

Report of the Head of Planning, Transportation and Regeneration

Address BATTLE OF BRITAIN MUSEUM AND VISITOR CENTRE WREN AVENUE
UXBRIDGE

Development: Proposed landscaping improvement works including surface water flood mitigation using new rain gardens, reshaping of existing bund, new tree planting and new car park spaces with associated works

LBH Ref Nos: 585/APP/2019/3868

Drawing Nos: 2019/D295 Design & Access Statement (November 2019)
2019/D/295/P/02 Existing Site Plan
2019/D/295/P/03 Proposed Site Plan 1 of 2 Additional Landscaping Works
2019/D/295/P/04 Proposed Site Plan 2 of 2 Additional Landscaping Works
2019/D/295/P/01 Site Location Plan
2019/2957/P Version 1 Planning Statement (November 2019)

Date Plans Received: 29/11/2019

Date(s) of Amendment(s):

Date Application Valid: 29/11/2019

1. SUMMARY

This application seeks permission for landscaping improvement works, re-shaping of the existing bund, new tree planting and new car park spaces. This is considered acceptable in principle and with regard to its impact on the Green Belt, character of the area, neighbour amenity, access, trees and landscaping, ecology, flooding, drainage, the local highway network, waste and air quality. Subject to conditions, this application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2019/D/295/P/02, 2019/D/295/P/03, 2019/D/295/P/04 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the London Plan (March 2016)

3 NONSC Sustainable Water Management

Prior to commencement (excluding demolition and site clearance), a scheme for the

provision of sustainable water management showing the detail of the proposed rain gardens and drainage shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 of the London Plan (March 2016) and to be handled as close to its source as possible in compliance with Policy 5.13 of the London Plan (March 2016), National Planning Policy Framework (February 2019), and the Planning Practice Guidance (March 2014).

4 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

5 COM9 Landscaping (car parking & refuse/cycle storage)

Prior to commencement of relevant works, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

NB: Landscaping plans shall include pollution absorbing and native planting species.

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Car Parking Layouts (to total 44 car parking spaces, 3 long bays and 3 motorcycle spaces, including demonstration that 8 car parking spaces are served by active electrical charging points, 5 Blue Badge parking spaces and 5 Brown Badge parking spaces)
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting
 - 2.f Other structures (if relevant)

4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 14 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 5.10 and 5.17 of the London Plan (March 2016)

6 COM9 Functional Services and Levels

No development shall take place until details of functional services and levels has been submitted to and approved in writing by the Local Planning Authority. The details shall include:-

- a) Existing and proposed functional services above and below ground
- b) Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

INFORMATIVES

1 152 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).

2 153 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 2 - Development Management Policies (January 2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMCI 2	New Community Infrastructure
DMEI 10	Water Management, Efficiency and Quality
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 2	Listed Buildings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 7.16	(2016) Green Belt
LPP 7.2	(2016) An inclusive environment
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development

3 170 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 the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), 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. CONSIDERATIONS

3.1 Site and Locality

The site comprises the Battle of Britain Museum and Visitor Centre, situated to the west of Wren Avenue. The site contains the Grade I Listed Group Operations Room and Locally Listed Group Memorial Stone. Alongside the Uniter Bunker building, these elements of the site experience surface water issues. To the west of the site is the River Pinn, subjecting part of the site to Flood Zones 2 and 3. Based on Transport for London's WebCAT planning tool, the site has the worst Public Transport Accessibility Level (PTAL) rating of 0. The site is designated as part of Green Belt land and is allocated as part of the SA 28 St Andrew's Park (former RAF UXbridge) site under the Hillingdon Local Plan: Part 2 - Site Allocations and Designations (January 2020). This is identified for high quality residential-led mixed use development, accommodating up to 1,340 homes and around 14,000 sqm of office space and a 90 bed hotel.

3.2 Proposed Scheme

This application seeks permission for proposed landscaping improvement works including surface water flood mitigation using new rain gardens, reshaping of the existing bund, new tree planting to improve setting and new car park spaces. The proposal would provide an additional 14 car parking spaces, including 1 accessible parking space and 2 family parking spaces, to total 44 car parking spaces, 3 long bays and 3 motorcycle spaces.

3.3 Relevant Planning History

585/ADV/2017/139 Battle Of Britain Museum And Visitor Centre Wren Avenue Uxbridge
Erection of 18 x 6m high flag poles to hang flags such as the Hillingdon coat of arms, military or naval flags, royal cypher flags, flags produced specifically for special national events/occasional use (e.g. flags to mark royal weddings or historical military events), or any non-commercial flags which existed at the time of the Battle of Britain.

Decision: 20-02-2018 Approved

585/APP/2010/2902 Underground Operations Room, R A F Uxbridge Hillingdon Road Uxt
Erection of a 2.4m high metal railing fence around historic bunker.

Decision: 28-01-2011 Approved

585/APP/2011/2201 The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge
Repair works, alterations and enactments to fire protection to below ground bunker (Application for Listed Building Consent).

Decision: 04-11-2011 Approved

585/APP/2011/830 The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge
Installation of one new access door into store room.

Decision: 20-09-2011 Approved

585/APP/2012/2303 The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge
Proposed new external lighting to the WWII Bunker enclave

Decision: 06-11-2012 Approved

585/APP/2013/74 The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge
Application for Listed Building Consent for up to 55 new signage boards within the Battle of Britain Bunker.

Decision: 28-02-2013 Withdrawn

585/APP/2014/3723 The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge
Application for prior notification of proposed demolition for the former AUS Building (No 76) located on the RAF Uxbridge site (made under the Town and Country Planning (General Permitted Development) Order 1995 Schedule 2 Part 31)

Decision: 17-11-2014 PRN

585/APP/2014/3739 The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge
Erection of a temporary modular building with associated works and installation of a temporary road

Decision: 10-12-2014 Approved

585/APP/2014/3910 The Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge
Erection of Battle of Britain Education and Visitor centre with exhibition space, auditorium, meeting rooms, library, cafe and shop and associated parking area and landscaping.

Decision: 08-01-2015 Approved

585/APP/2016/877 Battle Of Britain Bunker Hillingdon Road Uxbridge
Non material amendment to application 585/APP/2014/3739 (Erection of a temporary modular building with associated works and installation of a temporary road) to allow for an enlargement and alterations to the temporary building proposed.

Decision: 11-03-2016 Approved

585/APP/2017/2413 Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge
Non-material Amendment to planning permission ref. 585/APP/2014/3910 dated 29-01-2015 (Erection of Battle of Britain Education and Visitor centre with exhibition space, auditorium, meeting rooms, library, cafe and shop and associated parking area and landscaping) to introduce an external egress stair on the south elevation with cladding

Decision: 31-07-2017 Approved

585/APP/2017/4005 Battle Of Britain Museum & Visitor Centre Wren Avenue Uxbridge

Retention of existing temporary visitors centre and external redecoration.

Decision: 20-02-2018 Approved

585/APP/2019/297 Battle Of Britain Museum And Visitor Centre Wren Avenue Uxbridge
Extension of existing car park.

Decision:

585/APP/2019/2988 Battle Of Britain Bunker, Raf Uxbridge Hillingdon Road Uxbridge

Repairs to leaking concrete intake shaft, Y1 to the lower plant room. Overhaul and clean the air shafts, their cowls and grills and adjust kerb heights to allow storm water run off and to prevent water ingress. Improve existing drainage system to direct water away from the bunker. Repair asphalt to roofs over entrance and exit and local repairs to shafts. Improve and overhaul iron door and frame to exit. Remove undergrowth and trees directly over bunker to prevent future tree root damage

Decision: 25-11-2019 Approved

Comment on Relevant Planning History

None.

4. Planning Policies and Standards

1.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.2 The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

West London Waste Plan (2015)

The London Plan - Consolidated With Alterations (2016)

1.3 The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

1.4 Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Intend to Publish Version, December 2019)

1.5 The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

1.6 The Mayor has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

1.7 Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the 'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMCI 2	New Community Infrastructure
DMEI 10	Water Management, Efficiency and Quality
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping

DMHB 2	Listed Buildings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
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LPP 5.13	(2016) Sustainable drainage
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LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 7.16	(2016) Green Belt
LPP 7.2	(2016) An inclusive environment
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st January 2020**

5.2 Site Notice Expiry Date:- **29th January 2020**

6. Consultations

External Consultees

Letters were sent to neighbouring properties, a site notice was erected and an advert was posted in the local paper. All consultations expired on the 11/01/2020. No comments have been received from residents.

HISTORIC ENGLAND:

Thank you for your letter of 28 January 2020 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

The full GLAAS consultation criteria are on our webpage at the following link:

Internal Consultees

FLOOD AND WATER MANAGEMENT OFFICER:

These proposals will help alleviate localised surface water flood risk issues which affect the listed Bunker Structure and this application is supported subject to the final details of the rain gardens being agreed. Therefore the following condition is requested:

Prior to commencement, (excluding demolition and site clearance) a scheme for the provision of sustainable water management showing the details of the proposed rain gardens and drainage shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence. REASON To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016) and To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), National Planning Policy Framework (February 2019), and the Planning Practice Guidance (March 2014).

HIGHWAYS OFFICER:

The proposed development would increase the number of car parking spaces on site from 30 to 44. However, these new car parking spaces are being provided to cater for occasional peaks in the existing demand for parking such as Armistice Day. Given that the new car parking spaces are being provided to cater for existing demand then there will be no impact on the free flow of traffic, road safety or residential amenity as these vehicles will already be on the local highway network. There are no highway objections to this planning application.

PLANNING POLICY OFFICER:

Designations

Green Belt

Principle of Development

The proposed development is for the extension of the public car park for the Battle of Britain Bunker Museum and Visitor Centre which opened in 2017. The Museum is currently served by 30 car parking spaces and the proposed extension would increase this to 44 spaces. The Planning Statement identifies three reasons for seeking an extension to the existing car park which include reducing overspill parking into surrounding roads at peak times, the need to address issues of surface water flooding and issues with the existing servicing arrangements. The proposed extension would be accommodated by the remodelling of an existing landscape bund.

The whole site is located within the Green Belt where development is by definition harmful unless it falls within any of the exceptions identified in para 145 of the NPPF. Part g) of para. 145 allows for limited infilling or the partial or complete development of previously developed land where this would not have a greater impact on the openness of the Green Belt. Local Plan Part 2 policy DME1 4: Development in the Green Belt on Metropolitan Open Land accords with this approach requiring that extensions or redevelopments on sites in the Green Belt should not have a greater impact on openness and provides criteria to consider including: height and bulk, proportion of the site already developed, the footprint and distribution of existing building, the relationship of the proposal with the

development on site that will be retained and the visual amenity and character of the Green Belt.

It is considered that the whole of the bunker site should be regarded as previously developed land as the current landscaping, including the bund, were provided to screen the bunker and support buildings. The proposed car park extension is considered to be infill development due to its location within the existing built footprint of the site and its relatively limited scale. In terms of the impact on openness, the additional spaces have been designed to minimise their visual impact through the use of grasscrete paving but more importantly the existing bund will be reshaped and will continue to act as visual screen to the site from surrounding areas. The overall footprint of the Museum and Visitor centre will also remain unchanged. On this basis it is considered that the proposed car park extension would not be inappropriate development in the Green Belt and very special circumstances do not need to be demonstrated.

TREES AND LANDSCAPING OFFICER:

This site is occupied by the existing car park and land adjacent to the Battle of Britain Visitor Centre and the Uniter Bunker, to the east of Dowding Park.

There is recently established soft landscape associated with the Visitor Centre car park and access road.

The site lies within the area covered by TPO 736.

COMMENT

No trees will be directly affected by the proposal, although the recently planted areas should be protected from the plant and construction-related activities.

The proposals include the removal of existing bunding and changes of level will be required to accommodate the new car spaces, circulation route and SUD's proposals.

New boundary planting with trees is welcome, subject to detail.

RECOMMENDATION

No objection subject to pre-commencement condition COM8 and COM9 (part 6). Other conditions should include COM9 (parts 1,2,4 and 5).

CONSERVATION OFFICER:

The application seeks permission to undertake landscaping improvement works including surface water flood mitigation using new rain gardens, reshaping of existing bund, new tree planting to improve setting and new car parking spaces.

The site is an irregular site within the Battle of Britain Museum and Visitor Centre complex. Development will be located in two locations; around the existing lower car park, and around the bunker entrance and is intended to support the flood mitigation works consented in the Planning Application ref: 585/APP/2019/2988 around the bunker entrance.

The proposals for the landscaping and additional car parking spaces around the Uniter Bunker will not harm the setting of the listed building as they will be set well away from the Battle of Britain Bunker with the visitor centre in between.

The improved landscaping around the Bunker entrance will help to prevent future water ingress via the main entrance steps and will reinforce the works being undertaken under application 585/APP/2019/2988.

The proposals will not harm the heritage assets and no objection is raised to the proposals.

AIR QUALITY OFFICER:

The development is not classified as a major planning application therefore has no accompanying air quality assessment. However the highway comments have concluded that there will be no congestion arising on the surrounding road network from the 14 additional car parking spaces. In terms of air quality, the extended parking facility has enhanced the provision of active electric charging points.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The Battle of Britain Museum and Visitor Centre provides an exhibition hall, 95 seat auditorium, meeting rooms, a cafe and gift shop and reception area. The Use Class for the site is considered to be Use Class D1 with ancillary Use Class A1 and A3 space.

Policy CI1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by:

2) Supporting the retention and enhancement of existing community facilities.

Policy DMCI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) seeks to retain community facilities but states that proposal involving the loss of an existing community facility will be permitted if:

i) the specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:

a) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;

b) there is either no demand for another suitable social infrastructure use on-site, or that the site/premises is no longer appropriate for social infrastructure uses; and

c) any replacement/relocated facilities for the specific use provides a level of accessibility and standard of provision at least equal to that of the existing facility.

ii) the activities carried out are inconsistent and cannot be made consistent with acceptable living conditions for nearby residents; and

iii) the redevelopment of the site would secure an over-riding public benefit.

Policy DMCI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for the refurbishment and re-use of existing premises for community facilities will be supported.

B) Proposals for the provision of new community facilities will be supported where they:

i) are located within the community or catchment that they are intended to serve;

ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards that meet the needs of intended occupants;

iii) are sited to maximise shared use of the facility, particularly for recreational and community uses; and

iv) make provision for community access to the facilities provided.

The proposed development seeks permission for landscaping improvement works including surface water flood mitigation using new rain gardens, reshaping of the existing bund, new tree planting and new car parking spaces. The proposed tree planting will enhance the setting of the site and the proposed rain water gardens will alleviate localised surface water flood risk issues which currently affect the listed Bunker Structure. The proposal would also provide an additional 14 car parking spaces, including 1 accessible parking space and 2 family parking spaces, to total 44 car parking spaces. This is

proposed in order to address the under provision of car parking for special event days, including Armistice Day, which causes congestion along Wren Avenue. Evidently, the proposed changes support the retention and enhancement of the existing community facility, in accordance with Policy CI1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies DMCI 1 and DMCI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

The principle of the development within the Green Belt is addressed in the 'Impact on the Green Belt' section of the report.

7.02 Density of the proposed development

Not relevant to the consideration of this application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The site comprises the Grade I Listed Group Operations Room and Locally Listed Group Memorial Stone, associated with the Battle of Britain Museum and Visitor Centre.

Paragraph 192 of the National Planning Policy Framework (NPPF) (February 2019) states that in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Policy 7.8 of the London Plan (March 2016) states that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

Policy DMHB 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials; vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through

negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

Policy DMHB 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

Policy DMHB 3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

The proposed development would include landscaping to adjoin the Grade I Listed Group Operations Room and Locally Listed Group Memorial Stone. This would support flood mitigation works consented as part of planning permission reference 585/APP/2019/2988 and contribute to the alleviation of localised surface water flood risk issues which affect the listed Bunker Structure. The proposed car parking will facilitate visits to the Battle of Britain Museum and Visitor Centre which contributes to the regeneration of the statutory listed and locally listed heritage assets. As confirmed by the Council's Conservation Officer, the proposed works complement the setting of the listed structures. As such, the proposed works are considered to accord with the requirements of Policies DMHB 1, DMHB 2 and DMHB 3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.8 of the London Plan and the NPPF (February 2019).

7.04 Airport safeguarding

Not relevant to the consideration of this application.

7.05 Impact on the green belt

The application site is located within Green Belt land and is subject to the following policy considerations:

Paragraph 143 of the NPPF (February 2019) sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances'. Paragraph 144 continues this, stating:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."

Paragraph 145 of the NPPF (February 2019) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt but that exceptions to this include:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Policy 7.16 of the London Plan (March 2016) supports this, stating:

"The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance."

In terms of local policy, the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) gives strong protection to Green Belt land. Policy EM2 states that the Council will seek to maintain the current extent of the Green Belt and any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan (March 2016) policies, including the very special circumstances test.

Policy DME1 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.

B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

- i) the height and bulk of the existing building on the site;
- ii) the proportion of the site that is already developed;
- iii) the footprint, distribution and character of the existing buildings on the site; iv) the relationship of the proposal with any development on the site that is to be retained; and v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

The proposed development would extend the existing car park area, increasing the number of car parking spaces from 30 to 44. The Planning Statement identifies three reasons for seeking an extension to the existing car park which include reducing overspill parking into surrounding roads at peak times, the need to address issues of surface water flooding and issues with the existing servicing arrangements.

The whole site is located within the Green Belt where development is by definition harmful unless it falls within any of the exceptions identified in para 145 of the NPPF. As stated by the Council Planning Policy Officer, the whole of the bunker site is considered to be previously developed land as the current landscaping, including the bund, were provided to screen the bunker and associated buildings. The proposed car park extension is considered to be infill development due to its location within the existing built footprint of the site and its relatively limited scale.

In terms of the impact on the openness of the Green Belt, the true impact of the proposed development is considered to be the cars which are to occupy the additional spaces. In order to minimise any visual impact, the additional spaces are proposed to utilise grasscrete paving as a softer alternative to hardstanding and the existing bund is proposed to be regraded in order to act as visual screen to the site from surrounding areas. The proposed development is also arranged to adjoin the existing car park area and the Uniter Bunker building, thereby preventing sprawl and containing the development within a designated area. Alongside the proposed tree planting and rainwater gardens, the proposal is considered to sufficiently limit its impact on the Green Belt. On this basis, the proposed car park extension would be acceptable development within the Green Belt which would not have a greater impact on the openness of the Green Belt than the existing development. As such, very special circumstances do not need to be demonstrated and the proposal would accord with Policy DME1 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.16 of the London Plan (March 2016) and the NPPF (February 2019).

7.07 Impact on the character & appearance of the area

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing;
 - local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.

- ii) ensuring the use of high quality building materials and finishes;
 - iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
 - iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
 - v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.
- D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The proposed additional car parking and layout would provide sufficient space for access by visitors and service vehicles. The proposed spaces and access road are to utilise grasscrete, the existing bund is to be regraded to screen the proposed spaces and additional tree planting and rain water gardens are proposed to complement the Green Belt aesthetic as well as improve the drainage and ecological value of the site. The bin storage arrangements are proposed to remain as existing.

The existing site is notably screened by tree coverage and there are limited vantage points where the proposed parking could be viewed from. Generally, it is considered that views of the proposal are only possible within close proximity to the site on Wren Avenue and only visitors of the site would see the proposed development. As such, the impact of the proposal on the character of the area and street scene is not considered to be detrimental.

The specific detail of the materials to be used and planting proposed are to be secured by condition. Subject to condition, the proposed development would accord with the requirements of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest neighbouring residents to the proposed development would be located over 80 metres to the east of the application site along Patch Close and Vincent Drive. Given this, the proposed development is not considered to result in any detrimental impacts on the neighbouring resident amenity, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.09 Living conditions for future occupiers

Not relevant to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
 - iii) provide equal access for all people, including inclusive access for disabled people;
 - iv) adequately address delivery, servicing and drop-off requirements; and
 - v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.
- B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards. Appendix C of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that car parking standards are determined on an individual basis for community centres.

The proposed development would provide an additional 14 car parking spaces, including 1 accessible parking space and 2 family parking spaces, to total 44 car parking spaces, 3 long bays and 3 motorcycle spaces. These car parking spaces are proposed in order to cater for occasional peaks in the existing demand for parking which arise from events held at the Battle of Britain Museum and Visitor Centre, including Armistice Day. As stated by the Council's Highways Officer, the proposed spaces are considered to reduce the impact of these events on the local highways network.

The proposed car park layout would introduce a new looped access road allowing for appropriate access by visitors and service vehicles. As such, this layout is considered acceptable.

A total of 6 existing car parking spaces are also proposed to be fitted with active electrical charging points, in addition to the 2 which already exist on site. This is considered to encourage more sustainable transport to and from the site and is supported.

Given the above, the proposed development is considered to accord with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.11 Urban design, access and security

Please see the 'Impact on the character & appearance of the area' section of the report.

SECURITY

Not relevant to the consideration of this application.

7.12 Disabled access

Policy 7.2 of the London Plan (March 2016) requires that the all new development provides the highest standards of accessible and inclusive design.

The proposed development includes provision for 1 additional accessible space, equating to 10% of the proposed car parking spaces. This is in addition to 4 existing accessible parking spaces and is considered to accord with Policy 7.2 of the London Plan (March 2016).

7.13 Provision of affordable & special needs housing

Not relevant to the consideration of this application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The proposed development would create an area of grasscrete measuring approximately 423 square metres in footprint, the existing bank would be regraded and reinforced with new tree planting and new rain gardens would be provided to mitigate surface water issues. No trees will be directly affected by the proposal, although the recently planted areas should be protected from the plant and construction-related activities. Subject to a condition securing the detail of proposed materials, planting and tree protection measures, the proposed development is considered to accord with Policy 5.10 of the London Plan (March 2016) and Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

ECOLOGY

Paragraph 170 of the NPPF (February 2019) 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.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

The proposal includes new tree planting to reinforce the existing bund and would create rain water gardens to mitigate surface water issues. These elements also serve to enhance the ecological value of the site. The detail of the planting to be undertaken is to be secured by condition. As such, subject to condition, the proposal would accord with the requirements of the NPPF (February 2019), Policy 7.19 of the London Plan (March 2016) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.15 Sustainable waste management

Policy 5.17 of the London Plan (March 2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The proposal involves no alterations to the refuse storage facilities but would create a new looped access road suitable for refuse and service vehicle collections. As such, the proposal is not considered contrary to Policy 5.17 of the London Plan (March 2016).

7.16 Renewable energy / Sustainability

Not relevant to the consideration of this application.

7.17 Flooding or Drainage Issues

Policy 5.12 of the London Plan (March 2016) requires that development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical Guidance on flood risk over the lifetime of the development.

Policy 5.13 of the London Plan (March 2016) states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

As stated by the Council's Flood and Water Management Officer, the proposed landscaping works, rain gardens, reshaping of the existing bund and tree planting will mitigate localised surface water flood risk issues which impact on the existing heritage assets. Subject to a condition securing details of a sustainable water management scheme, the proposed development is considered to accord with Policy 5.12 and 5.13 of the London Plan (March 2016), Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.18 Noise or Air Quality Issues

NOISE

Not relevant to the consideration of this application.

AIR QUALITY

Policy 7.14 of the London Plan (March 2016) states that development proposals should be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is within a declared Air Quality Management Area which requires planning applications to consider their impact on air pollution and provide any necessary mitigation. It is not, however, within an Air Quality Focus Area where the pollution levels are predicted to be above the air quality limits.

The proposed development would provide an additional 14 car parking spaces and would install active electric car charging points to 6 existing car parking spaces, to total 8 active electric vehicle charging points on site. The site is set back from the main road which would be the major pollution source in terms of negative impacts on users of the site. The development is proposed to reduce congestion on surrounding roads and the proposed tree planting would benefit the local environment.

Given the above, it is considered that the proposal would not be contrary to Policy 7.14 of the London Plan (March 2016), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.19 Comments on Public Consultations

No comments from residents have been received.

7.20 Planning obligations

Not relevant to the consideration of this application.

7.21 Expediency of enforcement action

Not relevant to the consideration of this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

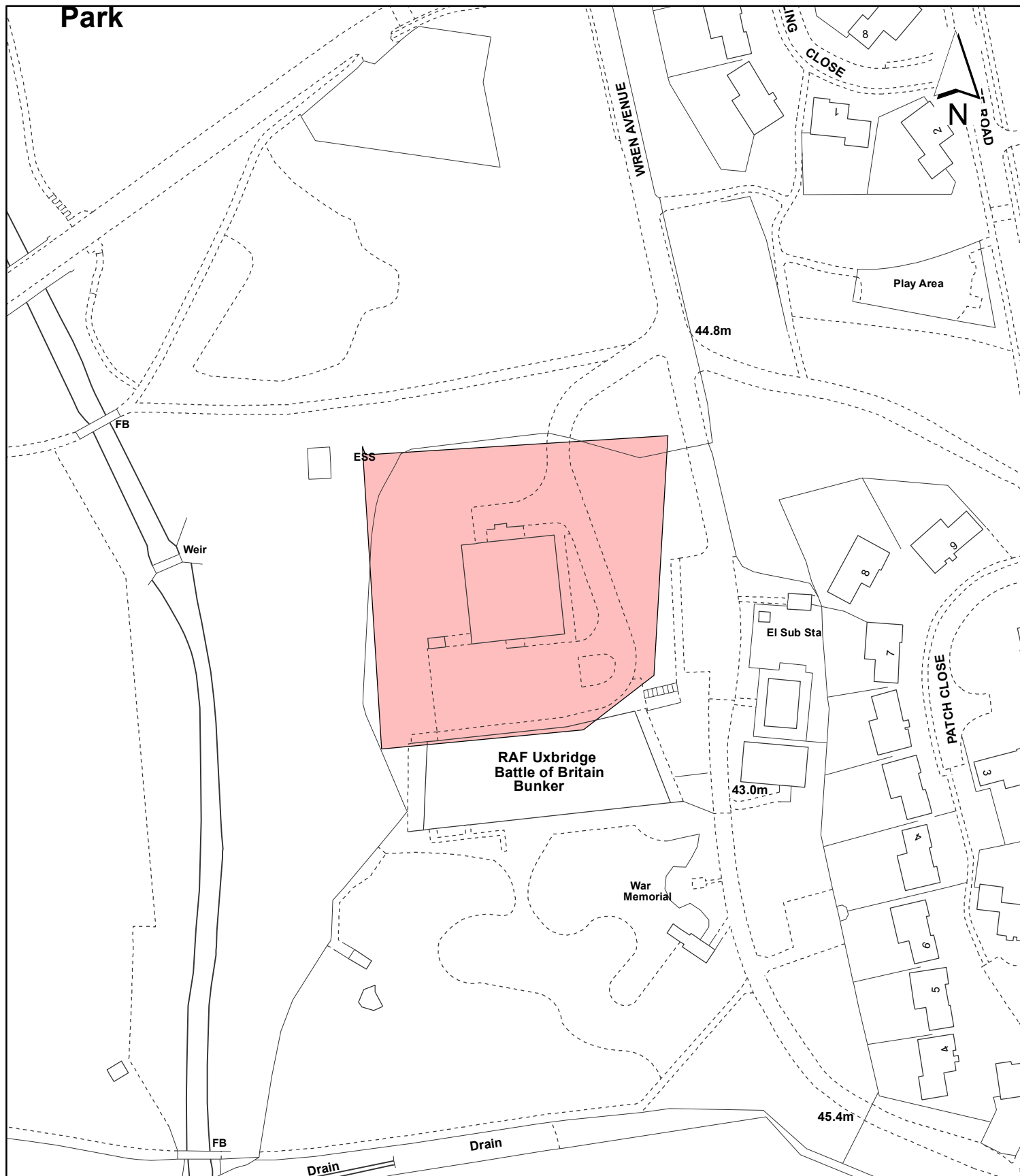
In conclusion, the proposed landscaping improvement works, re-shaping of the existing bund, new tree planting and new car park spaces are considered acceptable in principle and with regard to its impact on the Green Belt, character of the area, neighbour amenity, access, trees and landscaping, ecology, flooding, drainage, the local highway network, waste and air quality. Subject to conditions, this application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (February 2019)
The London Plan (March 2016)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)
Hillingdon Local Plan: Part 2 - Site Allocations and Designations (January 2020)
Accessible Hillingdon Supplementary Planning Document (September 2017)
Planning Obligations Supplementary Planning Document (July 2014)

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Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Battle of Britain Museum
and Visitor Centre
Wren Avenue**

Planning Application Ref:

585/APP/2019/3868

Planning Committee:

Major

Scale:

1:1,250

Date:

February 2020

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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