

30 June 2026



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Dear Michael,

RESERVED MATTERS APPLICATION (ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) PURSUANT TO CONDITION 2 OF APPLICATION REF: 78343/APP/2025/719 FOR PHASE 2 COMPRISING OF (A) AN INNOVATION HUB; (B) HARD AND SOFT, GREEN AND BLUE, INFRASTRUCTURE; AND (C) OTHER ANCILLARY AND AUXILIARY FORMS OF DEVELOPMENT

SATISFACTION OF CONDITIONS 47 (i), 48, 50, 53 (i), 59, 64, 65, 66, 67, 68, AND 76

HAYES BRIDGE RETAIL PARK AND HEATHROW INTERCHANGE UXBRIDGE ROAD HAYES UB4 0RH

Savills is instructed by Colt Data Centre Services to submit the above referenced application for reserved matters approval for the Phase 2 Innovation Hub as part of their redevelopment of the Hayes Bridge Retail Park and Heathrow Interchange to deliver a data centre campus. To support this submission, the application is accompanied by the following supporting documentation:

- Air Quality Damage Cost Calculation (ref. L1H1-ACM-PL-ZZ-XX-RP-Z-00001) prepared by AECOM;
- Architectural and Landscaping Plans prepared by AECOM;
- Biodiversity Net Gain Assessment and Metric (ref. L1H1-ACM-PL-XX-RP-Z-00002) prepared by AECOM;
- Design and Access Statement (ref. LIH1-ACM-PL-XX-RP-A-00P001) prepared by AECOM);
- Energy and Sustainability Statement (ref. LIH1-ACM-PL-XX-RP-N-00001) prepared by AECOM;
- London Plan Fire Safety Statement (ref. L1H1-ACM-PL-XX-RP-Y-00001) prepared by AECOM; and
- Travel Plan (ref. LIH1-ACM-PL-XX-RP-Z-00003) prepared by AECOM.

Based on the site having a total floorspace of 1,850sqm, the application fee of £16,566 has been paid via the Planning Portal.

Planning Background

With more than 20 years' experience, Colt Data Centre Services ('Colt') is a multinational hyperscale data centre solutions provider, with twenty-six sites located across Europe and APAC.

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

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Colt, secured planning permission for the redevelopment of the former Trinity Data Centre, Veetec Building, and Tudor Works sites at Beaconsfield Road to deliver two data centre buildings (LON4 and LON5), fuel tanks, and a substation (ref. 38421/APP/2021/4045). LON4 has been completed and is partially occupied with development of LON5 anticipated to commence later this year.

Since the granting of that planning permission, Colt has acquired Heathrow Interchange and Hayes Bridge Retail Park which sit to the north of their LON4 and LON5 site.

In March 2025, Colt submitted an application for the redevelopment of both Heathrow Interchange and Hayes Bridge Retail Park to create an enlarged data centre campus alongside LON4 and LON5. The application (ref. 78343/APP/2025/719) was submitted in hybrid form and had the following description of development:

‘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).’

Phases 1, 3, and 4 consist of data centre buildings with full planning permission granted for Phase 1 and outline planning permission for Phases 3 and 4. Phase 2 (which this application relates to) benefits from outline planning permission for an Innovation Hub. The hybrid planning permission (through planning conditions and obligations) contains a series of controls over how the Phase 2 Innovation Hub (as well Phases 3 and 4) should be delivered and operate. There are three main mechanisms within the hybrid planning permission that do this.

The first is through Parameter Plans which Condition 5 of the hybrid planning permission requires that development is undertaken in complete accordance with. There are seven parameter plans which are listed as part of Condition 5 which are relevant to the Innovation Hub. These control the position of the Innovation Hub on site, its minimum and maximum heights, the land use proposed, the landscaping plan, and roof arrangement.

The second is through a Design Code which Condition 3 of the hybrid planning permission requires that development is undertaken in complete accordance with. Section 6 of the Design Code relates to the Innovation Hub, being split into two separate sub-sections, one relating to ‘Form and Massing’ and the second relating to ‘Expression, Materiality, and Frontages’.

The third is through planning conditions. The decision notice for the hybrid planning permission includes conditions that relate to the development permitted as part of the hybrid planning permission as a whole (Conditions 1–14) and those conditions that relate just to the Phase 2 Innovation Hub (Conditions 45–76).

Overview of Proposed Development

The application seeks Reserved Matters approval for the construction of the Innovation Hub. The proposal forms a key component of the wider masterplan development and will occupy a prominent position at the northern edge of the site, acting as a gateway building to the wider data centre campus and to people entering the Borough from the east.

The development comprises a purpose-built, flexible innovation and enterprise facility designed to support entrepreneurship, digital innovation and collaboration. The building will be operated by Brunel University and will provide a mix of workspace, specialist facilities and community-focused uses, creating a dynamic environment for start-ups, small businesses and educational programmes.

The design approach follows extensive engagement between Colt and Brunel University to ensure that it responds as positively to Brunel University's requirements. It also follows a sequence of pre-application meetings with LBH.

The Innovation Hub is intended to complement the data centre campus by fostering an ecosystem that combines research, business development and technological innovation, supporting economic growth and skills development at a local and regional level.

Land Use and Function

The proposed building will comprise a multi-functional, mixed-use facility (Sui Generis) incorporating a range of uses including:

- Flexible office and co-working spaces
- Managed workspaces for start-ups and SMEs
- Digital innovation laboratories and studios (including media, VR and 3D printing facilities)
- Meeting, breakout and collaboration spaces
- Internal event and conference space
- An ancillary café at ground floor level (limited to a proportion of the overall floorspace)

In addition, the development has been designed to support engagement with local organisations, entrepreneurs, students and other stakeholders through events, outreach and collaborative activities. Public access will primarily be focused at ground floor level, with upper floors accessed via managed entry systems.

Scale and Massing

The Innovation Hub will comprise a building of 1,850sqm Gross External Area, arranged over three storeys, with a maximum height of 18 metres.

The scale and massing have been carefully developed to:

- Incorporate all elements required by Brunel University;
- Respond to the emerging urban context of Hayes Digital Park;
- Provide a transition in scale between Uxbridge Road and the larger data centre buildings which it sits in front of; and
- Reinforce the building's role as a landmark and gateway feature.

Layout and Design Approach

The building adopts a simple and efficient footprint, with regular floorplates designed to maximise flexibility and adaptability over time. Its position on site positively addresses Uxbridge Road.

The internal layout is organised around:

- An ancillary service spine located along the southern elevation, accommodating cores, plant and servicing functions;
- A central east-west circulation route providing clear and legible movement through the building; and
- Active, outward-facing spaces arranged along the northern and eastern facades to maximise visibility, daylight and engagement with the public realm.

At ground floor level, the building will provide a reception, café and flexible event space, alongside studio and innovation spaces. Upper floors will accommodate co-working areas, offices, meeting rooms and specialist digital facilities.

Appearance and Public Realm

The architectural approach emphasises an extroverted and transparent design, with highly glazed primary facades on its northwestern, northern, and eastern elevations addressing Uxbridge Road and the surrounding public realm. This creates active frontages and visual connectivity between internal activities and the street. Consideration has been given to materiality to create a textured appearance which creates a depth and variation of appearance depending on where the building is viewed from and the time of day, whilst the yellow colour has been selected so that the building represents a landmark, complimenting the areas of colour used on the data centres buildings

The building will be set back from Uxbridge Road to create a landscaped buffer and entrance plaza, enhancing the streetscape and providing space for public realm improvements and seating, a café garden and spill-out space and public art features that reinforce the identity of the Innovation Hub.

Access and Servicing

The development will be accessed primarily from Uxbridge Road, with pedestrian access via a clearly defined entrance plaza. Servicing will be accommodated via the wider site infrastructure, with a service route located to the south of the building.

Cycle parking, accessible parking provision (within the wider masterplan) and sustainable transport links will support the building's operation and accessibility.

Sustainability

The building is designed to achieve a high level of sustainability, targeting BREEAM Excellent, and incorporates:

- Thermally efficient building fabric
- Utilisation of waste heat from adjacent data centre operations
- Flexible internal layouts to respond to changing occupier needs
- Biodiversity net gain (BNG) exceeding the 10% statutory target.

Importantly, the building has been designed to be adaptable, with the potential for future reconfiguration for alternative employment uses, ensuring long-term resilience.

Compliance with Hybrid Planning Permission Parameter Plans and Design Code

This section of the covering letter reviews the compliance of the proposed development with the Parameter Plans, Design Code, and planning conditions that are attached to the hybrid planning permission.

The below table summarises compliance with the Parameter Plans approved and required to be complied with by Condition 5.

Parameter Plan	Requirement for Innovation Hub	Application Approach
LONUX-NWA-PL-ZZ-DR-A-12801 Rev. P02 Parameter Site Plan - Plots/Blocks	The location of the Innovation Hub is defined by the approved Plots/Blocks Parameter Plan, with a plot of land allocated for the development. Its positioning within this plot is indicative.	The proposed Innovation Hub red line boundary corresponds with the red line boundary established in the approved Parameter Plans.
LONUX-NWA-PL-ZZ-DR-A-12802 Rev. P02 Parameter Site Plan - Heights (Site Plan)	The Height Parameter Plan establishes a minimum building height of 18m (48.000m AOD) and a maximum height of 28m (58.000m AOD) for the Innovation Hub.	The proposed Innovation Hub complies with the minimum height requirement of 18 metres.
LONUX-NWA-PL-ZZ-DR-A-12803 Rev. P02 Parameter Site Section - Heights (Longitudinal Section)		
LONUX-NWA-PL-ZZ-DR-A-12806 Rev. P02 Parameter Site Plan - Basement	The approved Basement Parameter Plan establishes that no basement level is to be provided as part of the Innovation Hub.	No basement level is proposed as part of the Innovation Hub development, in accordance with the Basement Parameter Plan.
LONUX-NWA-PL-ZZ-DR-A-12807 Rev. P02 Parameter Site Plan - Land Use	The Land Use Parameter Plan identifies the Innovation Hub site as accommodating sui generis use.	The proposed Innovation Hub comprises a sui generis use, as defined by the Land Use Parameter Plan.
LONUX-NWA-PL-ZZ-DR-A-12809 Rev. P02 Parameter Site Plan - Landscape	The Landscaping Parameter Plan includes a potential zone for street tree planting located to the north of the Innovation Hub, fronting Uxbridge Road, alongside areas designated for both hard and soft landscaping. It should be noted that the landscape design within the parameter plan is indicative only and subject to further detailed design.	A comprehensive landscaping strategy has been incorporated within the RMA submission. This includes an area of planting along the northern boundary, providing a landscape buffer adjacent to Uxbridge Road.
LONUX-NWA-PL-ZZ-DR-A-12810 Rev. P02 Parameter Site Plan - Roof Plan	The Roof Plan identifies a potential location for an amenity terrace located at roof level of the Innovation Hub.	Amenity terraces or green roofs are not included as part of the Innovation Hub RMA proposals given other requirements for the roof space. This is compensated for by extensive ground level planting.

The below table summarises compliance with the Design Code approved and required to be complied with by Condition 3. It relates specifically to the 'Form and Massing' section of the Design Code.

Design Code Section	Design Code Requirements	Application Response
6.1.1	The building must not exceed the height set out in the parameter plans.	The Innovation Hub is designed with an overall height of approximately 18 metres, which sits within the approved parameter range. At approximately 18 metres in height, the building meets the minimum parameter requirement, provides sufficient
6.1.2	The height of the Innovation Hub must be between 18m and 28m.	

		scale to function as a landmark gateway building, without competing with the taller data centre structures and contributes to a graduated scale of development, stepping down in height toward the Uxbridge Road frontage in accordance with good urban design principles.
6.1.3	The position of the Innovation Hub on the parameter plans is indicative. The Innovation Hub can be positioned anywhere within the Innovation Hub plot but must not undermine the landscape strategy.	The proposed siting has been carefully considered to optimise both functional and placemaking objectives while respecting the wider landscape strategy. The selected location maintains and reinforces the primary frontage onto Uxbridge Road, establishing a clear and legible entrance to the data centre campus. It also integrates effectively with the internal access and servicing arrangements defined by the wider masterplan. Importantly, the siting of the building does not undermine the landscape strategy. Instead, it actively supports its delivery by enabling a landscaped buffer along the northern boundary, preserving opportunities for tree planting and urban greening, and facilitating high-quality public realm enhancements, including seating and public art. Collectively, these measures enhance the visual quality, setting and overall character of the Uxbridge Road corridor.

The below table summarises compliance with the Design Code approved and required to be complied with by Condition 3. It relates specifically to the 'Expression, Materiality, and Frontages' section of the Design Code.

Design Code Section	Design Code Requirements	Application Response
6.2.1	The concept and detailed design of facades must be of high quality and well considered.	The architectural treatment of the building has been subject to detailed design development, testing proportion, composition, materiality and colour to achieve a coherent and high-quality outcome. The final design adopts a primary and second facade system, comprising of a curtain wall system with extensive glazed panels on the primary facade and horizontal and vertical fins, creating depth and visual rhythm across the elevations. This approach ensures a robust yet refined architectural expression, supported by durable, contemporary materials and a carefully considered colour palette. The facade composition has been developed in close collaboration with the Local Planning Authority, resulting in a well-balanced and visually distinctive building appropriate to its prominent gateway location.
6.2.2	The east and north facades must have a high degree of transparency and show the activities within. The south	The building adopts a clear primary and secondary facade strategy.

	and west facades can be less active and used for servicing.	North, east and part of the west facade (primary elevations) are highly glazed and transparent, allowing views into the internal activity of the building and providing a strong visual connection with the public realm. South and west facades (secondary elevations) are designed with a more solid treatment and accommodate servicing, circulation cores and plant. Not only does this reflect the building's functional requirements, this also reflects the lack of visibility of these facades. This hierarchical facade approach directly responds to the Design Code requirement.
6.2.3	The facades must act as a counterpoint to the solid facades of the data centre wings, in a complementary manner to the office wings of LON 6 and LON 7.	The Innovation Hub has been designed to complement the adjacent data centre buildings while maintaining a distinct identity. In contrast to the solid, introverted facades of the data halls, the Hub adopts an "extroverted", transparent and active facade treatment, mirroring the office elements of LON6 and LON7. This creates a clear architectural language across the site, where the Innovation Hub provides a lighter, more permeable counterpoint, reinforcing the "family of buildings" concept established within the masterplan. The use of colour also helps to contrast the Innovation Hub from the northern facade of LON6.
6.2.4	Planting and soft landscaping must be used to create a buffer between the building and Uxbridge Road.	The building is intentionally set back from Uxbridge Road to create a landscaped frontage. This area incorporates soft planting and tree planting, a café garden and seating space and public realm enhancements. This landscaped buffer provides both visual separation from the road and environmental mitigation, improving the quality of the streetscape and creating a more attractive setting for the building in accordance with the Design Code.
6.2.5	The opportunity to create a destination through public art / landscaping / expression of the building must be incorporated in the design.	The proposals have been developed to establish the Innovation Hub as a distinct local destination and gateway feature. This is achieved through a combination of: • A bold, high-quality architectural expression with a distinctive colour palette • A welcoming entrance plaza and active frontage • Integrated public art located at the entrance and within the landscaped areas • External café seating and flexible event space Together, these elements create a vibrant and engaging environment that draws people to the site and supports community interaction, in line with the Design Code objectives.

6.2.6	The Innovation Hub must provide suitable screening to the north facade of LON 6 to mitigate the scale of this elevation.	The Innovation Hub has been positioned and designed to provide visual mitigation of the adjacent LON6 data centre elevation, which is significantly larger in scale. Through its height, massing and active facade treatment, the building softens views of the LON6 north facade from Uxbridge Road, while the incorporation of landscape elements further assists in reducing the perceived scale of the neighbouring development.
6.2.7	The east and north facades must have active frontages and be permeable at ground level.	The ground floor of the Innovation Hub is designed to be highly active and publicly engaging. This is achieved by: • A main entrance directly facing Uxbridge Road • A publicly accessible café and event space at ground level • Glazed frontages allowing clear visibility into internal spaces • Direct connections to external areas including the café garden These design features ensure the building is permeable at street level, encouraging movement between inside and outside spaces and creating an animated frontage along both the north and east elevations.

Approach to Planning Conditions and Section 106 Obligations

This section sets out the Applicant's approach to the discharge and compliance with planning conditions and Section 106 obligations associated with the hybrid planning permission. It identifies those conditions which are being formally discharged as part of this submission, and those which have already been satisfied through earlier phases of development.

The table below summarises the status of each relevant planning condition, identifying those being discharged through this submission, those already satisfied through earlier stages of the development and those which are not applicable to the proposed development.

Condition Number	Condition Title	Approach
47(i)	Contaminated Land	Condition 47(i) and 48 relating to Contaminated Land and the submission of a Written Scheme of Investigation (WSI) is attached to the outline/hybrid consent to be discharged prior to the commencement of Phase 2 development. However, these matters have already been addressed through the approved enabling works application (ref. 78343/APP/2025/2925), under which site investigation, remediation and any associated verification works have been undertaken. The scope of these conditions relate specifically to site preparation and groundworks, which fall within the definition of enabling works rather than the above ground construction of Phase 2 (Innovation Hub).
48	Written Scheme of Investigation	

		As such, the requirements of the Contaminated Land and WSI conditions have been appropriately dealt with at the enabling works stage. The conditions have therefore been satisfied through that process and no further action is required in respect of the Reserved Matters application. They do not therefore require further formal discharge in respect of the Reserved Matters submission and can be treated as complied with.
50	Water Infrastructure Details	Condition 50 of the hybrid planning permission require that the Innovation Hub achieves the WAT01 BREEAM credit. This credit (3 out of the available 5 credits) is targeted in the Energy and Sustainability Statement (ref. LIH1-ACM-PL-XX-RP-N-00001) prepared by AECOM.
53(i)	Public Art	Condition 53(i) requires the submission of an outline public art scheme prior to the commencement of above ground construction works for Phase 1. A Public Art Strategy is included within the submitted Design and Access Statement. This demonstrates that public art has been considered at an early stage and embedded within the overall design approach, in accordance with the Design Code. The strategy establishes a clear, design-led framework for the delivery of public art as part of the Innovation Hub, while allowing flexibility for detailed design development at a later stage. The proposed approach will contribute to a high-quality public realm, reinforce the building's gateway role, and create an engaging and distinctive environment along Uxbridge Road. Accordingly, the requirements of the condition have been met and the condition can be partially discharged.
59	Biodiversity Net Gain (BNG)	Condition 59 requires the submission of a Biodiversity Gain Plan prior to commencement of Phase 2 above ground works. A Biodiversity Net Gain Assessment, prepared by AECOM, is submitted in support of the RM application. The Assessment demonstrates that the proposed development is predicted to result in a net gain of 29.62% for area habitat units, significantly exceeding the statutory BNG target of 10%. This confirms that the development will result in a measurable enhancement of biodiversity on site,

		secured through the proposed landscaping and habitat creation measures. As such, the submitted information provides robust evidence that the requirements of Condition 59 can be satisfied, and the condition can be discharged.
64	Generator and Fuel Technology	The Innovation Hub is fundamentally an office / education / innovation facility, rather than a critical digital infrastructure building such as the adjacent data centres. As such, it does not require continuous power supply or the incorporation of large-scale standby generation typically associated with data centre operations.
65	Selective Catalytic Reduction (SCR)	
66	Generator Operating Regime	
67	Emission Reduction and Management Plan (ERMP)	
68	Emissions Monitoring Plan	
76	Generator Emission Evidence	Accordingly, the proposed development does not include large-scale standby generators or significant combustion plant. Its operational characteristics are consistent with a low-intensity commercial and institutional use, with energy demand and emissions comparable to a standard office building. Any resilience measures will be limited to essential building services, such as life safety systems, and will not give rise to material air quality or emissions effects. In this context, planning conditions typically applied to developments with substantial generator infrastructure – such as those relating to generator fuel technology, selective catalytic reduction (SCR), operating regimes, emissions monitoring, and the submission of emissions management plans – are not applicable to the proposed development. The imposition of such conditions would therefore not meet the statutory tests set out in the National Planning Policy Framework, as they would not be necessary, directly relevant, or reasonable having regard to the nature and scale of the proposals. Accordingly, these conditions are not applicable.

Schedule / Clause	Title	Approach
Schedule 2A	Air Quality	In accordance with Schedule 2A or the S106 Agreement (dated 15 May 2026), an Air Quality Assessment (Air Quality Damage Cost Calculation) for the Innovation Hub has been submitted as part of the RMA submission. The accompanying assessment includes a damage cost calculation, undertaken in accordance with the methodology set out in subsection B of Schedule 2A. As the proposed Innovation Hub does not incorporate fossil fuelled heating, Combined Heat and Power (CHP) plant,

		or standby electrical generators, the assessment confirms that only traffic-related emissions have been considered within the calculation. The submitted information therefore satisfies the requirements of Schedule 2A and supports the Council's determination of any necessary mitigation in accordance with the Section 106 Agreement.
Schedule 4B	Carbon Offsetting	In accordance with the requirements of Schedule 4B of the Section 106 Agreement (dated 15 May 2026), a carbon offset energy assessment has been prepared (as part of the Energy and Sustainability Statement) and submitted as part of this RMA submission. It sets out a comprehensive approach to minimising emissions through energy efficiency measures, the incorporation of low-carbon energy supply from decentralised sources, and the integration of renewable energy technologies. Predicted carbon emission savings are presented alongside forecast operational emissions, in line with the Greater London Authority (GLA) reporting methodology and Energy Assessment guidance, demonstrating compliance with the carbon reduction and offsetting requirements set out within the Section 106 Agreement.
Schedule 5	Travel Plan	In accordance with Schedule 5 of the S106 Agreement (dated 15 May 2026) a Travel Plan for the proposed Innovation Hub has been prepared by AECOM. The document builds upon the approved Framework Travel Plan submitted as part of the hybrid planning application and provides a site-specific strategy for Phase 2 of the development.

Should you require any further information on the application, please do not hesitate to contact me, otherwise I look forward to confirmation that the application has been received at the earliest opportunity.

Yours sincerely,



Emily Brosnan
Senior Planner