

Report  
No.  
DRR  
19/028

London Borough of Bromley

PART ONE - PUBLIC

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**Decision Maker:** RESOURCES PORTFOLIO HOLDER

FOR PRE-DECISION SCRUTINY BY THE EXECUTIVE,  
RESOURCES AND CONTRACTS PRE DECESSION SCRUTINY  
COMMITTEE

**Date:** Tuesday 14 May 2019

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** BIGGIN HILL AIRPORT LIMITED (BHAL) – LANDLORD’S  
CONSENT TO NEW ERECTION OF A HANGAR LOCATED ON  
LAND SOUTH OF EAST CAMP, LONDON BIGGIN HILL  
AIRPORT

**Contact Officer:** Michael Watkins, Head of Asset and Investment Management  
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**Chief Officer:** Colin Brand Director of Regeneration

**Ward:** Biggin Hill

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1. Reason for report

BHAL have requested that the Council formally gives Landlords Consent under the terms of their Lease to the erection of a new Hangar located on land south of East Camp at Biggin Hill Airport.

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2. **RECOMMENDATION(S)**

2.1 **The Portfolio Holder is recommended to grant Landlord’s consent to the new Hangar.**

### Impact on Vulnerable Adults and Children

1. Summary of Impact: None
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### Corporate Policy

1. Policy Status: Existing Policy:
  2. BBB Priority: Excellent Council
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### Financial

1. Cost of proposal: N/A
  2. Ongoing costs: N/A:
  3. Budget head/performance centre: N/A
  4. Total current budget for this head: £N/A
  5. Source of funding: N/A
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### Personnel

1. Number of staff (current and additional): N/A
  2. If from existing staff resources, number of staff hours: N/A
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### Legal

1. Legal Requirement: Contractual terms of lease – BHAL require consent and the Council cannot unreasonably withhold or delay consent.
  2. Call-in: Call-in is applicable.
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### Procurement

1. Summary of Procurement Implications: N/A
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### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): N/A
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### Ward Councillor Views

1. Have Ward Councillors been asked for comments? No – however BHAL have undertaken the necessary Planning notifications as per the Permitted Development Agreement between them and the Council dated 26 November 1996.
2. Summary of Ward Councillors comments: N/A

### 3. COMMENTARY

- 3.1 BHAL has asked the Council to formally provide its consent to the creation of a new Operational Equipment Building at the airport as per the requirements of the lease between the Council and BHAL.
- 3.2 The site on which the hangar is proposed is 9.52ha. It is located between South and East Camp to the south east of the wider LBHA, and located on a mowed grassed bank (unremarkable grassland with no designations) between taxiways, which also includes a small refuel station. The development site is approximately 179m AOD. The site is located within the Metropolitan Green Belt and the entire area is operational airport land and, as such, the Airport benefits from Permitted Development Rights under Part 8 Class F of the General Permitted Development Order (GPDO).
- 3.3 The hangar will comprise a steel frame structure, and is proposed to be a mix of micro-rib and profiled cladding for walls and roof, with powder coated aluminium window frames, and the building is likely to be finished in an off white/grey with a blue trim across the top; in keeping with other hangars at the airport. The surrounding apron areas will be concrete, and the car park tarmac.
- 3.4 For engineering efficiency, the hangar is designed to accommodate up to 12 Aircraft on overhaul at any one time and this sets the parameters for the size of the building. The height is dictated by the tail height of aircraft and the requirement for cranes to be installed in the roof of the building. These would be very modern, state-of-the art business jet aircraft, rather than light aircraft.
- 3.5 This new hangar is anticipated to accommodate 250 direct full-time equivalent (FTE) jobs, of which approximately 100 would be new to the airport, aligning and contributing to Bromley's new Local Plan's support for growth and the LoCATE initiatives growth strategy for 2,300 additional jobs at the Airport by 2030.
- 3.6 The use of the building is anticipated to be 24 hours, for 5-7 days a week. No engine runs would take place outside of the airport operating hours.
- 3.7 It is proposed that up to 208 car parking spaces would be provided to the east of the hangar, with a short access created to connect to an internal road which leads to the A332 to the south of the wider LBHA.
- 3.8 The proposed development is a direct requirement of an existing operator at the Airport wishing to expand its presence and operations. The land proposed is the only suitable, available and achievable location for a hangar of this scale.
- 3.9 The proposal constitutes permitted development under Part 8 Class F of the General Permitted Development Order consultation agreement between the Council and BHAL dated 26 November 1996 referred to as the Protocol. A formal EIA screening request was prepared and submitted to the Council on 31st January 2019. The EIA screening opinion assessed the proposed development and Bromley Council confirmed, on 20<sup>th</sup> February, that the proposed development was not "EIA development" within the meaning of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). As the Council's EIA screening opinion confirmed that the proposed development would not be likely to have significant effects on the environment generating a need for an EIA by virtue of factors such as its nature, size, location or the characteristics of the potential impact, Section 3 (10) of the GPDO is therefore satisfied.
- 3.10 The proposed development is a direct requirement of an existing operator at the Airport wishing to expand its presence and operations. The land proposed is the only suitable,

available and achievable location for a hangar of this scale. The area's sensitivity has been reviewed through an EIA screening process and found that development of a hangar in this location would not have a significant environmental impact. In all aspects, the Protocol has been fully considered and appropriate notice given to the Council.

3.11 It is therefore recommended that Resources Portfolio Holder grants Landlord's consent to the new hangar.

#### **4. IMPACT ON VULNERABLE ADULTS AND CHILDREN**

4.1 There is no impact on vulnerable Adults and Children to this consent.

#### **5. POLICY IMPLICATIONS**

5.1 A Council that manages its assets well

#### **6. FINANCIAL IMPLICATIONS**

N/A

#### **7. PERSONNEL IMPLICATIONS**

N/A

#### **8. LEGAL IMPLICATIONS**

8.1 Under the terms of the lease between BHAL and the Council, BHAL are obliged to obtain the Council's consent, which the Council cannot unreasonably withhold or delay.

8.2 Consent documentation has been prepared by the Director of Corporate Services and once approval has been received it will be entered into.

#### **9. PROCUREMENT IMPLICATIONS**

N/A