

Taylor Woodrow Dev Ltd & Artesian Property
Partnership
c/o Robinson Escott Planning
Warren Court
Knockholt Road
Halstead
Sevenoaks
TN14 7ER

2 /26th October 2004
Application No : DC/04/02322/OUT
Date : 16th February 2005

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE) ORDER
1995

NOTIFICATION OF GRANT OF OUTLINE PLANNING PERMISSION

Take notice that the Council of the London Borough of Bromley, in exercise of its powers as local planning authority under the above Act, has **GRANTED** outline planning permission for the development, referred to in your application received on 15th June 2004.

at : Land At Former RAF Married Quarters Main Road Biggin Hill Westerham Kent

Proposal: Demolition of existing dwellings in Turner Road, Henderson Road, Mortimer Road and Nos. 37, 38, 39 _ 40 Vincent Square and Nos. 2, 4, 6 _ 8 Main Road and demolition of redundant former RAF buildings; erection of not more than 139 dwellings comprising two/two and a half storey houses and flats, together with the provision of access roads, garages and car parking with associated landscaping. OUTLINE (Land at Former RAF Married Quarters & Nos. 2, 4, 6 & 8, Main Road, Biggin Hill)

Subject to the following conditions :-

- 1 Details relating to the siting, design, external appearance, access and landscaping of each phase of the development approved pursuant to Condition 36
 - (i) shall be submitted to and approved by the Local Planning Authority before any development is commenced.
 - (ii) Application for approval of the details referred to in paragraph (i) above in respect of one phase of the development approved pursuant to Condition 1 must be made not later than the expiration of three years beginning with the date of this notice, and application for the approval of details referred to in the last phase approved pursuant to Condition 1 must be made not later than the expiration of 5 years beginning with the date of this decision notice.
 - (iii) The development to which this permission relates must be begun not later than whichever is the later of the following dates;

(a) The expiration of five years from the date of this decision notice, or

(b) The expiration of two years from the final approval of details referred to in paragraph (i) in respect of details referred in paragraph (i) of the first phase of the developed approved pursuant to Condition 1 or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: No such details have been submitted and to comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2 The landscaping details , which shall include the materials of paved areas and other hard surfaces, species, density, management of tree planting and other landscaping works, submitted in accordance with condition 01 and subsequently approved in writing by or on behalf of the Local Planning Authority shall be implemented in the first planting season following the occupation of the buildings or the substantial completion of the development whichever is the sooner. The landscaping scheme shall not include wetland areas, ponds, streams, wildflower meadow or other features likely to attract large numbers of birds. Any trees or plants which within a period of 5 years from the completion of the development dies, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species to those originally planted.

2 Reason: In order to comply with Policy E.1 and Appendix III.I of the adopted Unitary Development Plan and Policy BE1 of the second deposit draft Unitary Development Plan (September 2002), to secure a visually satisfactory setting for the development, and to ensure the operational safety of Biggin Hill Airport by minimising the risk of birdstrike.

3 Before any phase of the development hereby permitted is first occupied, boundary enclosures of a height and type relating to that phase to be approved in writing by or on behalf of the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently maintained thereafter.

Reason: In order to comply with Policy E.1 of the adopted Unitary Development Plan and Policy BE1 of the second deposit draft Unitary Development Plan (Sept 2002) and in the interest of visual amenity and the amenities of adjacent properties.

4 No trees on the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by or on behalf of the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.

Reason: In order to comply with Policy G.28 of the adopted Unitary Development Plan and Policy NE7 of the second deposit draft Unitary Development Plan (Sept 2002) and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity.

5 No demolition, site clearance or building works (including trenches, pipelines for services or drains) shall be undertaken until Chestnut fencing not less than 1.2 metres in height has been erected around every tree or tree group on the site shown to be retained on the submitted drawings at the furthest extent of the spread of the canopy of any tree or tree group except where development is hereby permitted within this area. The fence shall be placed so as to

exclude the site of the said development but otherwise as far as possible from the trees. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be maintained during the course of the building work relating to that phase hereby permitted.

Reason: In order to comply with Policy G.28 of the adopted Unitary Development Plan and Policy NE7 of the second deposit draft Unitary Development Plan (Sept 2002) and to ensure that all existing trees to be retained are adequately protected.

6 No bonfires shall take place within 6 metres of the furthest extent of the spread of the canopy of any tree or tree group shown to be retained on the submitted drawings.

Reason: In order to comply with Policy G.28 of the adopted Unitary Development Plan and Policy NE7 of the second deposit draft Unitary Development Plan (Sept 2002) and to ensure that all existing trees to be retained on the site are adequately protected.

7 No trenches, pipelines for services or drains shall be sited under the spread of the canopy of any tree or tree group shown to be retained on the submitted plans without the prior agreement in writing by or on behalf of the Local Planning Authority.

Reason: In order to comply with Policy G.28 of the adopted Unitary Development Plan and Policy NE7 of the second deposit draft Unitary Development Plan (Sept 2002) and to ensure that all existing trees to be retained on the site are adequately protected.

8 Before any work on a phase is commenced, details of the depth, extent and means of excavation of the foundations relating to that phase shall be submitted to and approved in writing by or on behalf of the Local Planning Authority, and the excavations and foundations shall be carried out in accordance with the approved details.

Reason: In order to comply with Policy G.28 of the adopted Unitary Development Plan and Policy NE7 of the second deposit draft Unitary Development Plan (Sept 2002), to ensure works are carried out according to good arboricultural practice, and in the interest of the health and visual amenity value of trees to be retained.

9 Before the development on a phase hereby permitted is commenced, details of the materials, depth, extent and means of excavation for the construction of the access/car parking relating to that phase shall be submitted to and approved in writing by or on behalf of the Local Planning Authority, and the excavations and the access/car parking shall be carried out in accordance with the approved details.

Reason: In order to comply with Policy G.28 of the adopted Unitary Development Plan and Policy NE7 of the Second deposit draft Unitary Development Plan (Sept 2002) to ensure works are carried out according to good arboricultural practice, and in the interest of the health and visual amenity value of trees to be retained.

10 Details of the materials to be used for the external surfaces of the building and all other constructional materials for each phase of the development shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before any work on that phase is commenced. The works shall be carried out in accordance with the approved details.

10 Reason: In order to comply with Policy E.1 and Appendix III.2 of the adopted Unitary Development Plan and Policy BE1 of the second deposit draft Unitary Development Plan (September 2002), in the interest of the appearance of the building and the visual amenities of the area and in the interests of the operational safety of Biggin Hill Airport.

11 A general strategy for the entire site and details of a surface water drainage system (including storage facilities where necessary) for each phase shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before that phase of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently maintained thereafter.

Reason: To ensure satisfactory means of surface water drainage.

12 A general strategy for the entire site and details of a foul water drainage system shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before that phase of the development hereby permitted is commenced and the approved scheme shall be completed before that phase of the development hereby permitted is first occupied, and permanently maintained thereafter.

Reason: To ensure satisfactory means of foul water drainage.

13 Details of the layout of the access road and turning area including its junction with Main Road and dimensions of visibility splays shall be submitted to and approved in writing by or on behalf of the Local Planning Authority and these access arrangements shall be substantially completed before any part of the development hereby permitted is first occupied. There shall be no obstruction to visibility in excess of 1.0m in height within the approved splays except for trees selected by or on behalf of the Authority, and which shall be permanently maintained.

Reason: In order to comply with Policies T.2 and T.26 of the adopted Unitary Development Plan and Policy T22 of the second deposit draft Unitary Development Plan (Sept 2002) and in the interest of pedestrian and vehicular safety.

14 Before any work on a phase is commenced details of parking spaces and/or garages and sufficient turning space shall be submitted to and approved in writing by or on behalf of the Local Planning Authority and such provision shall be completed before the commencement of the use of the land or building in that phase hereby permitted and shall thereafter be kept available for such use. No development whether permitted by the Town and Country Planning (General Permitted Development Order) 1995 (or any Order amending, revoking and re-enacting this Order) or not, shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason: In order to comply with Policy T.15 of the adopted Unitary Development Plan and Policy T3 of the second deposit draft Unitary Development Plan (Sept 2002) and to avoid development

without adequate parking or garage provision is likely to lead to parking inconvenient to other road users and to be detrimental to amenities and prejudicial to road safety.

15 Parking bays shall measure 2.4m x 5m and there shall be a clear space of 6m in front of each space (or 7.5m if garages are to be provided) to allow for manoeuvring and these spaces shall be permanently maintained as such thereafter.

Reason: In order to comply with Appendix V.4 of the adopted Unitary Development Plan and Appendix II of the second deposit draft Unitary Development Plan (Sept 2002) and in the interest of pedestrian and vehicular safety.

16 Garages shall have minimum internal dimensions of 2.6m x 6m (or as agreed by the LPA as part of the reserved matters for each phase) and there shall be a minimum clear space in front of their doors of 6m (or of 7.5m where the garages are in a compound or opposite a structure or means of enclosure) to allow for manoeuvring and these dimensions shall be permanently maintained as such thereafter.

Reason: In order to comply with Appendix V.7 of the adopted Unitary Development Plan and Appendix II of the second deposit draft Unitary Development Plan (Sept 2002), to ensure that adequate on-site parking is provided and in the interest of pedestrian and vehicular safety.

17 A minimum distance of 6m shall be provided between the front doors of the garage(s) and the back edge of the footway.

Reason: In order to comply with Appendix V.7 of the adopted Unitary Development Plan and Appendix II of the second deposit draft Unitary Development Plan (Sept 2002) and in the interest of pedestrian and vehicular safety.

18 Before any part of the development hereby permitted is first occupied that part of a sight line of 9.0 x 90.0m which can be accommodated within the site shall be provided in both directions at junction of access road with Main Road and with the exception of trees selected by or on behalf of the Local Planning Authority no obstruction to visibility shall exceed 1.0m in height in advance of this sight line, which shall be permanently maintained as such.

Reason: In order to comply with Policy T.2 of the adopted Unitary Development Plan and Policy T22 of the second deposit draft Unitary Development Plan (Sept 2002) and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

19 Before the access hereby permitted is first used by vehicles, it shall be provided with drives visibility splays and there shall be no obstruction to visibility in excess of 3.3m x 2.4m x 3.3m in height within these splays except for trees selected by or on behalf of the Local Planning Authority, and which shall be permanently maintained thereafter.

Reason: In order to comply with Policy T.2 of the adopted Unitary Development Plan and Policy T22 of the second deposit draft Unitary Development Plan (Sept 2002) and in the interest of pedestrian and vehicular safety.

20 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud on the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

Reason: In the interest of pedestrian and vehicular safety.

21 Details of the finished surfaces of the access road, garage drives and parking areas, which shall include coloured materials and block paving, and of the street lighting installations for each phase of the development, shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before that phase of the development commences and the access road, drives, parking areas and street lighting shall be completed in accordance with the approved details before any of the dwellings hereby permitted are first occupied.

Reason: In order to comply with Policy H.2 of the adopted Unitary Development Plan and Policy H6 of the second deposit draft Unitary Development Plan (Sept 2002) and in the interest of the visual amenities of the area.

22 Details of arrangements for storage of refuse (including means of enclosure for the area concerned where necessary) for each phase of the development shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before that phase of the development is commenced and the approved arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently maintained thereafter.

Reason: In order to comply with Policy E.1 and Appendix III.4 of the adopted Unitary Development Plan and Policy BE1 of the second deposit draft Unitary Development Plan (Sept 2002) and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenities aspects.

23 Before any phase of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) relating to that phase shall be provided on the site in accordance with details to be submitted to and approved in writing by or on behalf of the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently maintained thereafter.

Reason: In order to comply with Policy T.21 and Appendix V.5 of the adopted Unitary Development Plan and Policy T10 and Appendix II7 of the second deposit draft Unitary Development Plan (Sept 2002) and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

24 Details of a scheme to light the access roads and car parking areas for each phase of the development hereby permitted shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before that phase of the development hereby permitted is commenced, and the approved scheme shall be implemented before the development is first occupied and the lighting shall be permanently maintained thereafter.

- 24 Reason: In order to comply with Policy T.15 and Appendix V.10 of the adopted Unitary Development Plan and Policy T3 and Appendix II of the second deposit draft Unitary Development Plan (September 2002), in the interest of visual amenity, the safety of occupiers of and visitors to the development and of the operational safety of Biggin Hill Airport.
- 25 Details of emergency access arrangements shall be submitted and approved in writing by or on behalf of the Local Planning Authority before the development hereby permitted is commenced.
- 25 Reason: To ensure adequate access for emergency vehicles at all times.
- 26 The development hereby permitted shall not be first occupied until the necessary works in the highway to improve the access to Main Road have been constructed to the satisfaction of the Local Planning Authority.
- 26 Reason: In the interests of highway safety.
- 27 While the development hereby permitted is being carried out provision shall be made to accommodate operatives and construction vehicles loading, off loading, parking and turning within the site in accordance with details to be submitted to and approved in writing by or on behalf of the Local Planning Authority and such provision shall remain available for such uses to the Authority's satisfaction throughout the course of the development.
- 27 Reason: In the interests of highway safety.
- 28 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking and re-enacting this Order) no buildings, structures, ponds, of any kind shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.
- 28 Reason: To retain as far as possible the openness of the Green Belt and to prevent creation of features affecting the operational safety of Biggin Hill Airport.
- 29 The details to be submitted pursuant to this outline permission shall show a total footprint of up to approximately 6,500 square metres of all dwellings as ascertained by external measurement.
- 29 Reason: In order to comply with Policy BH (ii) of the second deposit draft Unitary Development Plan (September 2002) and to prevent overdevelopment of the site.
- 30 A scheme of noise mitigation for each phase of the development for protecting the proposed dwellings from airborne noise which shall include double glazing in windows, shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before that phase of the development commences and the scheme shall be fully implemented before any of the dwellings in that phase are occupied and permanently maintained as such thereafter.
- 30 Reason: In order to comply with Policy H.2 of the adopted Unitary Development Plan and Policies H6 and BH9 of the second deposit draft Unitary Development Plan (September 2002) and to ensure a satisfactory standard of residential amenity.
- 31 Notwithstanding the provisions of Class F of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking and re-enacting this Order), no additional hardstanding for the parking of vehicles other than that

shown on the approved drawings shall be provided within the curtilage of the dwelling(s) without the prior approval in writing of the Local Planning Authority.

Reason: In order to comply with Policy H.2 of the adopted Unitary Development Plan and Policy H6 of the second deposit draft Unitary Development Plan (Sept 2002), and in the interest of the visual and residential amenities of the area.

32 The development hereby permitted shall be carried out generally in accordance with the illustrative plans SZ 0329/AP02 D.

32 Reason: In order to comply with the terms and purpose of the outline planning application in the interests of the proper planning of the area.

33 Details of the proposed slab levels of the building(s) and the existing site levels for each phase of the development shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before work on that phase commences and the development shall be completed strictly in accordance with the approved levels.

Reason: In order to comply with Policy E.1 of the adopted Unitary Development Plan and Policy BE1 of the second deposit draft Unitary Development Plan (Sept 2002) and in the interest of the visual and residential amenities of the area.

34 No demolition, site clearance or building works (including trenches, pipelines or drains) shall be undertaken until details of the measures to be taken to reduce the risk to badgers during development works is submitted to and approved in writing by or on behalf of the Local Planning Authority.

34 Reason: In order to comply with Policy G.23 of the adopted Unitary Development Plan and Policy NE4 of the second deposit draft Unitary Development Plan (September 2002) and in order to safeguard the well being of badgers during construction.

35 No demolition shall take place until a method statement, drawn up with the assistance of a licensed bat surveyor, on how risk to any possible bat roosts are to be minimised and the roosts relocated if necessary is submitted to and approved in writing by or on behalf of the Local Planning Authority.

35 Reason: In order to comply with Policy G.23 of the adopted Unitary Development Plan and Policy NE4 of the second deposit draft Unitary Development Plan (September 2002) and in order to safeguard the well being of bats and bat roosts during construction.

36 A phasing plan identifying the separate phases of the residential development shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced.

36 Reason: To enable each phase to be carried out independently of the other to secure the proper and efficient planning and development of the site.

37 The details to be submitted pursuant to this outline permission shall show a total for all phases of no more than 139 dwellings.

37 Reason: In order to prevent overdevelopment of the site and to limit the potential impact on the Green Belt.

38 The details to be submitted pursuant to this outline permission for each phase of the development shall show no building with a gross floor area exceeding 1,000 sq metres as ascertained by external measurement.

38 Reason: In order to limit the size of buildings on the site and to limit the potential impact on the Green Belt.

39 The ridge heights of the proposed flats shall be no more than 9.5 metres above their respective slab levels and there shall be no structures (including chimneys) that shall be more than 10.5 metres above ground level.

39 Reason: In order to retain the openness of the Green Belt and in the interests of the operational safety of the airport.

40 Summary of reasons for granting planning permission

The decision to grant planning permission has been taken generally in accordance with and having regard to the adopted London Borough of Bromley Unitary Development Plan (March 1994) (AUDP), the Second Deposit Draft Unitary Development Plan (September 2002) (2DDUDP), the London Plan and Government Planning Policy Guidance, in particular that on housing (PPG3) and Green Belts (PPG2) and taking into account all other relevant material planning considerations.

The relevant policies are set out below.

Informative

This is a summary of the main reasons for this decision as required by law. The application has been determined taking into account the development plan insofar as it is relevant and also taking into account all other material planning considerations, including all the representations received. For further details, please see the application report, the Unitary Development Plan and associated documents or write to Chief Planner quoting the above application number.

40 Objectives (AUDP)

Housing objective 2 (to increase quantity and choice of housing...)

Green Belt, open space...objective 2 (to enhance the Green Belt...)

Policies (AUDP)

G.2 Green Belts

H.2 Design of housing development

E.1 Design of new developments

E.7 Conservation Areas

Objectives (2DDUDP)

Housing objective 2 (to promote mixed and balanced communities...)

Housing objective 3 (to make provision for at least 11,450 additional dwellings (2300 of which would be affordable) between

1997 and 2016)

Conservation and built environment objectives 3 (to raise awareness of the Borough's heritage)

Green Belt and open space objective 2 (to enhance land designated as Green Belt...)

Recreation, Leisure and Tourism objective 2 (to encourage the provision of new facilities in appropriate locations)

Policies (2DDUDP)

G1 Green Belts

H2 Affordable housing
H6 Housing design
H7 Housing density
BE1 Design of new development
BE9 Conservation areas
BH2 New development at Biggin Hill Airports and environs
BH5 Married Quarters - Area 2
BH9 Noise sensitive development

London Plan:

Policy 3A.2 Borough housing targets

Policy 3A.8 Negotiating affordable housing in individual private residential and mixed use schemes

You are further informed that :

- 1 You are advised to consult with Planning and Development Services Manager for London Biggin Hill Airport on the details of the landscaping scheme, external lighting and use of construction materials before submitting these for approval to the Local Planning Authority.
- 2 You are reminded of your obligation under Section 80 of the Building Act 1984 to notify the Building Control Section at the Civic Centre six weeks before demolition work is intended to commence.
- 3 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre regarding Street Naming and Numbering.
- 4 Your attention is drawn to the following legislation and Government advice concerning means of access for people with disabilities:
 - The Disability Discrimination Act 1995
 - Approved Document M of the Building Regulations 1991 "Access and Facilities for Disabled People" made under the Building Act 1984 (1999 Edition)
 - Department of Education and Science, Design Note 18 - Access for the physically disabled to educational buildings
 - Special Educational Needs (SEN) and Disability Act 2001.
- 5 You are advised that if bat roosts are found during demolition works it will be necessary to apply for an EPS Habitats Regulation License prior to the roosts being relocated.
- 6 If cranes are to be operated on the site, given the proximity of Biggin Hill Airport, attention is drawn to the requirements under BS7121 Part I para 9.3.3 requiring prior notification to the Airport.

Signed:

On behalf of the London Borough of Bromley Council
YOUR ATTENTION IS DRAWN TO THE NOTES OVERLEAF