmentally sensitive or vulnerable locations*
- *developments with unusually complex and potentially hazardous environmental effects*

Assessment of potential impacts - Methodology

1. The following assessment of impacts considers the details outlined in B1 and the information provided within the screening report. A precautionary approach is adopted where a lack of details makes it difficult to fully understand the extent of the impacts and operations of the development. These impacts are then assessed against the geographical details and receptor outlined in B2. The Council holds certain records on some of these receptors, e.g. Air Quality, but for others it is difficult to fully understand the sensitivity of a receptor without more detailed information e.g. the depth of groundwater and the type and quantity of materials above it.
2. Schedule 3 of the EIA Regulations sets out the 'selection criteria' that must be taken into account in determining whether or not a Schedule 2 development is likely to give rise to significant impacts on the environment and, therefore, whether or not it would require an environmental statement.
3. The assessment of significant effects is a measurement of the potential impacts (applying a precautionary approach) on environmental receptors (taking into account sensitivity).
4. The determination of significance is a subjective process, but in the context of EIA, it is crucial to consider the scale of a development's impact and the sensitivity of the environmental receptor that

is impacted. For instance, a small-scale effect on a highly sensitive receptor or a more considerable impact on a less sensitive receptor may result in a determination of likely significant environmental effects. Only impacts with more than local importance will likely give rise to significant environmental effects.

Significance Matrix.

1. The assessment of significance is considered in relation to the following matrix. This is used as a guide that provides assistance in the analysis of determining significant effects. Where there is a lack of objective evidence, the application of the matrix will be undertaken using professional judgement with the adoption of a precautionary approach and considering a reasonable worst case scenario.

		Magnitude of Impact				
		International	National	Regional	Borough	Local
Sensitivity of Receptor	Very High	Significant Effect	Significant Effect	Significant Effect	Significant Effect	Not Significant Effect
	High	Significant Effect	Significant Effect	Significant Effect	Not Significant Effect	Not Significant Effect
	Moderate	Significant Effect	Significant Effect	Not Significant Effect	Not Significant Effect	Not Significant Effect
	Low	Significant Effect	Not Significant Effect	Not Significant Effect	Not Significant Effect	Not Significant Effect

Climate Change

Background

1. The proposed development is for a large scale data centre complex linked to an existing approved data centre development. Data centres are known to have exceptional energy demands with

corresponding demand from the national grid. Consequently, a data centre will have a significant carbon footprint.

2. The screening criteria set out in Schedule 3(3) requires consideration of the impacts of the development on the factors specific in regulation 4(2) which states:

   The EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the direct and ***indirect*** *significant effects of the proposed development on the following factors—*

   (c) land, soil, water, air and climate; [emphasis added]

3. There are two types of carbon emissions associated with the determination of a carbon footprint associated with land use planning. These have varying degrees of connection to the operation.
   a) Directly attributable emissions cover those from sources that are directly related to the land use, normally within the redline boundary; for example from burning fuel.
   b) Indirectly attributable emissions that are a measurable component of the operational requirements of a development for example through the electricity demand.
4. Data associated with (b) are determined through the use of benchmarking and are material planning considerations through the application of Policy SI2 of London Plan, regulated energy can be determined through the assessment of a development's performance against building regulations which includes indirect emissions from energy consumption and unregulated energy determined through the application of benchmarking and energy assessment.
5. It therefore follows that the indirect and direct carbon emissions associated with the proposal are within the scope of the EIA Regulations by virtue of being a measurable material planning consideration.
6. It must be noted that wider emissions associated with the supply chain that may result from a development do not form the basis of an assessment of a development's carbon footprint due to a lack of specificity and consistent measurability.

Impact

7. Specific information was requested from the applicant regarding the likely carbon emissions associated with the proposal, however no details have been provided. It is therefore necessary to consider case studies to determine the possible impacts of the proposed development.
8. The Council has received a number of data centre applications in the last 6 years. A proposal at Prologis Park, West London within the borough (ref 37977/APP/2018/1117) revealed a substantial carbon footprint as set out in the energy report (VIRTUS London 7 & 8 – Energy Strategy Report):

Be Lean	Base building including small power (tCO_2/annum)	147,380
	Energy efficient building (tCO_2/annum)	108,366
	Reductions due to fabric measures and M&E services	26.47%
Be Clean	Energy efficient building (tCO_2/annum)	108,366
	Energy efficient building with CHP (tCO_2/annum)	108,366
	Reductions due to CHP	0%
Be Green	Energy efficient building with CHP (tCO_2/annum)	108,366
	Energy efficient building with CHP and renewable technologies (tCO_2/annum)	108,405
	Reduction due to renewable technologies	0.00036%
TOTAL	Base building including small power (tCO_2/annum)	147,380
	Proposed building (tCO_2/annum)	108,405
	Reduction due to Lean, Clean and Green measures	26.47%

Table 11: Summary of carbon dioxide emission rate savings for LONDON7

9. The total (highlighted in the extract above) identifies carbon emissions of over 100,000 tCO2/annum.
10. To put this into context the latest climate change information from the Department for Energy Security and Net Zero identifies that the carbon emissions from domestic across the London Borough of Hillingdon (population 300,000+) is 329,000 tCO2/annum. The carbon emissions from industrial processes are estimated to be 63,700 tCO2/annum.
    (data taken from 2022, https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2022)
11. The scale of carbon emissions from data centres is therefore of a degree that go far beyond local impacts and pose a highly complex environmental effect.
12. The impact of the data centre is therefore likely to be of a significant magnitude: When screening to determine effects, Schedule 3 of the Regulations requires consideration:

    (3)(h) the possibility of effectively reducing the impact.

13. Using the example above, the base building was estimated to be c150,000tCO2 per annum but only c25% saving was achieved through mitigation measures giving a total of c108,000tCO2. It would therefore be consistent with other projects to assume a similar level of reduction of the base impact could be achieved within the Proposal. Even with this reasonable allowance, the residual carbon footprint is still likely to be of an exceptional magnitude.
14. In addition, the proposed development will employ back-up generators to provide resilience to the operational requirements of the data centre. These generators use combustible fuels at source,

either diesel or a hydrotreated vegetable oil. The quantum of generators is exceptional in order to supplant the high national grid energy demands. The Air Quality Technical Note indicates that there will be over 100 generators across the site. The use of the back up generators provides an additional carbon footprint as they would likely have a larger carbon footprint than the equivalent grid based electricity supply.

15. Given the above, the magnitude of the likely impact of the development is exceptional and fundamentally inconsistent with the vast majority of major applications processed by the Council. In addition, the impacts are likely to have a measurable and noticeable change at a regional level. Consequently, the likely magnitude of the impact would be considered **regional**.

Receptor

16. The UK Government, The London Borough of Hillingdon and the London Mayor have all declared climate emergencies. The UK has a legal obligation to be 'net zero' by 2050 with the Mayor of London seeking for the capital to be 'carbon neutral' by 2030. The implications of climate change are significant with the Council's Strategic Climate Action Plan acknowledging the impacts are already being experienced with the most vulnerable at the largest risk.
17. The climate as a receptor is therefore very sensitive with national, regional and local degrees of protection and policy commitments. The receptor is therefore considered to be **very high.**

Assessment of Effect

18. Using the risk matrix set out above as guide to the assessment of effects, the carbon emissions associated with the development are considered **likely to have a significant environmental effect**.

Air Quality

Background

1. The proposed development is located within the Hillingdon Air Quality Management Area and the Ossie Garvin Air Quality Focus Area. Air quality focus areas are described in the Council's air quality action plan as being:

   The Borough has in recent years, in conjunction with GLA, defined Air Quality Focus Areas, which are densely populated zones with elevated levels of pollution. Whilst the Council seeks to improve air quality across the Borough, these areas continue to require stricter measures and actions to reduce emissions to zero and prevent potential hazardous effects on public health.

2. Air pollution gives rise to a range of public health risks as noted in the Air Quality Strategy published by DEFRA in 2023:

   However, it continues to be the biggest environmental risk to public health, with children, the elderly and the already vulnerable most affected. Poor air quality also has consequences for crop

yields and, particularly in the case of ammonia and oxides of nitrogen (NOx), significant impacts for the natural environment and biodiversity.

3. At a national level, recent targets within the Environment Act 2021 require cleaner air by 2040 and introduces targets for PM2.5. At a regional level, air quality from development is a material planning consideration and the London Plan (Policy SI1) requires development proposals to have a neutral impact on air quality and not to create unacceptable risk of high levels of exposure to poor air quality.

Impact

4. The proposed development introduces generators as a back up to the onsite power supplied by the National Grid. The table below is taken from the Air Quality Technical Note supporting the Screening Report:

Development	Gen Rating (MWe)	Number of Generators			Total	Total (MWe)	Efficiency %	MWth
		IT/Datahall	Mechanical	Life Safety				
LON 6	**3**	12	5	1	18	54	0.35	154.29
LON 7	**3**	21	9	1	31	93	0.35	265.71
LON 8	**3**	10	4	1	15	45	0.35	128.57
				Totals:	**64**	**192**		**548.571**
LON 4/LON 5	2.4				34	81.6	0.35*	233.14
	2.6				10	26	0.35*	74.29
	0.45				3	1.35	0.35*	3.86
				Totals:	**47**	**108.95**		**311.286**
Notes: * assumed to have the same efficiency as generators at LON 6, 7 and 8.								

5. The note identifies the use of 100 generators across the site giving a thermal output of over 800mw and nearly 300MWe. Whilst it is accepted that the primary source of energy requirements is the national grid, it must nonetheless be noted that the energy generation capability of the site is the equivalent of a Schedule 1(2)(1) installation where EIA is mandatory.
6. Limited information has been presented with regards to the operational arrangements of the generators, but even with a carefully planned testing regime (as is necessary), there would still be a likely sizeable impact.
7. Furthermore, the backup generators are there for a reason. Applying the precautionary principle, it is assumed that a reasonable worst case scenario would see all the generators fire-up to provide the necessary backup supply to the data centre campus. In lieu of any operational information to the contrary, this would be a sensible assumption to take.
8. The generators, as a base case, would be diesel powered, however an acceptable form of mitigation would be to assume the use of HVO (hydrotreated vegetable oil) which is likely to have lower emissions than diesel.

9. The residual impact, when factoring in the HVO would remain exceptional. The sheer size of the MWth capacity available is akin to a standalone power station. In addition, the consistent testing, and likely operational requirements would introduce an ongoing level of impact albeit one managed through an appropriate testing regime.
10. The resultant air quality impacts when the generators are fired up are likely to be of a level that would be of a **regional** level.

Receptor

11. The principal receptor would be the existing air quality focus area along with the wider sensitive residential receptors surrounding the site.
12. Given the previously reported air quality concerns, this receptor would be considered **very high**.

Assessment of Effect

13. Using the risk matrix set out above as guide to the assessment of effects, the carbon emissions associated with the development are considered **likely to have a significant environmental effect**.

Ground Conditions

1. The site is considered to be low risk with regards to contaminated land. Although previous land uses may raise the likely magnitude the scale of receptor is considered to be low given it carries no consequential designations such as a source protection zone for water. The end user of the development is also of a lower scale receptor (i.e. not residential).
2. The demolition and construction phases of the Proposed Development would involve intrusive groundworks. The risk of pollution incidents would be managed through an established permitting process as well as any forthcoming planning application submission.
3. A further assessment will be needed for any subsequent application to confirm the exact impacts.

The proposals are not likely to have a significant environmental effect in the context of EIA.

Landscape and Visual; Cultural Heritage

Landscape

1. There are general concerns regarding the significant density of development and coverage of the plots. There is a risk that the proposed massing could result in an amorphous conglomeration of buildings, stretching 370m in length, creating a visual impact. During discussions, it has been requested that development density is reduced and that a differentiation in height is established between each data centre building to increase visual variation and create more clearly defined buildings forms. Notwithstanding that, the receiving environment is considered to be a sensitive receptor of low importance and impacts are likely to be of a local scale.

Cultural Heritage

2. 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 650m East of the site at Tudor Road and the Grade II listed water tower at the Southall Gas Works site approximately 1200m to the South-East. The closest Locally listed buildings are Nos. 49-53 Northcote Avenue (the Northcote Arms).
3. The setting of the heritage assets identified above are unlikely to be impacted by the development to a scale of more than a local level due to the distance and the intervening buildings and vegetation between the buildings and Bulls Bridge Conservation Area.
4. The heritage asset that would be most affected by the development would be the Ealing Canalside Conservation Area (in particular the southwestern part) and its setting. The Canalside Conservation Area is in the neighbouring London Borough of Ealing and covers part of the western bank of the canal. The scale of the development would most likely have an impact but this would be of a **local** scale and the conservation area would be considered to have moderate sensitivity. Adverse impacts would not be of an exceptional scale and would be subject to design mitigation.

The proposals are not likely to have a significant environmental effect in the context of EIA.

Biodiversity

1. The Site does not contain any designated ecological assets. The nearest statutory designated site is Yeading Meadows Local Nature Reserve (LNR), approximately 1.5km northwest of the Site.
2. 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 Yeading Brook, Minet Country Park, Hitherbroom Park and Grand Union Canal are locally designated as Sites of Importance for Nature Conservation (SINC). This SINC covers approximately 67.86ha, and comprises areas of recently created rough grassland, areas of older natural meadow and damp and aquatic habitats.
3. These sites of high (Grand Union canal) and moderate value although the impacts are of a local scale given their lack of direct connection and with negligible indirect operational interface (i.e. no noticeable increase in footfall within the areas of biodiversity importance).

The proposals are not likely to have a significant environmental effect in the context of EIA.

Transport

1. During the construction of the proposed development, transport and access related issues will be managed and mitigated through the securement of a construction management and logistic plan. In terms of the proposed data centre operation, it is likely that such uses have a negligible adverse change to the current land uses.
2. Consequently, the number of car trips that the proposal would generate and demand for on-plot car parking is anticipated to be lower than the existing use. It is likely that the significance of impacts can be managed and mitigated and that the level of significance would not be beyond the local.

The proposals are not likely to have a significant environmental effect in the context of EIA.

Noise

1. The closest neighbouring properties to the site are located to the north of the Hayes Bridge Retail Park site along Uxbridge Road. Numbers 2A to 80 Uxbridge Road are situated on the northern side of Uxbridge Road, approximately 40m from the Hayes Bridge Retail Park site boundary. It is noted that the proposed data centre buildings would be significant in scale, measuring in excess of 30m and 40m in height. It is understood that the generators would be located internally at the ground floor level with ventilation taken up the sides of the building and extracted through flues. Plant is also commonly located at roof level. During both construction and operation, it is considered likely that any adverse noise impacts can be suitably managed and mitigated through detailed design and construction management practices and the level of significance would not be beyond the local.
2. Noise impacts from construction will likely be managed through the application of Section 61 of the Control of Pollution Act and therefore further reduced to levels consistent with an urban environment and not of an exceptional level.

The proposals are not likely to have a significant environmental effect in the context of EIA.

Flood Risk

1. The Yeading Brook is located adjacent to the East of the Site. According to the Environment Agency's Flood Map for Planning, most of the site is within Flood Zone 2, indicating that the land has less than 1 in 100 but greater than a 1 in 1,000 annual probability of flooding from river or sea in any year. A drainage strategy and flood risk assessment will be submitted with the planning application which will ensure that surface water is suitably managed to minimise the risk of impacts. It is likely that the significance of impacts can be managed and mitigated and that the level of significance would not be beyond the local.

The proposals are not likely to have a significant environmental effect in the context of EIA.

Other Matters – Risk of Accidents

1. The large scale storage of petrochemicals onsite gives rise to concerns about the potential for risk of accidents. The scale of storage is unknown but is likely to amount to thousands of tonnes of petrochemicals that are required to keep back up generators operational.
2. The receptors would be residential communities as well as the sensitive water environment, particularly the Yeading Brook (main river). The river could convey harmful pollutants through a large ecosystem causing significant degrees of harm.
3. Notwithstanding the above, Schedule 3 of the Regulations requires consideration of the level of risk. Whilst an incident would likely to have a significant environmental effect, the probability of this occurring would be low to very low.
4. The matter will need to be considered in more detail through the planning application process but at this stage, based on the information provided, the risk of an accident is unlikely to result in a significant environmental effect.

Section C

Determination on EIA

C1 Summary

Is this a major development of more than local importance?

Yes

Is the development for a particularly environmentally sensitive or vulnerable location?

Yes

Is the development for unusually complex and potentially hazardous environmental effects?

Yes

C2 Conclusions

1. The development may be considered to fall within Schedule 1(2)(1) as it contains a collective 'combustion installation' of more than 300mw of heat output.
2. The development does fall within the thresholds of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Using the selection criteria outlined in

Schedule 3 of the Regulations the London Borough of Hillingdon considers that the development would likely have significant environmental effects.

3. The development is therefore considered to be EIA development.

The London Borough of Hillingdon has adopted this Screening Opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

Roz Johnson

Head of Development Management and Building Control

Date: 25th October 2024