

SECTION '2' – Applications meriting special consideration

Application No : 11/02499/FULL1

Ward:
Darwin

Address : Cherry Lodge Golf Club Jail Lane
Biggin Hill TN16 3AX

OS Grid Ref: E: 543279 N: 158788

Applicant : Cherry Lodge Golf Club

Objections : YES

Description of Development:

Improvement of golf club course including deposit of inert materials to remodel 2nd, 3rd, 4th, 5th, 7th, 8th, 10th, 11th, 12th, 13th and 14th holes and provide multi-shot driving range (on existing practice ground outfield), chipping academy and putting green. Replacement single storey driving range building. Laying out of hard surface on existing informal car parking area to provide 93 spaces. Drainage and landscaping works. Alteration of vehicular access to Main Road and construction of temporary haul roads and compound for import of soil, including wheel washing facility, site office and related buildings

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
Local Distributor Roads

Proposal

Planning permission is sought for the improvement of Cherry Lodge Golf Course, to include the deposit of inert materials to remodel 11 holes and to provide a multi-shot driving range (on existing practice ground outfield), chipping academy and putting green. The proposal will also involve drainage works and landscaping (including a scheme of planting).

In addition to the above, a single storey driving range building is proposed, and the laying out of a hard surface over the existing informal car parking area to provide 93 spaces.

In order to facilitate the works and the import of the inert materials to the site, it is proposed to provide a temporary vehicular access on to Main Road, Biggin Hill adjacent to an existing unmade byway (to the north of the Fox and Hounds PH),

and construct a temporary haul road (with wheel washing facility) and site compound, including site office and related buildings.

It is estimated that the construction phase of the works would take in the order of 12 months to complete, depending on the availability of suitable inert materials and restricted hours of operation due to adverse weather conditions. The inert materials will be brought to the site by 4-axle tipper spoil wagons (10m in length), and could arrive at the site from the north or south. Normal operating hours for fill importation would be 0930 – 1630 Mondays to Fridays, with an anticipated 70 deliveries per weekday, equating to 350 per week and 10 an hour on average.

With regard to the source and content of the inert (non-reactive) materials to be brought onto the site, the Applicant's Agent has advised that the vast majority will comprise soils extracted from construction sites, which will be screened and graded to ensure that no contaminated material or unsuitable substrate is utilised, while all work will be monitored by the Environment Agency under the Environmental Permitting Regulations (England and Wales) 2010.

The application is accompanied by a Planning, Design and Access Statement, which states that the application has been made to avert an impending threat of administration, which has arisen due to the poor practice facilities, lack of course subscriptions and unsustainable profit/loss margins. The decision has therefore been taken to pursue a scheme of modernisation to prevent the loss of the community use from the golf course to the club house and car park. It is stated that existing facilities require modernisation, while new facilities are required to increase revenue streams including club house rental, driving range ball fees and increased membership subscriptions. The Statement includes recent profit and loss accounts as an appendix.

With regard to the impact of the proposed development to the Green Belt, the Statement explains that the change in ground levels proposed would not restrict the open nature of the site, especially as care has been taken to avoid unnatural or awkward topography, with gentle contours proposed and generous planting to help assimilate the proposal into the landscape. It is argued that the overall appearance of the site, particularly from public vistas, would remain similar to existing, but with differing arrangements of contours, fairways and greens.

Concerning the proposed range shelter building, this would constitute an essential facility for the club, in providing covered bays to the upgraded driving range which would allow for year round play without concern for possible loss of revenue during periods of wetter weather, therefore providing a revenue stream.

In a more general sense, the Statement argues that each aspect of the proposed alterations are essential to the modernisation of the course and range, to put the Club on a sound financial footing. It is demonstrated in the Planning, Design and Access Statement and the Summary and Justification of the Course Alterations that each development aspect has a clear functional and essential use in order to rectify course problems and ensure the ongoing playability, safety and popularity of the sports facility.

The full details of the proposal are as follows:

Improvement works to existing course

The proposed works to the existing course are intended to improve its playability, address safety issues with ball containment both within the site itself between adjacent holes and beyond the site boundaries (particularly at hole 14 where mis-hit balls can fall outside of the course boundaries onto adjacent land), to improve drainage and to improve the appearance of the course overall. This is primarily to be achieved with additional mounding and course features, the re-grading of land, the re-positioning, raising and upgrading of tees, and the introduction of native planting/removal of unattractive non-native trees.

The proposed works would be phased to allow the course to remain open for their duration, commencing with the area furthest from the site entry points to the northern end of the course.

Multi-shot driving range with new range shelter

Designed to replace the existing range outfield which is broadly positioned within the centre of the course (between the 5th and 2nd holes), the multi-shot driving range is intended to provide a more realistic practice experience for golfers with features incorporated such as bunkers, greens and mounding etc. to encourage a range of shots of differing distances. The range will feature perimeter mounding for containment, ground re-modelling and a sub-surface drainage system. Landscaping would incorporate a mix of native trees and shrubs. No range netting is proposed; instead ball containment is expected to be achieved by the mounding and as a result of the sizable depth and width of the range.

The proposed range shelter will be at the southern edge of the range, constructed from timber and featuring a shallow pitched metal sheet roof, incorporating a total of 12 bays, measuring 42m in width, 5.15m in depth and with a maximum height of 3.75m.

Chipping Academy and Putting Green

The new chipping academy is proposed to be located south of the car park, for the practising and teaching of short game skills on the golf course. This element of the proposal is described as a critical aspect of the scheme, seeking to increase the viability of the driving range from an economic perspective and in providing a more family centred facility that will be available to a wider spectrum of the public.

Resurfaced car park

At present the car park contains 33 formalised car parking spaces and an informal area of approx. 1800m², located to the south of the club house. It is intended to formalise the car park to provide an additional 93 spaces, resulting in 126 in total. The car park would be surfaced in permeable gravel or pea shingle.

Drainage works

In connection with the course improvements, the following drainage works are proposed:

- new soakaway to deal with surface water runoff from new range shelter building
- herringbone sub-surface drainage system for the driving range, 14th hole (to overcome standing water problem) and short game area
- swales alongside southern and part of eastern boundaries, and adjacent to south-western corner of site (as recommended in Flood Risk Assessment)
- surface water to drain into existing natural courses, swales and proposed filtration pond

Temporary access, haul and perimeter roads and site works

The proposed improvement works listed above will necessitate the importation of a significant quantity of inert material to the site. Amended plans regarding this aspect of the proposed works were received 20th October, which indicate that a proposed temporary vehicular access would be formed to the site from Main Road, Biggin Hill (A223), adjacent to unmade byway opposite Nos. 342 and 344 and to the north of the Fox and Hounds PH. From this access, a temporary haul road would be constructed, leading to a single point of access into the south-east corner of the golf course (near to Berrys Green Road). A site works compound will be constructed just inside the site boundary, comprising a site office, parking spaces and area for plant and machinery storage.

Rights of way mitigation

The site is crossed by Footpath 275 to the north over holes 1, 2, 5, 6, 15 and 17, and Footpath 275C traverses the site from the south-western corner in a north-easterly direction, crossing hole 9, part of the car park, the driving range and holes 2, 6 and 15. Bridleway 275B runs alongside the eastern site boundary, while Bridleway 277 runs alongside the southern boundary adjacent to hole 13.

The application documents initially included a 'Public Rights of Way Mitigation Plan', which advises that only Footpath 275C would require temporary closure, however that its destination points can still be reached by diverting users around the works using Footpath 275 and/or Berry's Green Road. It is advised that Footpath 275C can be re-instated once the first phase of the development has been shaped to sub surface levels (after 6 months from commencement). Footpath 275 would remain open, crossing the construction area, and would be provided with a suitable safety barrier between construction operations.

Bridleways 277 runs outside of the site boundaries, however the proposed haul road would need to cross this at the point of access into the site. It is indicated within the Construction Traffic Management Statement that where the haul road crosses a Public Right of Way, the 'junctions' would be provided with a safe crossing area with good visibility, with warning signs to the public and lorry drivers and speed restrictions introduced along with speed reducing ramps.

Following comments from local residents and consultees, a 'Haul Road and Footpath Mitigation Strategy' has been submitted (received 20th October), which proposes an amendment to the routing of the haul road (to reduce the number of crossings with rights of way and a reduction of the overall length of road required) and the re-positioning of the site works compound to within the golf course.

The following documents have been submitted in support of the application:

- Planning, Design and Access Statement which sets out the background to and details of the proposal within the planning context
- Visual Impact Assessment which illustrates views into the site comparing the existing and proposed course conditions
- Summary and Justification of Course Alterations which sets out the full details of the proposed works to each hole
- Archaeological Desk Based Assessment which concludes that there is low to moderate archaeological potential at the site
- Reptile Survey Report which concludes that the site is not a key reptile site
- Ecological Impact Assessment which considers the potential impacts on biodiversity as a result of the proposed works
- Biodiversity Benefits Analysis which sets out the key ecological design features embodied in the proposed plans
- Biodiversity Mitigation and Management Plan which provides details of proposed mitigation and habitat enhancement measures
- Arboricultural Implications Assessment which advises on trees to be retained, protection measures and the impact on local amenity of the removal of trees
- Flood Risk Assessment which recommends various drainage works to improve site conditions
- Surface Water Drainage Assessment which in conjunction with the Flood Risk Assessment sets out various proposals to improve site drainage
- Phase 1 Site Survey (Contaminated Land) which concludes that there is very low risk of potential contamination at the site
- Transport Statement which sets out the likely impact of the proposals on trip generation through increased membership of the club (updated 20th October following Highways comments)
- Construction Traffic Management Statement which sets out the proposed management of construction traffic for the duration of the works (updated 20th October to include revisions to haul road, site works compound, and to include a road safety audit of the proposed access onto Main Road)
- Construction Noise Assessment which concludes that the proposed works would fall within acceptable limits for temporary construction works
- Haul Road and Footpath Mitigation Strategy which responds to objections raised concerning the impacts upon users of rights of way as a result of the haul road

Location

The application site is located on the southern side of Jail Lane, Biggin Hill, and comprises approx. 28 ha of Green Belt land in use as an 18 hole golf course with club house, car park and driving range shelter.

The site is surrounded by agricultural land to the south and west, with pockets of residential development to the north and east on Jail Lane and Berry's Green Road.

Comments from Local Residents

Nearby owners/occupiers were notified of the application by letter (including properties in the vicinity of the proposed access onto Main Road), an advertisement was placed in the local press and site notices were posted adjacent to the site entrance on Jail Lane, at the site of the proposed access onto Main Road and at the entrance to Bridleway 277 on Berry's Green Road.

In response a significant number of objections were received, including a large proportion of pro-forma letters as well as individually written letters, together with a number of supporting comments.

Comments made in objection can be summarised as follows:

- impact on openness and visual amenities of Green Belt
- haul road and site compound will have negative impact on character and appearance of open fields
- proposal will harm the landscape and impact upon nearby Kent Downs Area of Outstanding Natural Beauty
- negative effects on wildlife included protected species
- construction works will spoil enjoyment of the area for riders, walkers etc. and will affect public rights of way
- construction traffic will frighten horses
- objection to removal of hedgerow
- no justification has been provided for car park
- road network cannot sustain additional traffic/construction vehicles and is of insufficient width
- significant increase in traffic will result in undue noise, disturbance, pollution and congestion
- additional traffic will result in more accidents and harm pedestrian safety
- Main Road has recently been resurfaced – concern that construction vehicles will cause damage
- temporary haul road will lead to residential development
- no guarantees that the area would be restored to its original state after the works have been carried out
- proposal will lead to further (residential) development in the area once access road is provided into fields
- re-modelling of the course is unnecessary in view of the number of courses in the vicinity
- no employment benefits from scheme
- concerns regarding accuracy and pertinence of speed survey

- proposal should be reduced in scale
- proposed alterations unnecessary from golfer's perspective.

Comments made in support can be summarised as follows:

- proposal will improve course and club, attracting members and securing the future of the club
- will improve biodiversity
- provide employment
- rights of way maintained
- will improve safety of 14th hole
- effects of construction will be managed.

The Biggin Hill & District Residents Association strongly object to the application on the basis of the impact that the 'creation of a landfill site' would have upon Biggin Hill and the surrounding communities, in terms of large lorry movements to and from the site.

Bromley Bridleways Action Group (BBAG) requested further details as to how the bridleways will continue to be safe and accessible to riders.

Campaign to Protect Rural England (CPRE) London object to the application and express concerns that the haul road will remain as an open access road and the previous scheme for housing could be re-activated. Further concerns relate to the volume of traffic on Main Road and the effect on the quality of life enjoyed by residents along the route.

Comments were also received from Westerham Parish Council, which raise concerns that the lorry movements associated with the construction phase of the development would present an unacceptable traffic hazard on Westerham Hill, and would potentially harm a number of historic buildings on the A25 through excessive vibration and pollution.

The Applicant has provided a response to the objection comments, which can be summarised as follows:

- the club prides itself as being well-run and progressive, being run by members for members
- subscription levels have waned in recent years, due to competition in the vicinity, the economic downturn and dated course and practice facilities
- due to declining membership and reduced day ticket sales, losses have been recorded of -£5616 and -£17,791 in 2008 and 2009
- due to a drop in membership, a profit of £806 was made in 2010
- this has forced the club to make drastic budget cuts, such as the maintenance budget which has in turn compromised the quality of the course, leading to dissatisfied members and poor feedback from day ticket visitors
- the decision has therefore been taken to undertake a scheme of modernisation across the whole course, required to increase revenue

streams from day tickets, driving range ball fees and on a wider scale increased membership subscriptions

- additionally the scheme has been designed to enhance biodiversity and the Green Belt
- after construction operations the haul road will be removed and the original topsoil restored, with appropriate re-planting/seeding undertaken
- happy to accept conditions to this effect
- the club is simply doing what it can to avoid going under in these trying economic times, and is passionate about providing facilities that encourage juniors and less experienced players to take up golf
- the club asks for a fair hearing at Committee, and whilst understanding local residents' feelings about the construction phase, it is self evident that the community benefits of the scheme will last for many years beyond this initial period.

Comments from Consultees

Environmental Health (pollution) raise no objection to the proposal.

The Council's in-house drainage consultant raises no objection but advise that strict controls should be maintained to ensure that the imported materials are as permeable as the existing soil.

The Metropolitan Police Crime Prevention Design Advisor raised no objection to the proposal but requests that the standard 'Secured by Design' condition be imposed, and requires the car parking area to be well lit and covered by CCTV.

Thames Water raised no objection to the proposal, but recommend that petrol/oil interceptors be fitted.

English Heritage recommend the approval of the Archaeological Report submitted to accompany the application and recommend the imposition of a condition requiring further archaeological field work before work commences.

London Biggin Hill Airport required further details to be submitted with regard to safeguarding and asked that a Transport Assessment be undertaken to ascertain the effects of the additional traffic on the highway network and the implications for the Airport and passengers.

The British Horse Society raise no objection to the redesign of the course itself, but raise concerns that the bringing of the waste materials to the site will expose riders and horses to danger.

Environment Bromley (EnBro) raise concerns with regard to the diversion of footpath 273c and the Health and Safety issues for users of footpath 275c which traverses the proposed driving range.

Highways raised no objection to the proposal, but requested clarification on a number of issues and the submission of a road safety audit/PICADY assessment of the new access onto Main Road, and recommended that the application be the

subject of a legal agreement to indemnify the Council against any claims for injury or damage that may arise as a result of the impact of the proposed vehicular use of the rights of way. Members will be updated on this matter at the meeting.

Any further comments in response to the updated Transport Assessment, updated Construction Traffic Management Statement and Haul Road and Footpath Mitigation Strategy will be reported verbally at the meeting.

Planning Considerations

The application should be considered against the following policies:

Unitary Development Plan

- BE1 Design of New Development
- BE16 Ancient Monuments and Archaeology
- NE3 Nature Conservation and Development
- NE5 Protected Species
- NE7 Development and Trees
- G1 The Green Belt
- L1 Outdoor Recreation and Leisure
- L2 Public Rights of Way and Other Recreational Routes
- T3 Parking
- T18 Road Safety

The London Plan

- 2.18 Green Infrastructure: the network of open and green spaces
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 7.15 Reducing noise and enhancing soundscapes
- 7.16 Green Belt
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

National Planning Guidance

- PPG2 Green Belts
- PPS25 Development and Flood Risk

As part of the application process, it was necessary for the Council to give a Screening Opinion as to whether an Environmental Impact Assessment was required. The proposal constitutes Schedule 2 development within the meaning of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. After taking into account the selection criteria in Schedule 3 of the Regulations and the terms of the European Directive, it was considered that the proposed development would not be likely to have significant effects on the environment by virtue of factors such as its nature, size and location. This opinion was expressed taking into account all relevant factors including the information submitted with the application, advice from technical consultees, the

scale/characteristics of the existing and proposed development on the site. The applicants have been advised accordingly.

With regard to biodiversity, no objections are raised. It is requested that the Biodiversity Management and Mitigation Plan be conditioned.

With regard to trees, it is observed that the trees within the course have mainly been planted within the last 30-40 years, and with inappropriate species for the rural location. It is noted that the application has been accompanied by an arboricultural report, but that the trees have not been assessed individually but have been covered as groups, while some groups on the course are not covered. The proposed regrading works would involve the loss of some trees, however the number cannot be quantified as the data is not available. It is indicated that regrading would take place outside of the root protection areas of trees to be retained. The grading to the centre of the site would not have a detrimental impact on the main group of deciduous trees, and the main trees to be removed are of limited public amenity value. However, some of the grading to the south of the site appears to be relatively close to boundary trees and some may be directly affected. It is however difficult to be precise about this as the trees are not covered by the survey. The plans would involve the removal of part of an area of woodland (marked G11 in the survey) which is an attractive young woodland planted in the last 40 years and becoming well established. Although this would affect the integrity of this area, the area to be removed is not visible from any public vantage point and may therefore be difficult to resist. The plans indicate a high level of new landscaping which would be appropriate for the location. As the plans do not include much detail it is suggested that standard conditions B02, B03 and B19 be included if permission is to be recommended, along with a landscaping condition.

Planning History

There is extensive planning history at the site. Most recently, planning permission was refused under ref. 02/02331 for a 20m high telecommunications pole and equipment cabinet.

Conclusions

The main issues for Members to consider in this case will be the impact of the proposed golf course improvements, driving range building and additional hard surfacing for the car park on the openness and visual amenities of the Green Belt and the amenities of nearby residential properties, and the impact of the proposed works on trees and biodiversity.

The golf course improvements are proposed in connection with the continued use of the site for outdoor sport and recreation, which is an appropriate use of Green Belt land. The works would result in additional planting and changes to the landscape features including mounding and contouring, however the change in land levels is considered to be relatively modest at around 2-3m on average and would not fundamentally alter the openness of the site. While some trees would be removed from the site, the scheme includes additional planting which would

comprise native species and should improve the appearance of the landscape within the site and the visual amenities of the Green Belt.

With regard to the impact of the proposed course improvements upon residential amenities, the mounding and contouring would be likely to alter views into the course somewhat, although the scale of the mounding and the separation to neighbouring residential properties would be such that any visual impact would be limited and the enjoyment of these properties would not be unduly affected. Part of the proposed course improvement works would involve mounding alongside the 14th hole and a revised tee position to seek to improve ball containment and reduce the likelihood of stray balls entering the neighbouring property at Hillside, Berrys Green Road.

The proposed driving range building would result in additional built development on the site, however the applicant submits that this would be an essential facility for the driving range (itself an appropriate Green Belt use), while the scale of the building is such that it would not compromise the openness of the site. The proposed building would be sited broadly towards the middle of the site and would not result in an undue impact on the amenities of nearby residential properties.

The proposed car park alterations would involve the 'formalisation' of the existing area, which currently comprises a mix of gravel and concrete surfacing with a small number of car parking bays marked out. Although the capacity of the car park is indicated to be increased (from 33 to 126), the total area of hard surfacing on this part of the site is unlikely to increase significantly. Bearing this in mind, and the proposed use of gravel or pea shingle, it is not considered that the openness or visual amenities of the Green Belt would be unduly affected by this element of the proposal.

With regard to the construction phase of the development and the importation of the inert materials to the site required to facilitate the land works, it is highly likely that a degree of inconvenience would be caused to users of Main Road and the public rights of way in the vicinity of the site. The applicant has responded to concerns raised locally regarding this element of the works by way of the 'Haul Road and Footpath Mitigation Strategy' and has proposed amendments to the haul road to result in fewer crossings with rights of way. The application is also accompanied by a 'Construction Traffic Management Statement' (updated 20th October) which seeks to demonstrate that the construction phase can be managed to ensure that any impacts on conditions of road safety or users of the public rights of way are mitigated. It is recommended that a construction management plan be secured by way of an appropriately worded condition.

While it is likely that the construction phase would result in a degree of noise and disturbance to local residents, particularly around the point of access onto Main Road, this has been considered in the form of a Construction Noise Assessment which concludes that the noise levels arising from the works would fall within acceptable levels for temporary construction activities. No technical objections have been raised from the Environmental Health perspective.

Members will be aware that the construction phase of the development will require a temporary haul road leading from Main Road, and a site works compound inside the site. It is proposed that the details and timescale for the removal of these elements and the reinstatement of the land to its former condition following completion of the works be secured by way of an appropriately worded condition. As a consequence it is not considered that this aspect of the proposal would result in any long-term harm to the openness or visual amenities of the Green Belt.

Background papers referred to during production of this report comprise all correspondence on files refs. 02/02331 and 11/02499, excluding exempt information.

as amended by documents received on 20.10.2011

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT indemnifying the Council against any claims arising from the proposed vehicular use of the rights of way

and the following conditions:

- | | | |
|----|--------|------------------------------------------|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACA04 | Landscaping Scheme - full app no details |
| | ACA04R | Reason A04 |
| 3 | ACB02 | Trees - protective fencing |
| | ACB02R | Reason B02 |
| 4 | ACB03 | Trees - no bonfires |
| | ACB03R | Reason B03 |
| 5 | ACB19 | Trees - App'ment of Arboricultural Super |
| | ACB19R | Reason B19 |
| 6 | ACI21 | Secured By Design |
| | ACI21R | I21 reason |
| 7 | ACH16 | Hardstanding for wash-down facilities |
| | ACH16R | Reason H16 |
| 8 | ACH26 | Repair to damaged roads |
| | ACH26R | Reason H26 |
| 9 | ACH29 | Construction Management Plan |
| | ACH29R | Reason H29 |
| 10 | ACH32 | Highway Drainage |
| | ADH32R | Reason H32 |
| 11 | ACK01 | Compliance with submitted plan |

Reason: In order to comply with Policy BE1 of the Unitary Development Plan.

- 12 Details of a surface water drainage system (including storage facilities where necessary) for the site works compound (Including petrol/oil interceptor) shall be submitted to and approved in writing by the Local Planning Authority before any part 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 retained until the compound is removed.

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy ER13 of the Unitary Development Plan.

13 The Biodiversity Management and Mitigation Plan shall be implemented in accordance with the agreed timescale and details, or in accordance with details submitted to and approved by the Local Planning Authority.

Reason: To ensure that the development will not have any adverse effect on biodiversity to comply with Policy NE3 of the Unitary Development Plan.

14 Before the development commences, details of the timescale and method for the removal of the temporary access, haul roads and site works compound shall be submitted to and agreed in writing by the Local Planning Authority. On the completion of works the temporary access, haul roads and site works compound shall be removed in accordance with the approved details and timescale and the land re-instated to its former condition, and permanently maintained thereafter.

Reason: In the interests of the openness and visual amenities of the Green Belt and in order to comply with Policy G1 of the Unitary Development Plan.

15 No deliveries of inert materials shall be made to the site on any Saturday or Sunday, nor before 09.30 or after 16.30 Monday to Friday.

Reason: In the interests of the amenities of neighbouring residential properties.

16 Details of the layout of the proposed haul road junction with Main Road and dimensions of visibility splays shall be submitted to and approved in writing by the Local Planning Authority and these arrangements shall be implemented prior to first use by vehicles. There shall be no obstruction to visibility in excess of 1.0m within the approved splays.

ACH11R Reason H11

17 Details of the layout of the proposed vehicular crossing points over existing public rights of way and dimensions of visibility splays shall be submitted to and approved in writing by the Local Planning Authority and these arrangements shall be implemented prior to first vehicular use of the haul road. There shall be no obstruction to visibility in excess of 1.0m within the approved splays.

ACH11R Reason H11

18 Details of the proposed temporary surface treatment for the vehicular crossing points over the existing public rights of way, together with details of their reinstatement at the end of the works, shall be submitted to and approved in writing by the Local Planning Authority and the temporary surface treatment shall be implemented prior to first vehicular use of the haul road.

ACH09R Reason H09

19 Details of proposed safety measures to address both temporary and permanent implications of the layout of the golf course on users of public rights of way adjacent to and crossing the course should be submitted to and approved in writing by the Local Planning Authority and the temporary arrangements shall be implemented prior to commencement of the works and the permanent arrangements prior to completion of the works.

Reason: In the interests of the continued safety of the users of public rights of way.

20 Details of the signage/markings for the temporary route of FP 275C during the works should be submitted to and approved in writing by the Local Planning Authority and these arrangements shall be implemented prior to

the opening of the temporary route and maintained throughout the duration of the works.

Reason: In the interests of the continued safety of the users of public rights of way.

21 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

ACK08R K08 reason

22 The material imported onto the site for landfill shall comprise only inert material of a predominantly permeable nature and shall not include any putrescible material.

Reason: In the environmental interests of the site and surrounding area and in the interest of the residential amenities of nearby properties.

23 All plant and machinery on the site shall be operated and maintained in accordance with the manufacturers instructions at all times and any attenuation measures necessary to achieve the predicted noise levels in the Construction Noise Assessment shall be carried out prior to the first use of the plant and/or machinery and retained permanently for the duration of the works.

Reason: In order to protect the amenities of nearby sensitive receptors and to comply with Policy 7.15 of the London Plan 2011.

24 The surface water drainage system proposed in the approved drawings, the Flood Risk Assessment and Surface Water Drainage Assessment shall be completed in accordance with these details and permanently retained thereafter.

Reason: To ensure a satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan 2011 and PPS 25.

Reasons for granting permission:

In granting permission the Local Planning Authority had regard to the following policies:

Unitary Development Plan

- BE1 Design of New Development
- BE16 Ancient Monuments and Archaeology
- NE3 Nature Conservation and Development
- NE5 Protected Species
- NE7 Development and Trees
- G1 The Green Belt
- L1 Outdoor Recreation and Leisure
- L2 Public Rights of Way and Other Recreational Routes
- T3 Parking
- T18 Road Safety

The London Plan

- 2.18 Green Infrastructure: the network of open and green spaces
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 7.15 Reducing noise and enhancing soundscapes
- 7.16 Green Belt
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

National Planning Guidance

PPG2 Green Belts

PPS25 Development and Flood Risk

The development is considered to be satisfactory in relation to the following:

- (a) the relationship of the development to adjacent property
- (b) the character of the development in the surrounding area
- (c) the impact of the proposal on the openness and visual amenities of the Green Belt
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the design policies of the development plan
- (f) the transport policies of the development plan

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 The grant of planning permission does not entitle developers to obstruct public rights of way. Enforcement action may be taken against any person who obstructs or damages a right of way. Development, in so far as it affects rights of way, should not be started and the rights of way should be kept open and safe for public use until the necessary temporary Traffic Regulation Order for the temporary diversion/closure of the rights of way has come into effect. Nor should it be assumed that because a planning permission has been granted an order will invariably be made.

Generally a number of public rights of way run adjacent to/across the golf course and the haul road and due to their close proximity to the works/vehicular activity the applicant should be made aware of the need to safeguard pedestrians, equestrians, cyclists and drivers using these routes and that the routes must not be damaged or obstructed either during or as a result of the works.

- 2 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding the construction and reinstatement of the proposed haul road junction at the immediate point where it joins the carriageway of Main Road (Rose McMullen 020 8313 4784).

Application:11/02499/FULL1

Address: Cherry Lodge Golf Club Jail Lane Biggin Hill TN16 3AX

Proposal: Improvement of golf club course including deposit of inert materials to remodel 2nd, 3rd, 4th, 5th, 7th, 8th, 10th, 11th, 12th, 13th and 14th holes and provide multi-shot driving range (on existing practice ground outfield), chipping academy and putting green. Replacement single

