

Application No : 19/01012/FULL1

Ward:
Biggin Hill

Address : Biggin Hill Airport Ltd, Churchill Way,
Biggin Hill TN16 3BN

Objections: Yes

OS Grid Ref: E: 541744 N: 160173

Applicant : London South East Colleges

Description of Development:

Erection of a new College facility (Class D1), creation of a new access and car and cycle parking, 3 substations, servicing, new public realm, hard and soft landscaping and other works.

Key designations:

Biggin Hill Noise Contours
Biggin Hill Noise Contours
Biggin Hill Safeguarding Area
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 24
South Camp

Proposal

Planning permission is sought for the erection of a Class D2 building and associated development to accommodate the London Aerospace and Technology College (LATC) project which is a collaboration between London South East Colleges (LSEC) in partnership with London Biggin Hill Airport (LBHA).

The proposed development will occupy a 1.03ha site located at the junction of Main Road and Churchill Way. Immediately adjacent to the site, along the northern boundary, is a public café known locally as The Lookout Café.

To facilitate the development of the application site for education purposes, a separate minor material amendment application has been submitted for revisions to a scheme for a hotel with 56 bedrooms, a restaurant (and associated kitchen/servicing areas), lounge, gymnasium and associated access road together with service area and car parking and a sub-station (17/05343/FULL) on land to the east of the application site between the site and the Bombardier building. This amendment involves the realignment of the access road into the site, a shared drainage strategy and coach parking and turning facilities between the 2 sites. A separate report dealing with this application appears elsewhere on the agenda under ref 17/05343/RECON.

The elements of the proposed LATC development are as follows:

Teaching Building

- A single building which will provide 2,130 sqm (GIA) Class D1 floorspace. This will provide space for up to 200 students and 25 teaching staff.
- The building will range in height from approximately 7.5m to 9m in height with the highest part of the building facing south. The building will accommodate classrooms, a lecture room, meeting rooms, support services accommodation and other ancillary functions.
- There will also be an internal double height space which provides a hangar and workshop space which will be able to accommodate small aircraft and aircraft parts for practical teaching activities
- The main pedestrian entrance to the building will be along the northern elevation accessed from Main Road leading to a double height open learning area with changing and toilet facilities, a café area and kitchen.
- There will be a design feature in the form of a gold perforated metallic 'wrap' which will extend along part of the western elevation curling over part of the roof of the building. The 'wrap' will be above the front entrance area and will anchor itself on the top of a 7m high pillar beyond the northern-easternmost elevation of the building.

External Space

- Vehicle access to the site will be from Churchill Way via an existing access point which is currently unused. The existing access known as Maitland View will be closed. The internal access road will run along the eastern boundary of the site leading to a coach parking/turning area and a car park beyond. The internal road will also provide vehicle access to the site to the east of the application site which has planning permission for a hotel.
- A service yard including substation structures will be on the south side of the main building and access to the internal hangar space will be via this yard.
- In front of the main entrance and leading up to the site boundary with Main Road, there will be a triangular open space with a sunken seating area and raised and peripheral planted beds.
- A total of 76 car parking spaces will be provided on the site. Five spaces are to be provided along the access road and a dedicated car park to the north of the main building will provide a further 71 spaces. The applicant advises that the car park will be shared with 31 spaces (including 3 disabled spaces) for the College and 40 spaces for the Café. A controlled barrier will be provided at the entrance to the car park.
- A total of 41 cycle parking spaces will be provided with 7 spaces for staff, 10 long stay spaces for pupils and 24 short stay parking spaces. The site will also provide space for relocated cycle stands for the Café.
- To the NE of the proposed building, space is provided for 2 coach parking bays and a turning area for these 12m vehicles. It is proposed that these facilities will also be used by the adjacent proposed hotel for their coach drop off/pick up and parking.

- Beyond the car park an area currently used for the parking of planes will be profiled and landscaped to provide a dry detention basin which forms part of the sustainable urban drainage strategy for this site and the adjacent hotel site. This land will remain airside and dedicated security fencing will be provided around this part of the site.
- There are 2 existing trees on the site and the ash tree adjacent to the Maitland View access will be removed and the oak tree to the east of this will be retained
- Hard and soft landscaping details and boundary treatment details have been submitted.

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

Air Quality Assessment by Hoare Lea

This report describes the potential air quality impacts associated with the construction and operation of a proposed college development, located off Churchill Way, Biggin Hill, Kent. The Proposed Development site is not located within the Air Quality Management Area (AQMA) declared for exceedances of the (NO₂) objectives.

The energy for the development is to be provided via an electric solution with no energy combustion systems proposed on site. As such, there will be no assessment of the impact of these emissions required at this stage as there will be no emissions on site from the energy plant.

A risk assessment of the potential impacts of the construction phase of the Proposed Development has been undertaken to identify appropriate mitigation measures. Provided these are implemented, for example through a planning condition, the residual impacts are considered to be not significant.

A qualitative assessment of the impact of the proposed development to existing air quality has been undertaken with both nitrogen dioxide and particulate matter being reviewed. Concentrations at the façade of the Proposed Development are expected to be below the objectives in 2019 and also in the anticipated earliest years of opening (2020).

The proposed development is air quality neutral according to the Greater London Authority's (GLA) benchmarking assessment methodology.

The overall operational air quality impacts of the Proposed Development are judged to be not significant.

Construction Management Plan by Academy

This document sets out arrangements for the management of the construction process to minimise the impact of the proposed construction works in the surrounding area.

Design and Access Statement by Richard Hopkinson Architects

This statement sets out the applicant's assessment of the site and surrounding area and the rationale for the proposal having regard to relevant development plan policies. The statement confirms the amount of development proposed, parking strategy, refuse and sustainability strategy. The statement discusses the approach to scale and layout, appearance, access, landscaping and services, energy and sustainable drainage of the development.

Additional information has been submitted by email dated 15.5.2019 regarding the operation of the college.

Energy Statement by Furness Green

The report assesses the proposed development against the Building Regulations requirements and the Buildings Emissions Rate requirements.

In this instance the proposed passive and active construction methods have improved the energy performance against the baseline by 27% and emissions are below the Building Regulations Part L benchmark.

The area does not have a local district heat network and, due to the small demand for heating and hot water, a combine heat and power system would not be viable.

In terms of the use of renewable energy, the development has been assessed against numerous technologies and the report recommends the provision of 55 solar panels on the roof of the college and air source heat pumps. This further improves emissions to 37% when compared to the Target Emission Rate (TER).

External Lighting Assessment by Furness Green

This document sets out details of the external lighting of the car park, service yard and access road which will take the form of columns and bollards lights.

Flood Risk Assessment and Drainage Strategy by Price and Myers

This report confirms that the site is located within Flood Zone 1 (an area with low probability of flooding) and within a Groundwater Source Protection Zone 3. The report discusses the potential risks of flooding at the site and sets out the drainage strategy for this site and the site to the east which has planning permission for a hotel and is the subject of a separate application to amend the layout of the site, including the drainage strategy.

The strategy sets out details of surface water and foul water drainage. Surface water drainage will include filtration of water into the chalk subbase via a dry detention basin and permeable paving for all of the parking areas. This will deal with surface water discharge for all events except a very extreme flood event (less than 3% annual probability) and in this instance the proposed car park and surrounding landscaped areas will be allowed to flood.

For foul drainage the existing sewer on the site will need to be diverted and there will be 2 connections provided on the site to the sewer; one for the LATC and one for the hotel.

Ground Investigation Report by Geo Integrity

Phase I desk study and Phase II intrusive investigation has been completed and provides data relating to geological, environmental and historical information. Due to the history of the site as a wartime airfield a site specific UXO (Unexploded Ordnance) risk assessment has been commissioned and concludes that there is a medium risk from Allied military ordnance and unexploded German aerial delivered ordnance.

The report recommends that a UXO expert is in attendance during groundworks at the site. A part UXO assessment has been undertaken and a full site should be undertaken prior to the development. Also CPT testing should be undertaken across the proposed building footprint area as greater surety of pile depths and carry capacity is required.

A watching brief should be undertaken and if undiscovered contamination is found then site management can be immediately informed and inspection can be undertaken by a suitably qualified person.

Noise Impact Assessment by Adrian James Acoustics

The purpose of the surveys is to establish typical noise levels at the site including internal noise levels for the teaching space, external noise criteria for plant noise emissions and the nearby neighbouring properties during the expected hours of operation.

From the assessment of noise break-in to the proposed new college building the report concludes that the internal ambient noise criteria are achievable with standard façade and glazing constructions. Representative background sound levels have been determined, and based on these levels, plant noise limits at the nearby noise sensitive receptors have been proposed.

The proposed scheme should be assessed in accordance with BS4142:2014 to ensure that these limits are met when the design has progressed sufficiently and detailed plant specifications are available.

Planning Statement and Statement of Community Involvement by Lichfields

This statement seeks to describe the site and surrounding area and sets out the applicant's case in support of the proposal in relation to the principle of development, policy compliance, aviation related uses, design, visual impact, landscaping, lighting, transport, energy, flood risk and sustainable drainage, noise, air quality, contamination and sustainable construction.

The Statement of Community Involvement sets details of opportunities and events undertaken to consult with the local community during the pre-application phase of the planning process for this development.

Townscape and Visual Appraisal by Lichfields

This report sets out the existing townscape character of the site and surrounding area and the main visual receptors and key representative views.

The report considers the potential for townscape and visual effects and whether these are beneficial, neutral or negative in light of the relevant policy context and summarises the findings of the analysis relevant to the proposal.

The report concludes that the development would have a major beneficial effect of the site itself, a moderate beneficial effect on the Churchill Way Townscape Character Area (TCA) and a negligible effect on the Biggin Hill Airport and Sunningvale TCA.

There would be changes in views in both directions approaching the site from Main Road and Churchill Way and from parts of Skid Hill Lane in winter. The building would be seen in the context of the existing hangars and industrial building at the airport. There would be no harmful visual effects on people in the surrounding area arising from the application proposals and no effects on any important views. There would be no harm to the adjacent areas of Green Belt.

Transport Assessment by RPS group

This statement sets out the policy requirements in respect of transport and highway impact, identifies the baseline conditions in respect of public transport, accessibility and traffic surveys and then assesses the impact of the proposal. The report covers road safety, access, parking standards, traffic generation and measures to promote sustainable transport modes. The report also sets out measures to minimise any transport impacts.

The trip generation calculation does not identify a significant increase in vehicle trips and will not have an adverse impact of the local transport network.

Car Parking will be provided for the college and to replace the existing public car park on the LATC site. Car parking will be provided for the college in accordance with Bromley standards plus dedicated parking for the Lookout Café. The use of the car park will be limited by permits to staff and students with disabilities and other exceptional circumstances and all of the car parking spaces will be marked for the college and café respectively. There is also space for parking for 2 coaches on the site.

A shuttle bus service will be provided to transport students from the existing Bromley College site to the LATC to arrive in accordance with the staggered college start and finish times. Public transport in the form of local bus services will provide access to the college.

Cycle parking is provided in accordance with the London Plan standards.

The assessment concludes that the site is well connected and provides easy access to public transport and local facilities and will not have an adverse impact of the local transport network.

Additional information has been submitted by emails dated 15.5.2019 and 21.6.2019 relating to trip generation, modal split and the use of the car park.

Travel Plan by RPS group

The Travel Plan sets out objectives and suggests a package of measures to promote and provide for the use of more sustainable modes of travel. A strategy for implementation, target setting and monitoring is also set out.

The report concludes that 'the proximity of the site to frequent public transport services indicates that there are good opportunities for site users to travel by public transport to the site and thereby reduce the need to travel by private car. The existing local highway network is safe with only one slight injury accident occurring between April 2015 - April 2018.'

Location and Key Constraints

The application site is located within the south western corner of the London Biggin Hill Airport within the designated 'South Camp' area which forms part of the Biggin Hill Strategic Outer London Growth Area (SOLDC). It lies outside the Green Belt but its northern boundary borders the Green Belt. The site lies within Flood Zone 1 and within a Groundwater Source Protection Zone (SPZ).

A Site of Interest for Nature Conservation (SINC) is located to the north west of the site on the opposite side of Main Road.

There are no other constraints affecting the site.

Existing vehicle access to the site is via Churchill Way and Maitland View from the roundabout with Main Road, which is a London Distributor Road (A233). The Public Transport Accessibility Levels (PTAL) rating for the site is between 1b and 2 (where 6a is the highest and 1 is the lowest)

The site currently comprises hardstanding areas, open grassed areas and the access road to a car park and café. There are two trees on the southern boundary of the site adjacent to the roundabout. To the east of the application site is a hangar for Bombardier, which was constructed in 2009. To the north of the application site is the 'Lookout Café'.

To the south east are buildings that form part of the Biggin Hill Business Park and there are residential buildings on the opposite side of Main Road to the south west of the site.

Consultations

Comments from Local Residents

Nearby properties were notified and 4 representations objecting to the proposal, including Bromley Friends of the Earth, and 1 representation in support have been received at the time of writing this report. The comments received are summarised below.

Objection comments:

- Not complimentary to the area.
- College is too specialist.
- Overdevelopment - the college is squeezed into a small space and should be located on sites with more open space on the airfield.
- Should be located between the chapel and the main entrance and this would help improve existing dilapidated buildings.
- Outlook café would make a great memorial park.
- Additional congestion from students will add to existing congestion and generate more pollution.
- Parking proposed is not enough for staff and students leading to overspill on local roads.
- Bus routes in the TA are not accurate.
- Oppose any facility that encourages aviation expansion in times of worrying climate change.
- More employment opportunities in green renewable industries should be encouraged rather than in aviation.

Support comments:

- College will provide skilled people for the aviation industry which is short of skilled staff.
- Putting the specialist aviation college at Biggin Hill will encourage new business to the airport and improve economic development in the area. This supports Mayoral policies in this respect.
- SE London Colleges already operate in the borough and using this as a base to support the LATC is sensible.
- Access via the public bus routes and proposed shuttle buses is sustainable.

Please note the above is a summary of objections received and full text is available on the Council's website.

Comments from Consultees

- LBB Highways

The site is currently used as a car park for the Flying School and Viewing Café with an access from Maitland View. Maitland View and Churchill Way are recorded as

private roads. A Transport Assessment (TA) was included with the application together with a Travel Plan and Construction Management Plan.

The proposal is for a D1 Aerospace and Technology College with a GIA of 2130m². There are 76 parking spaces proposed of which 36, including 3 disabled spaces, will be for the College and the remaining 40 spaces will be for the existing café.

The site has a low (1b/2) PTAL assessment. It is served by 6 bus services on Main Road, the R2, 246, 320, 464, 664 and 684, the last 2 of which are school bus services.

The 320 is probably the most used of these running north from Biggin Hill going past the Bromley College campus on Bromley Common.

There will be cycle storage providing 22 long stay spaces and 24 short term spaces. There is an approved planning application for a 56 bed hotel to the east of this site which included the realignment of Maitland Way. The College would share the new access road with the hotel.

There will be up to 200 students on site at any one time together with 25 staff. The age of students is given as 16 - 24 and the latest information also says there will also be courses for adult learners according to industry demands. It is anticipated that the College will be open some evenings and weekends but limited information has been provided about this.

Car park

There are currently 50 spaces in the café car park and this will be reduced to 40. This is a very popular attraction, particularly in the summer and not just at weekends. No surveys of occupancy have been carried out so there is no indication that 40 spaces is adequate. Biggin Hill Airport on behalf of the café have however said that 40 spaces is enough.

Designated parking bays for both the college and the café will be marked out in the car park. The college will run a permit only parking policy with permits limited to staff and only to students who would qualify for a Blue Badge for use in DDA parking. All permits would need to be clearly shown at all times to allow for the car park to be managed to stop unauthorised parking. The café will need to monitor and manage their own car park to ensure that only patrons of the café use the designated spaces available for the café use. How they will do that is not clear and would appear to be somewhat onerous on the café.

Trip generation

The assumptions made for the trip generation in the TA were

- The college will cater for a maximum of 200 students at one time;
- Students spread over three teaching periods (0815-1615, 0900-1700, 0945-1745);

- The student age range will be between 16-24 years with the majority of students being under 18 apprentices. This is important as this limits the number of students who have the ability and means to drive. Therefore the majority of students, given the location, will need to take either the shuttle bus or a London Bus to get to campus.

The trip generation and modal split for students from the TA is shown in the following table. The trip rates are not based on other educational facilities and I am not clear how these figures have been arrived at from the assumptions above

	Mode Split	AM Peak		PM Peak		Daily	
		Arrival	Departure	Arrival	Departure	Arrival	Departure
Shuttle Bus	72%	96	0	0	96	144	144
London Bus	20%	27	0	0	27	40	40
Car	5%	10	0	0	10	10	10
Cycle	3%	4	0	0	4	6	6
Walk	0%	0	0	0	0	0	0
Total		133	0	0	133	200	200

It is likely most of the staff will drive and they can be accommodated within the car park. It is estimated that there will be 6 trips by the shuttle buses in the morning and 6 in the evening, giving an average occupancy of 24 pupils per bus. The TA indicates all buses will be in the peak hours but a third of pupils will travel outside of the peak hours.

Further information was subsequently received regarding the travel patterns of existing students and potential LATC students which showed 13% (26) indicated they would drive to the college. Assuming some coming by car would have permits to park in the car park there would be at least 16 without a space.

Shuttle bus

One of the major assumptions behind this must be that all students using the shuttle buses will go to the college campus where the bus originates, which I assume is only the Bromley site at Bromley Common. There is no mention as to whether the shuttle bus will be available in the evening or at weekends. Those people attending the adult classes would seem unlikely to use the shuttle bus and driving would seem to be the most likely option. I note the applicant has suggested a condition for a Shuttle Bus Strategy.

On-street parking

There does not seem to be any methodology to stop students driving to the college and parking off-site. There is however limited on street parking available near the site. Churchill Way and Maitland View are private under the control of the airport. Main Road has double yellow lines in this location extending about 200m south of the site. The nearest roads without restrictions are Sunningvale Avenue, Nightingale Close and Jail Lane.

None of these roads are ideal to take additional on-street parking. Given the uncertainty, if the application is permitted there should be funding available to install additional waiting restrictions if required.

Travel Plan

The comments from the Travel Plan officer are that there should be more detailed information regarding the shuttle bus initiative. There are concerns that the car parking for the site is not substantial, the current Airport Café car park is often at capacity and how will they prevent students from driving their private vehicles to site and parking in the car park.

Conclusions.

The modal split in the TA is not based on other similar uses and it is not clear exactly how it has been derived. A lot of weight appears to be on the age of students meaning they will not drive. Further information supplied indicates that up to 13% of students may drive.

There is very little information about the evening and weekend classes when it is unlikely that the shuttle buses will run.

The site is not well connected to public transport. The use of shuttle buses is the major component of the travel arrangements to / from the site and they need to be provided in perpetuity. There is relatively little mention of the provision of the shuttle buses in the Travel Plan. Para 7.12 indicates that a register will be taken to track the students using the shuttle bus and to review its success. If the shuttle buses are not well used there does not appear to be any alternative strategies. The demand is likely to fall on London Buses and the car. There is no indication that the buses, particularly the 320, have sufficient capacity to accommodate the additional students.

Potential impacts / mitigation

The main highway impact of the proposed college is if more students drive to the site than is estimated in the TA. This could manifest itself in 2 ways. Students could either park in the café car park or on street. The application indicates that the café will need to manage their car park but how that will be undertaken is not given.

The situation in the evening and at weekends is unclear in terms of the number of students / staff or whether they can use the car park.

The roads around the site with no parking restrictions are not particularly suitable for increased parking so waiting restrictions may need to be installed if parking starts occurring.

If that is thought to be suitable safeguard for overspill parking and permission is forthcoming please include the following conditions.

OC03 parking
ND16 hardstanding for wash down facilities
AG12 cycle parking
AG13 lighting
PC17 construction management plan
AG14 travel plan

Non standard conditions

Shuttle Bus Strategy

Car Park management

A method to ensure £5000 is available for future waiting restrictions either via a s106 or condition.

- LBB Drainage

The submitted information including "Flood Risk Assessment & Drainage Strategy Report" carried out by Price & Myers with Job No. 27166 Version 4 dated March 2019 to incorporate permeable paving in car park area, deep borehole soakaway and detention basin to attenuate for surface water run-off are in principle acceptable.

CONDITION: The surface water drainage scheme hereby permitted shall be implemented in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

The following plan/report shall be complied with:

- Flood Risk Assessment & Drainage Strategy Report carried out by Price & Myers with Job No. 27166 Version 4 dated March 2019.
- "Drainage Layout Plan Sheets 1 to 3" DRW No. 27166-600 Version 3 Dated 12/03/2019 ,
- MicroDrainage Calculations.

REASON: In order to comply with Policy 5.13 of the London Plan and to reduce the impact of flooding both to and from the proposed development and third parties.

The Drainage Officer further advises that the report does not include detailed design information which should be secured by a pre-commencement conditions

- LBB Environmental Health

I have considered the Acoustics Report, Contaminated Land Report and Construction Management Plan and have no objections within the grounds of consideration subject to the following.

The Contaminated Land Report states that only a section of the site was covered by the 'UXO assessment (undertaken for a neighbouring development proposal), given the sites history a full site specific analysis should be undertaken prior to development outside this area'. I would recommend that a full assessment is

required by condition prior to the commencement of the development. I would also recommend that a K09 condition is attached, some elements of this condition will already have been complied but others remain outstanding and cover contamination throughout the development.

In relation to noise the recommendations within the acoustic report should be implemented in full. In addition I would recommend the following condition -

- At any time the combined plant noise rating level shall not exceed the measured typical background L90 level at any noise sensitive location. For the purposes of this condition the rating and background levels shall be calculated fully in accordance with the methodology BS4142:2014. Furthermore, at any time the measured or calculated absolute plant noise level shall not exceed 10dB below the typical background noise level (LA90 15 minute) in this location. All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels.
- Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- Following installation, but before the new plant comes into operation, measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

Following discussions with the applicant, the second bullet point above has been removed from the proposed condition.

In addition, the Environmental Health Officer is satisfied with the Construction Management Plan as it takes a broad approach with the Council's Code of Practice. In terms of the Air Quality Assessment Environmental Health Officer has no comment other than the mitigation measures within the report should be followed. In terms of the External Lighting Strategy the Environmental Health Officer is satisfied with the submitted documents.

- LBB Tree Officer

Only one tree at the application site is seen as a development constraint. The oak tree adjacent to the existing access is a semi-mature oak with a good retention span. This tree is capable of contributing a prominent feature to the local street scene. If allowed to reach an ultimate height, the tree would be a landmark.

The proposals seem to be well laid out and allow for low level soft landscaping. Due to the close proximity of the airport runway and taxiways, it is understood why medium to large trees have not been selected. The tree species selected for the site frontage are a good choice and will tolerate the local soil conditions and avoid clearance issues. The remaining aspects of the landscaping are to a satisfactory standard.

I would recommend planning permission be granted subject to the following conditions:

1. PC02: Tree Protection
2. ND01: Compliance with Landscaping plans
3. ND04: Retaining Trees

- Environment Agency (EA)

We have reviewed the document 'Ground Investigation Report' by GEO Integrity (reference 19-01-02 Issue 3 dated March 2019). The investigation did not reveal any concentrations of contaminants that would represent a significant risk to Controlled Waters. We consider that planning permission should only be granted to the proposed development as submitted if the following planning conditions are imposed as set out below.

Condition 1 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason

There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters the site is located above a Principal Aquifer and within Source Protection Zone 3).

Condition 2 Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason

Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

Condition 3 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been

demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

- Thames Water (TW)

Waste Comments

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:" A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by

telephoning 02035779483 or by emailing
wwwqriskmanagement@thameswater.co.uk.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.
<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

- Secure by Design

The Metropolitan Police Crime Prevention Design Adviser as follows:

From my inspection of the proposal documents, I have a number of possible concerns regarding the development, which I believe should be addressed for the staff, students and visitors, and for the building safety and security of the college and airport site.

The security aspects I would wish to see addressed include the permeability of the site and ease of access to secluded or restricted areas. Also details of the security for access around the cycle and refuse storage, secure mail delivery and visitor strategies, secure building lobbies, and the incorporation of tested and accredited doors and windows. Due to the sensitive nature of the location I have made aware and am in discussion with the counter terrorism security advisor.

I can confirm that I have not met with the project architects or agents to discuss security on this development. Should my request for a Secured by Design

condition be successful, I would request my contact details be passed on please for consultation.

I feel that should this application proceed, it will be able to achieve the security requirements of Secured by Design, with the guidance of Secured by Design officers and the Commercial 2015 v2 guidance document, and I would therefore request a Secured by Design condition be attached.

The adoption of these standards will help to reduce the opportunity for crime, creating a safer, more secure and sustainable environment, and a condition requiring the development to engage with police and the local authority to achieve Secured by Design accreditation would greatly assist with the delivery of a safer development in line with national, regional and local planning policies.

Planning Context

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that the determination of these applications must be made in accordance with the plan unless material considerations indicate otherwise.

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in for this proposal includes the Bromley Local Plan (2019) and the London Plan (March 2015). Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

The list below is not an exhaustive list of policies, it contains some of the most relevant policies to the application:

1. Local Plan (LP)

Current Policies relevant to this application include:

Policy 27 Education

Policy 28 Educational Facilities

Policy 30 Parking

Policy 31 Relieving Congestion

Policy 32 Road Safety

Policy 33 Access for all

Policy 34 Highway Infrastructure Provision

Policy 37 General Design of Development

Policy 53 Land adjoining the Green Belt or Metropolitan Open Land

Policy 73 Development and Trees

Policy 77 Landscape Quality and Character

Policy 79 Biodiversity and Access to Nature

Policy 80 Strategic Economic Growth

Policy 103 Biggin Hill Strategic Outer London Development Centres (SOLDC)

Policy 106 South Camp

Policy 109 Airport Public Safety

Policy 113 Waste Management in New Development

Policy 115 Reducing Flood Risk
Policy 116 Sustainable Urban Drainage Systems
Policy 118 Contaminated Land
Policy 119 Noise Pollution
Policy 120 Air Quality
Policy 122 Light Pollution
Policy 123 Sustainable Design and Construction
Policy 124 Carbon reduction, decentralised energy networks and renewable energy
Policy 125 Delivery and Implementation of the Local Plan

2. In strategic terms the most relevant London Plan 2016 policies include:

Policy 1.1 Delivering the strategic vision and objectives for London
Policy 2.7 Outer London: economy
Policy 2.16 Strategic Outer London Development Centres (SOLDC)
Policy 3.18 Education facilities
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.7 Renewable energy
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.21 Contaminated land
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.13 Parking
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.17 Metropolitan Open Land
Policy 7.19 Biodiversity and access to nature
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

Please note that the Draft London Plan has been issued for consultation. The policies have been subject to examination and the weight attached to the draft policies increases as the Local Plan process advances as set out in the NPPF paragraph 216.

3. National Policy

The National Planning Policy Framework 2019 (NPPF) and NPPG is relevant to this application, particularly the paragraph 94 relating to the provision of school places.

Planning History

There is one relevant planning history for the application site as follows:

19/01012/EIA: Screening opinion provided 12.6.2019

On the adjacent site to the north the following applications have been approved:

09/01194/FULL1 - Hotel comprising 76 bedrooms with restaurant, viewing terrace, meeting/ training rooms, administration area, gym/ sauna, function room, pilots lounge and associated facilities together with car parking and service area, and new access road. Approved 14.8.2009.

17/05343/FULL1 - Hotel with 56 bedrooms, a restaurant (and associated kitchen/servicing areas), lounge, gymnasium and associated access road together with service area and car parking and a sub-station. Approved 13.3.2018.

17/05343/AMD - Amendment to application 17/05343/FULL1: Hotel with 56 bedrooms, a restaurant (and associated kitchen/servicing areas), lounge, gymnasium and associated access road together with service area and car parking and sub-station to allow for changes to the approved conditions Approved 11.5.2018

The following application is pending decision:

17/05343/RECON - Variation of Condition 2: Approved Documents and Condition 21: Lighting Scheme of permission 17/05343/FULL (as amended by 17/05343/AMD) for hotel with 56 bedrooms, a restaurant (and associated kitchen/servicing areas), lounge, gymnasium and associated access road together with service area and car parking and a sub-station to realign the vehicle entrance, adjustments to the car parking layout and coach parking area, alterations to the landscaping treatment to the west of the hotel, removal of the approved substation, amendment to approved light fixings and alterations to the drainage strategy.

Planning Considerations

It is considered that the main planning issues relating to the proposed scheme are as follows:

- Principle of Development including policy context
- Design including layout, scale, massing, appearance and impact on the character of the area.
- Impact on Neighbour Amenity.

- Highways and Traffic Matters ((including Cycle Parking and Refuse).
- Trees and Landscaping
- Other technical matters

Principle of Development

- Policy Context

The NPPF Paragraph 11 identifies the presumption in favour of sustainable development and that planning permission should be granted without delay if they are in accordance with the development plan. Paragraph 38 of the NPPF states that decision makers should seek to approve applications for sustainable development where possible.

In terms of the provision of education facilities, Paragraph 94 seeks to ensure that there is sufficient choice of school places to meet the needs of existing and new communities (and) local planning authorities should take a proactive, positive and collaborative approach to meeting this requirements and to widen the choice in education. The proposed development provides education for school age young adults and, as such, the provision of school places at the LATC is relevant in policy terms.

The London Plan (2016) reiterates this support for the provision of education facilities in Policies 3.18: Education Facilities where the Mayor supports provision of secondary, further and higher education facilities adequate to meets the demands of a growing and changing population and to enable greater educational choices.

Policy 27 of the Local Plan (2019) sets out its commitment to choice in education to ensure that the provision of an appropriate range of education facilities cater for lifelong learning across the spectrum from early years to further and higher education, including specialist provision. New development should be sensitively designed to minimise the footprint of the building and impact on open space as well as securing, as far as possible, the privacy and amenities of any adjoining properties. Policy 28 relates specifically to education facilities and the Council supports proposals that meet local needs. Where new sites are required, proposals will be permitted unless there are demonstrably negative local impacts which substantially outweigh the need for education provision.

In terms of aviation and employment related policy, paragraphs 80, 81 and 82 of the NPPF supports economic growth and productivity, taking into account local business needs and wider opportunities for development. Planning policies should recognise and address the specific locational requirements of different sectors.

The London Plan identifies LBHA as a Strategic Outer London Development Centre (SOLDC) in Policy 2.16 and the Mayors Town Centres Supplementary Planning Guidance (SPG) elaborates on this designation, describing Biggin Hill as an area of sub-regional importance for the cluster of aviation related and high technology businesses. The SPG provides implementation guidelines for the

SOLDC which includes supporting partnership working with education and training providers related to aviation and high tech industry.

In the Local Plan Policy, 103 provides the strategic policy for the Biggin Hill SOLDC in which the Council supports the SOLDC including the associated business infrastructure and amenities, as an important sub-regional hub for aviation and related high-tech industry, achieving sustainable economic growth whilst minimising adverse impact on the environment and amenity of the surrounding communities.

Policy 106 relates specifically to South Camp where sites will be safeguarded for aviation related employment generating uses. Proposals for Class B2, B1(b), B1(c) and C1 uses will be permitted if it can be demonstrated that the proposed uses:

- a) reinforce the role of the SOLDC, and
- b) do not impede the effective operation of other aviation related employment generating uses in the SOLDC or reduce airside access or capacity.

The policy goes on to support redevelopment to increase the development potential of South Camp for aviation related employment generating uses. Also to ensure that there would not be an adverse impact on land identified as a SINC or on landscapes and residential areas in the vicinity of the SOLDC.

Policy 105 relates to West Camp which supports aviation related employment generating uses including proposals for Class C1, D1 (which would include education related uses) B1(a) and B1(b).

Policy 53 of the Local Plan requires that development abutting the Green Belt should ensure that it does not have a detrimental effect on the visual amenity, character and nature conservation value of the adjacent designated area.

- Consideration of the principle of development

The proposed college will be one of the campuses of the London South East Colleges (LSEC) who also operate Bromley and Orpington Colleges in the borough. These colleges specialise in vocational and higher education and LSEC also have strong links with the University of Greenwich and Kingston University. The LATC is a collaboration between LSEC and LBHA with principal funding from the GLA. The applicant advises that the College must be delivered in the 2020/2021 academic year.

The proposed college will be an industry standard centre of excellence for STEM (science, technology, engineering and mathematics) education, skills and training for students who wish to pursue a career in aeronautics. The college aims to accommodate 200 students primarily aged between 16 and 24 plus 25 staff on the site at any one time with a 50:50 split between full and part time study. This means that there will be 100 learners studying over 3 days per week (full time) and 100 learners attending 1 day a week for apprenticeships and short courses (part time). This will result in around 569 students benefitting from the new facility in any one year. This allows the LSEC to deliver responsive training mapped to industry needs.

From a policy point of view, it is necessary to consider the need for the proposed facility, the acceptability of locating the college on this site and whether the college building can be accommodated on the site without having an adverse impact on the adjoining Green Belt.

In terms of the principle of the need for the training facility at LBHA, the applicant advises, in their Planning Statement, that the project has been developed in direct response to an acute and extreme shortage of aerospace engineers and mechanics across the UK and in close partnership with employers to ensure that curriculum offer and teaching environments meet industry needs.

The LSEC already offers a range of engineering and aeronautical related courses at the Bromley Campus and the proposal is to continue to deliver its current curriculum by offering a range of BTEC courses.

The submitted documents stress the advantage of locating the specialist LATC at the LBHA to take advantage of working with existing employers situated at the airport. In addition the site will be able to accommodate an aircraft so that students have the benefit of a real aircraft to work on.

The Local Plan SOLDC designation and policy framework are informed by an evidence base comprised of several independent technical assessments, on matters relating to economic development, landscape, Green Belt principles and statutory planning. The initial focus of the evidence base was a peer review of proposals put forward by Biggin Hill Airport Ltd (BHAL) and the industry group LoCATE partnership. These proposals identified aviation-related businesses (primarily manufacturing, servicing and operating) as a key driver of early growth and South Camp as the "front door" for these businesses. The proposals also highlighted the development of an academy focusing on aviation related business and technical skills as a "key strategic initiative" and anticipated that such a development would rely on a critical mass of local aviation businesses to support course funding and provide tangible employment opportunities.

On this basis, the need and justification for the provision of a training facility within the SOLDC had been fully assessed as part of the Local Plan process. This process resulted in the inclusion of proposals for a Class D1 use in Policy 105 which relates to the West Camp part of the SOLDC as the West Camp area was identified as having significant potential non-airside capacity and as a potential location to accommodate a training facility.

However, the current application seeks to locate the college not in the West Camp but within the South Camp part area of the SOLDC. Policy 106: South Camp does not make provision for proposals for Class D1 development so the proposal would not be fully policy compliant. It is, therefore, necessary to consider the circumstances relating to this submission and the merits of its case to assess the acceptability of providing the LATC on land in South Camp and not in West Camp.

The applicant has submitted details of a Site Selection process to support the proposed location of the college in the South Camp which is summarised below:

"Airport safeguarding, impact of the building on neighbouring residents, openness of the surrounding Green Belt and accessibility of the proposed College were all important factors to consider in the site selection process. LSEC collaborated with LBHA in order to identify a suitable site which was available for development now. Given the restriction on timescales of this project, essentially driven by funding agreements, it is imperative for the future of the project that a site was immediately available for development. Site ownership was also a limiting factor in this process.

Sites at West Camp: This land is in third party ownership and therefore LBHA cannot put forward a site to the college in this location. Not only is there not a site available, having the college here would mean that students would not benefit from having an aircraft for them to work on. In addition, West Camp has a number of heritage assets which would need to be considered, which would not be an issue on other areas within LBHA's ownership.

Sites at East Camp: There are no sites available in the ownership of Biggin Hill airport in West Camp. This has precluded bringing forward a scheme in this area. East Camp is unsuitable due to its distance from the public road. Its position and access are also unsuitable for the public visiting the facility or student access.

Sites at South Camp: A number of sites were considered in and adjacent to South Camp. This is illustrated in more detail within the Design and Access Statement which forms part of this application. The initial proposal was to use Site A (shown below), however, this met with objection from London Borough of Bromley (LBB) and the GLA as the land was at that time within the Green Belt (subsequently removed in January 2019 when the LBB Local Plan was adopted). Concerns were also raised with South Camp Option A given the distance to the site from the Main Road and the improvement works that would be required to this access road. The first public consultation, related to this site, also raised concerns about the distance from the public transport and resultant access and security issues. In response to the public consultation, and further consultation with LBHA and other partners, Site B has been selected. Consider in relation to the part of the policy that reinforces the role of the SOLDC."

In addition the applicant advises that while Policy 106: South Camp does not specifically refer to Class D1 as being a permitted use in this part of the airport, the policy does not expressly restrict a Class D1 use.

The submitted Planning Statement goes on to advise that Policy 106 requires 'aviation related' uses to be provided on the site and the college will create the next generation of skilled aviation labour, addressing the current shortage of aerospace engineers and wider skill needs of the industry, and will work with the airport through apprenticeships. The proposal would comply with the objectives of the London Plan Town Centres SPG and Local Plan Policy 103 as the college will employ experts in the field of aviation on site and make provision of work placements for students. The location of the building close to airside is essential to the provision of small aircraft and aircraft parts and the desire of businesses to have personnel trained in operations using their specific parts.

In considering the supporting submissions set out above, there is also a requirement in the Local Plan education policies for the provision of school places and to recognise the place of specialist colleges where this is necessary. The college will provide school places for 16-18 year olds who will still be in full time education. As such, the college will contribute towards the demand for school places within the borough. The LSEC already operate established courses that would be transferred to the LATC resulting in a possible net gain of places for young people in this age range.

The applicant has placed significant weight on the benefits of locating the specialist aviation training college in close proximity to an operational airport in terms of its ability to provide access to practical operational experience within the college hanger facility and with placement and apprenticeship opportunities in the aviation industry itself. These are noted along with the employment contribution from teaching staff with specialist aviation related skills that will work at the college.

The submissions also refer to the current lack of availability of development land within the West Camp for the college. It is noted that a proposal for a college on West Camp would not be deliverable in the time window available for funding and delivery of the LATC, hence the need to investigate alternative sites elsewhere on the LBHA which can come forward.

The proposed development is not explicitly permitted under Policy 106, which safeguards the land for 'aviation-related employment generating use.' However the introduction of an aviation academy in the SOLDC will support the delivery of aviation-related employment generating uses and is consistent with the implementation guidelines for Biggin Hill SOLDC in Mayor's Town Centres SPG and the Local Plan. The proposal is located in a part of South Camp that minimises conflict with current and potential aviation-related employment uses and limits loss of capacity. The removal of this potential D1 use from the West Camp area would allow other aviation-related employment generating uses in that area to come forward in the later phases of the Plan when land does become available for development.

As previously mentioned the application site is outside the Green Belt but the northern boundary is adjacent to the Green Belt and Policy 53 seeks to protect the visual amenity, character and nature conservation value of the adjacent designated area.

Green Belt and Ecology

In terms of the impact on visual amenity of the Green Belt, the building is set back significantly from the northern boundary (approximately 80m) so that the structure is separated from the Green Belt by the proposed car park. The building will also be set within the context of the approved hotel on land to the east of the site and the much larger Bombardier building to the north east. The character of the Green Belt at this location is an open airstrip and the openness will not be significantly affected by the addition of the proposed LATC building.

In terms of the impact on nature conservation value, there is very limited existing nature conservation value associated with the airfield and the application site due to the need to maintain the safety of aircraft.

BLP Policy 79 requires the Council to enhance biodiversity across the borough, assist ecological restoration and address spatial deficiencies by using procedures in the Mayor's Biodiversity Strategy.

The nearest area of nature conservation to the site, which is also within the Green Belt, is a Site of Interest for Nature Conservation (SINC) on the opposite side of Main Road which is approximately 100m from the closest elevation of the proposed building. The SINC runs parallel to Main Road and starts beyond Sunningvale Avenue. The SINC is separated from the application site by Main Road and the houses at the top of Sunningvale Road. It is considered that the principal concern in this respect will be the impact of external lighting on the SINC. Due to the location of the site so close to the end of the runway, the site is part of the airport safeguarding strategy which places height restrictions of 2.1m on street furniture. The lighting shown in the External Lighting Assessment submitted with the application is limited to column and bollard lighting in the car park, service area and entrance road. This is unlikely to have an adverse impact on the SINC or commuter routes in the vicinity of the site, which will be limited due to the lack of vegetation associated with the airport.

On this basis it is considered that the proposed development would not have a significant impact of the abutting Green Belt and the development is acceptable in this respect.

In summary, and on the basis of the information provided above and the policy support for education facilities and the provision of a training facility at LBHA, it is considered that the proposed use falls within the strategic objectives set out in Policy 103 of the Local Plan and there are mitigating factors that prevent the development of the facility from going ahead at West Camp. Therefore, on balance, it is considered that this application for the LATC on land in the South Camp part of the airport is in line with the objectives of the SOLDC.

In order to safeguard the provision of an education facility that provides specialist training directly supporting the aviation related employment generating uses of the SOLDC, it is recommended that a condition is imposed limiting the development to use as an Aerospace and Technology College only.

- **Design including layout, scale, massing and appearance.**

Policy context

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Policy 37 of the Local Plan refers to general design of development and reiterates requirements in the London Plan and NPPF above, including the expectation that development would be to a high standard of design and layout.

Consideration of design aspects

The proposed building has been designed to take account of a range of constraints on development in such close proximity to an airport and, in particular, the airport runway. The constraints include air-side boundary and security issues, height and shape of flight path/safeguarding requirements, underground drainage and surface water services, need to provide emergency access to the airport through the site, access for large vehicles to the hangar teaching space, noise for the airport and road, existing trees, sun path and proximity to the Green Belt.

As a result the Design and Access Statement advises that the building is located on the only part of the site that a 2 storey building can be accommodated without impacting the safeguarding flight path regulations. This also means that the proposed and existing buildings form a cluster of buildings rather than spreading buildings across this part of the South Camp area.

In addition the depth of the site is restricted by the planning permission previously granted for a hotel and associated parking and landscaping under ref 17/05343. The hotel will remain in its permitted position but the landscaped area proposed in front of the hotel (also to be used for sustainable drainage for the hotel) will be the location of the new LATC building. A separate application under ref 17/05343/RECON for a minor material amendment has been submitted to amend the approved scheme to provide the hotel without access to this landscaped area. The desire to retain an extant permission to build the hotel is a further constraint on the location of the proposed LATC.

To support the application, a Townscape and Visual Appraisal of the proposed development has been provided by the applicant. Following a recognised methodology, the report provides an analysis of the potential townscape and visual effects arising from the proposed development.

In terms of the townscape effects the report concludes that there would be no harmful effects on the townscape character of the site or the surrounding area and there would be a major beneficial effect on the site itself. There would be a moderate beneficial effect on Churchill Way and a negligible effect on the Biggin Hill Airport and Sunningvale Avenue. The proposed use would be entirely compatible with the land use and characteristics of the built form of the buildings within South Camp.

In terms of the visual effects, the TVA concludes that there would be no visual effects on people in the surrounding area or on any important views. There would be changes in views in both directions approaching the junction of Main Road and Churchill Way. The proposal is well designed and would be a positive element in these views giving rise to minor or moderate beneficial effect. For longer distance views the college would be seen in the context of the existing hangers and

industrial buildings which currently form the skyline. These views are filtered by trees along Main Road resulting in a minor moderate effect in winter and a negligible effect in summer

In terms of the internal layout of the building, it will comprise hanger space, flexible space to be used for classroom/workshop/office, social and open learning areas and an atrium circulation space to link all the above spaces.

In terms of the acceptability of the proposed internal layout, the applicant has advised that:

"There are no prescriptive standards for FE colleges matching this curriculum.

However, the guidance used in setting space standards for the sector is 'Guidance for Further Education Colleges on the Management of Floor Space' published in May 2007 by the Learning and Skills Council). These space standards have been used as a back drop to the developing design and confirm the numbers that can be accommodated in the teaching spaces.

The brief for the LATC has been developed by the college and Richard Hopkinson Architects after liaison with industry partners. Several visits to similar facilities have been undertaken to examine best practice. The design has been through rigorous examination by the GLA and its Design Panel."

In terms of the height of the building, the submitted plans indicate that at the entrance it will be approximately 7m high rising to part 7m/part 9m high above finished floor levels at the southern elevation. The finished floor levels will be slightly lower (approximately 0.5m - 1m) than existing land levels on the site. The sections show that the proposed building is lower in height than the proposed hotel and the existing Bombardier building

The scale and bulk and mass of the building is dictated by the internal space requirements for the teaching and proposed hanger space and the external siting constraints as set out above.

Approaching the site from the north, the NW facing elevation accommodates the front elevation and this provides the main pedestrian entrance to the school with an external seating/amenity area in front of a double height glazed curtain walled cladding system leading in to the atrium area.

The western elevation will be sited between 1m and 5m from the back edge of the pavement to Main Road and the southern elevation will be approximately 35m to the back edge of pavement with Churchill Way with the service yard between the building and Churchill Way.

The proposed building will be much closer to Main Road than the approved hotel building and will be prominent in all views in the street scene when it is completed. The applicant has sought to mitigate the impact of the bulk and mass of the building by using a variety of different measures.

Most ambitiously is the proposal to add a perforated gold coloured metal 'wrap' along the north and western elevations. The 'wrap' will cover much of the western elevation and will then project over the front part of the roof pillar. projection. The applicant advises that the 'wrap' signifies the relationship with the airport and defines the entrance and has a form which reflects modern aeronautics.

This feature adds interest to the appearance of the building and helps to soften the utilitarian design of the principal building. There is space along the western elevation beyond the 'wrap' for tree planting to further soften the appearance of this end of the elevation. Whilst this does not reduce the bulk and mass of the building per se, it does make the building visually more interesting in these views.

The applicant has submitted proposed materials for the main building comprising silver coloured cladding for the west and part of the south elevation with profiled dark grey metal profiled metal cladding for part of the north, south and all of the west elevations. The west elevation will be punctuated with windows and a gold colour louvre system. The proposed 'wrap' will be gold colour perforated metallic cladding.

The proposed materials relate well to the proposed materials for the approved hotel to the west of the site and other buildings in this primarily commercial area. The use of contemporary materials is appropriate to the character of the area and to the street scene along this eastern side of Main Road and are considered acceptable, subject to the submission of samples of all materials before commencement of above ground works. A condition to this effect is recommended.

From the southern direction, the building will be clearly visible from the approach to the Main Road/Churchill Way roundabout. The building will be between 7m and 9m tall at this point. It will be set back from the Churchill Way boundary by approximately 35m and the finished floor level of the building will be approximately 1m below the existing ground level at the back edge of pavement in this area. This layout will help to mitigate the impact of the building in the street scene.

In addition there is an opportunity to undertake additional planting around the perimeter of the service yard which will provide some screening of the southern elevation. At present there isn't any existing tree planting or vegetation that would help to soften the appearance of the building. As a result of changing levels on the site, there will be a retaining wall around the service yard and the top level of the wall is approximately 1.5m above the finished floor level of the building and the service yard. The land level will be banked around the service yard wall at this point with shrub planting on top which will provide some screening for this prominent south facing elevation.

In addition to the building, the site accommodates a substantial car park for 71 vehicles which will serve the LATC and the Lookout Café. The majority of the car park is set back from the pavement and most of it will be below the existing level of the café building behind a security fence to enclose a dry detention basin. There is an existing car park for 50 vehicles on the site in a more prominent location so there is a precedent for car parking on the site.

Beyond the proposed car park, part of an existing airside hardstanding that is currently used for parking of airplanes will be developed to form a dry detention basin as part of the sustainable drainage scheme for the proposed LATC and the proposed hotel. This will be profiled and grassed and will remain as such to service the proposed buildings.

In conclusion, the proposed building will introduce a significant structure to this part of the airport site and the immediate locality. This is largely due to the significant constraints that apply to the site including aviation restrictions and the need to retain land for a hotel to the east of the site. As previously mentioned the proposed building will form part of a cluster of buildings in this area with open space around them. The building is located close to the boundary with Main Road.

It is considered that the building has been designed to provide the required internal layout for teaching and training as efficiently as possible in terms of the size of building that is needed. The design of the building is functional but the additional of the metal 'wrap, adds visual interest and a feature that will make the building unique. Landscaping features are also proposed to further soften the impact of the building and the location of the car park is not considered to be detrimental given the extent of the existing car park on the site.

As such, it is considered that the proposed development would bring visual interest to this part of the South Camp site without resulting in a building that would be over dominant or over bearing.

Impact on Neighbour Amenity

Policy 37 of the Local Plan seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The primary impact on the amenity of neighbouring properties to the site will be from noise associated with the use of the site.

The applicant has submitted a Noise Assessment that considers the impact of 'noise break-out' from the site and assesses the impact of proposed plant that will be located behind a significant parapet wall on the southern part of the roof of the building.

The report advises that there are no detailed specifications for the plant items at this stage of the design so that noise limits are based on external noise surveys and expected Local Authority requirements. It is expected that it will not be difficult to comply with noise limits due to the barrier that the parapet wall provides. In addition the nearest residential properties are on the opposite side of the road to the site and set at a lower level to the road so benefitting from the screening properties of the parapet wall.

The Council's Environmental Health Officer has reviewed the submitted document and raises no objection subject to the imposition of a general condition restricting noise levels from proposed plant. A condition requiring the submission of details of the proposed plant will also allow further assessment of the actual machinery proposed to ensure that it meets the Environmental Health Officer's requirements in this respect.

In terms of daylight and sunlight the development is located on the opposite side of the road to the primary sensitive receptors and there will not be any loss of daylight and sunlight to these properties. In terms of overlooking there are no upper floor windows proposed and the side of the building is covered in the metallic wrap. For completeness a condition is recommended that requires the LPA approval to the insertion of any windows in this west elevation.

In terms of general noise and disturbance, there will be an increase in activity resulting from the proposed college. However the principle activity in this respect is likely to be around the use of the bus stops in the area. Students coming from the north by bus will alight directly outside the college. Students from the south or returning to the north will need to cross Main Road to access the local bus stop. The closest northern bus stops to the site are at the top of Saltbox Hill (north) and opposite Lunar Close (south) and activity associated with the bus stops is likely to be intermittent given the staggered operational hours of the college. On this basis it is unlikely that the proposed use would have a significant impact on local residents in this respect.

Highways and Traffic Matters (including Cycle Parking and Refuse)

In policy terms, the relevant Local Plan policies include 31 (relieving congestion) and 32 (road safety). LP Policy 30 sets out car parking standards for residential development and all other development is required to be provided at levels set out in London Plan Tables 6.2 and 6.3. London Plan policy 6.13 seeks provision for car parking and charging electric vehicles and policy 6.9 seeks suitable provision for cyclists.

These policies seek to ensure that the projected level of traffic generation will not have an adverse impact on the surrounding road network, that the level of proposed car parking is sufficient to minimise any impact on nearby streets from off-site parking, that the provision of cycle parking is sufficient to meet the London Plan and that the layout of the vehicle access provides safe access to and from the site.

The Transport Assessment (TA) advises that the site is between 1b and 2 for public transport accessibility (PTAL) where the highest score is 6b and the lowest is 1. In addition to the Transport Assessment the applicant has submitted additional information for consideration by emails dated 15.5.2019 and 21.6.2019. A draft Travel Plan has also been submitted.

Impact of the highway network (trip generation)

In calculating the trip generation and modal split for this development, the applicant advises that "The proposed education facility is not a typical education facility therefore using the TRICS database for comparison purposes is not possible. Therefore a first principles approach has been undertaken having worked closely with LSEC who has already considered class room and course teaching times in conjunction with the students travel needs."

There are 4 assumptions in the TA that are relied upon by the applicant to determine the trip generation and these are as follows:

- the development will be occupied by 200 pupils and 25 staff at any one time.
- arrival times for students will be staggered over 2 teaching periods (0815-1615, 0900-1700, 0945-1745)
- the student age range will be between 16-24 years with the majority of students being under 18 apprentices. This is important as this limits the number of students who have the ability and means to drive therefore the majority of students, given the location, will need to take either the shuttle bus or a London Bus to get to campus.

Students will be provided with a paid for shuttle bus service by London South East Colleges (LSEC) from Bromley College to the site at peak operational times of student travel.

The initial assessment of trip generation in the TA showed that the majority of the 200 students would travel to the college by shuttle bus from Bromley College (72%/144) with the remainder travelling by public bus (30%/40), by car (5%/10) and cycle (3%/6). It is anticipated that most staff will travel by car. It is estimated that there will be 6 shuttle bus trips in the morning and evening peaks with an average occupancy of 24 students per bus. It is estimated that a third of students will travel outside the peak hours. It is estimated that there will be 2-3 service vehicle trips per day and 1-2 refuse vehicle trips per week.

In terms of trip generation, the TA estimates 47 vehicle movements during the AM peak hour and 47 during the PM peak hour. On this basis the estimated % increase in traffic flow on Churchill Way will be between 10.4% and 11.4% for the peak hours. For Main Road the estimated % increase in traffic flow will be 3.2% and 3.3% for the peak hours. The applicant concludes that the college development will not have a significant impact in terms of vehicle impact on the local highway network.

The additional information set out in the Modal Split section below alters the information above, in particular, by increasing the number of likely car movements by students for 10 to approximately 25 per day. Even taking into account this increase it is considered that the development would not have a significantly adverse impact on trip generation from the development.

Modal Split

In terms of modal split, the Council's Highways Officer raised concerns about the basis on which the split was calculated in the TA. Additional information was provided by the applicant in relation to trip generation by mode of transport. The applicant has carried out a survey of 300 potential LATC students to assess their likely mode of travel to the new college. The results show the following potential travel pattern:

- 81% of existing students at LSEC come from neighbouring boroughs and 78% are on a main bus or train route.
- 50% would travel to LATC by bus
- 13% by car
- 6% by motorbike
- 19% by train
- 6% by cycle
- 6% walk

It should be noted that the applicant has advised that students were not told that there would be a shuttle bus survey at the time of the survey.

In assessing the impact of the modes of travel, the principle concern is to ensure that the use of the car by students is limited. The applicant has submitted details of mitigation measures to achieve this as follows:

- The promotion of the proposed paid for shuttle bus service to augment the local 320 public bus service,
- The restriction of the use of the 36 parking spaces to staff and students who need to travel to the college by car by the issue of parking permits (more details in the Car Parking section below),
- Discouraging students to travel by car through measures and information in the Travel Plan and a Car Park Management Plan,
- The majority of students will be aged 16-18 and they will have limited access and ability to drive,
- Provision of secure and covered cycle parking facilities,

In response the Council's Highways Officer advises that there is heavy reliance on the proposed shuttle bus service and it will be important to secure full details of the operation of the service and ensure that there is a commitment that the service will be provided in perpetuity. As such a condition requiring the submission and approval of a Shuttle Bus Strategy which will include details of the operation of the shuttle bus service is recommended.

In addition the measures submitted to moderate the use of cars by students set out above are solely limited to encouragement of students to use other forms of transport but this strategy makes no allowance for the need to mitigate against the worst case scenario where students do bring cars to the site. A more tangible and deliverable measure is needed to deal with this possibility.

On this basis the Council considers it is appropriate to secure a financial contribution of £5,000 to be used to assess the parking demand, post completion of the scheme, and to implement necessary measures, such as additional parking restrictions, if required to further deter off-site parking. The applicant has agreed to the signing of a legal agreement to secure this measure.

The submitted documents present an estimate of the likely modal split for travel to the college by students, but it is recognised that the college is a unique specialist college and the full extent of travel may not be fully known. The site is not in an area served by train so there will be heavy reliance on the shuttle bus service and the local 320 bus route. It is recognised that the applicant will take measures to encourage the use of public transport but it is likely that there will be more demand for car parking than the proposed car park can cater for so it is necessary to put in place measures to:

- Protect the car park from overspill car parking in spaces allocated for the college or the café (this is discussed in detail below), and
- Protect the surrounding road from overspill car parking that could be detrimental to the amenities of local residents.

Providing both of these measures and controls are in place, it is considered that the proposed development would not have such a significantly detrimental impact on the transport infrastructure.

Car parking

A total of 76 car parking spaces will be provided on the site. Car parking provision is required for the college and the existing Lookout Café that is located on the NE boundary of the site.

There are no parking standards for education uses in the Local Plan or the London Plan. The applicant has made parking provision for all staff and other college users who have a requirement for car parking and the TA makes an assumption that only 10 students will travel to the college by car and that these trips will generally be associated with disabled students. On this basis the applicant considers that 36 car parking spaces is sufficient for the LATC.

These 36 spaces will be allocated to the college including 3 disabled spaces. These will be solely for the use of staff (25 spaces) with 11 spaces for students with disabilities and other exceptional circumstances. These will be controlled through the issue of permits by the LATC and marking of car parking spaces to identify them for college use only.

The applicant advises that the car park will be used for some education related activities during the evening and at weekends and they expect that weekend and evening use will be low but they are not been able to provide details of the extent of this use at present as this will be developed over time. It is expected that the proposed car parking spaces will be sufficient to accommodate car borne traffic and learners will be encouraged to use public transport.

Turning to the car parking for the Lookout Café, there are 50 existing car parking spaces provided for the café at present. The submitted plan and TA show that 40 spaces will be allocated in the main car park for the café. These will be marked out to identify them as for the café only. The applicant advises that they haven't carried out any surveys regarding the current use patterns of the existing car park. However they have advised by email dated 21.6.19 that 'Biggin Hill Airport on behalf of the Café have also advised that the 40 car parking spaces is adequate to meet the future needs of the Café.' This email also advises that 'the café will need to monitor and manage their own car park to make sure that only patrons of the café use the designated spaces available for the café use. This is the same as the current situation where existing uses including the café are responsible for managing the existing car park.'

The applicant advises that the busiest time of the week for the café is during the weekends when there will be limited use of the college.

In terms of the management of the car park, the applicant advises that the spaces for the college and café uses will be identified by space marking and signage at the entrance of the car park for security purposes. An entrance barrier will be provided and remain up during the day and will then be closed at night once the café is closed. The TA advises that the management of the car park will be the responsibility of the LATC and the Café to ensure that car parking spaces are used in accordance with the space markings provided.

To fully assess and secure the measures needed to effectively manage the car parking on the site, the applicant agrees to a condition requiring a Car Park Management Plan to be agreed and implemented prior to occupation of the LATC.

However, despite the provision of some on-site car parking for the college, it is likely that students may wish to drive to college and the lack of parking could lead to off-site parking in local streets. This aspect is discussed in detail in the section relating to modal split above.

One further issue relating to the car parking provision is the proposal in the Flood Risk Assessment to allow part of the car park to flood in the event of a very extreme flood event. From the information submitted in the FRA it appears that approximately 25 spaces may become unavailable. The applicant cannot confirm how long the cars will be displaced for as this has not been formally calculated at this stage.

The applicant advises that the car park will only flood during a 1 in 100 year +40% climate change, which is a very unlikely event, and this will be the only event that will have a flood impact on the car park.

The impact of such an event is likely to be the displacement of cars from the site to surrounding streets for a temporary period of time. From the plan it is not clear if this will be parking allocated to the college or the café.

In the absence of any further detailed information, it is recommended that this aspect of the development should be included in the submissions to be considered

in the Car Park Management Plan and the Travel Plan to ensure that patrons of the café and staff at the college are encouraged to use alternative means of travelling to the site during a flood event.

Cycle parking

An enclosed cycle store will be provided on the northern boundary for 22 long stay spaces for students and staff. 24 short stay spaces will be provided along the access road resulting in a total of 46 cycle parking spaces for the college.

The London Plan requires 1 space per 4 staff + 1 space per 20 FTE students (long stay) and 1 space per 7 FTE students (short stay) for college uses. This equates to a requirements for 16 long stay spaces and 28 short stay spaces.

On the basis of the site provision indicated above, it is considered that the development meets the requirements in the London Plan for cycle parking spaces.

In addition 6 cycle parking spaces are provided adjacent to the car park to relocate the existing spaces for the café.

A condition requiring details of the methods to cover and secure the 24 spaces along the internal access road and the spaces for the Lookout Café is recommended.

Electric vehicle charging points

A condition is recommended requiring the fitting of 20% active and 20% passive electric vehicle charging points for the proposed car parking spaces for the college and the cafe.

Refuse and recycling and service and delivery

The principal bin store is located along the eastern boundary within the building envelope and this can be accessed directly from the internal access road or from the coach parking and turning area for collection. A swept path analysis has been submitted to show that refuse vehicles can turn in this area.

Service and delivery will take place from the proposed service yard located on the south side of the new building close to the main vehicle access. It is expected that there will be 1-2 deliveries per day and 1-2 refuse vehicles per week for recycling and general waste.

It is considered that these arrangements are acceptable for the operation of the college.

External Lighting of car park and access road

This document and additional plan sets out details of the external lighting of the car park, service yard and access road which will take the form of columns and bollards lights.

The lighting strategy has to comply with safeguarding requirements of Biggin Hill Airport which limits the height of columns to 2m high in the NW side of the car park. The remainder of the columns in the car park, service area and along the internal access road will be 4m high with some bollard lighting around the car park entrance and main entrance to the building.

The Council's Environmental Health Officer has reviewed the submitted documentation and has no comments.

On this basis, the proposed lighting strategy is considered acceptable and a condition requiring the development to be carried out in accordance with the submitted plans is recommended.

Trees and Landscaping

BLP Policy 73 requires new development to take particular account of existing trees on the site and on adjoining land which, in the interest of visual amenity and/or wildlife habitat, are considered desirable to be retained.

BLP Policy 77 Landscape Quality and Character requires development proposals to seek to safeguard the quality and character of the local landscape

The applicant has submitted a suite of drawings relating to hard and soft landscaping, boundary treatment and assorted site furniture. The terrain of the site rises from the northern boundary towards Churchill Way by approximately 2.5m and from the west to the east boundary by approximately 2m.

There are 2 trees located within the red line boundary of the site; one oak and one ash. The landscaping plans show the removal of the ash tree which is on the kerbside and retention of the oak tree.

The Council's Tree Officer has advised that the removal of the ash is acceptable due to its deteriorating condition and future issues affecting the species. The retention of the oak is required as it is a semi-mature tree with a good retention space and is a prominent tree with the local street scene. If allowed to reach its full height the tree would be a landmark. The Tree Officer has recommended a condition requiring the submission of a Tree Protection Plan to ensure protection of the retained tree during construction works.

The submitted landscaping plans show the following details:

- Hard landscaping - the submitted plans show that the road, pathway and car park surfaces will be a mixture of light grey permeable tarmac and dark grey tarmac. The coach turning area, main entrance route and associated pathways will be grey modular concrete paving. The proposed materials are very light in colour which would be acceptable in this location.
- Soft Landscaping - the submitted plans show a mixture of tree, shrub, and ground cover planting around the perimeter of the building and in the

entrance frontage area. Tree planting is limited to species that will not compromise airport safety.

- The proposed planting scheme is considered acceptable.
- Boundaries - the part of the site around the college building will have very little boundary treatment - this is limited to a chain link gate and fencing to enclose the roadside boundary of the service yard. The dry detention basin and the northern boundary of the car park abut airside parts of the airport site and boundary treatment to BHA security standards are recommended.
- While the boundary treatment appears very utilitarian this is acceptable given its sensitive location adjacent to the airport airside boundary. The public facing elements of the development are largely unencumbered by boundaries. On this basis the boundary treatment proposed is acceptable.
- Landscape furniture - the principle furniture to consider is the enclosed cycle shelter which is located in the NE corner of the site. This is a substantial structure providing storage for 22 cycles but it is located some distance from the principle public views and as such it is considered to be acceptable

In terms of the landscaping the Council's Tree Officer advises that the proposals seems to be well laid out and will allow for low level soft landscaping. Due to the close proximity of the airport runway and taxiways, it is understood why medium to large trees have not been selected. The tree species selected for the site frontage are a good choice and will tolerate the local soil conditions and avoid clearance issues. The remaining aspects of the landscaping are to a satisfactory standard.

On the basis of the information above, proposals for tree removal and retention and landscaping of the site are considered acceptable.

Other Technical Matters

Air Quality

The scope of the report was to consider the impact of construction on air quality and dust, an assessment of exposure of the proposed users of the development and an air quality neutral assessment.

The need to undertake a detailed assessment of road traffic emissions associated with both the construction and the operation of the proposed development has been scoped out as the traffic generated by the development is not significant (less than 500 annual average daily traffic) and, as such, the impact of additional traffic on local air quality will be insignificant.

The energy for the development is to be provided via an electric solution with no energy combustion systems proposed on site. As such, there will be no assessment of the impact of these emissions required at this stage as there will be no emissions on site from the energy plant.

A risk assessment of the potential impacts of the construction phase of the proposed development has been undertaken to identify appropriate mitigation measures. Provided these are implemented, for example through a planning condition, the residual impacts are considered to be not significant.

A qualitative assessment of the impact of the proposed development to existing air quality has been undertaken with both nitrogen dioxide and particulate matter being reviewed. Concentrations at the façade of the proposed development are expected to be below the objectives in 2019 and also in the anticipated earliest years of opening (2020).

The proposed development is air quality neutral according to the Greater London Authority's (GLA) benchmarking assessment methodology.

The overall operational air quality impacts of the proposed development are judged to be not significant.

The Council's Environmental Health Officer has reviewed the submission and has no comments other than that the mitigation measures within the report should be followed. The Construction Management Plan contains a section dealing with environmental controls and the EHO advises that the measures proposed meet the requirements of the Air Quality Management Plan.

Sustainability and Energy

The applicant has submitted an Energy Statement which sets out measures to meet BLP Policy 124 and London Plan policies 5.2: Minimising carbon dioxide emissions and Policy 7.7: Renewable energy.

The report assesses the proposed development against the Building Regulations requirements and the Buildings Emissions Rate requirements.

In this instance the proposed passive and active construction methods have improved the energy performance against the baseline by 27% and emissions are below the Building Regulations Part L benchmark.

The area does not have a local district heat network and due to the small demand for heating and hot water a combine heat and power system would not be viable.

In terms of the use of renewable energy, the development has been assessed against numerous technologies and the report recommends the provision of 55 solar panels on the roof of the college and air source heat pumps. This further improves emissions to 37% when compared to the Target Emission Rate (TER).

On this basis the development meets policy requirements in terms of carbon emissions through the use of sustainable construction methods and the use of renewable energy and there is no requirement for a carbon offset contribution. A condition requiring details of the location and specification of the air source heat pumps is recommended.

Drainage and Sustainable Urban Drainage Systems

The site lies within Flood Zone 1 and Groundwater Source Protection Zone 3. The applicant has submitted a Flood Risk Assessment for consideration.

In terms of policy context the relevant BLP policies relating to drainage include Policy 115 Flood Risk, Policy 116 Sustainable Urban Drainage Systems (SUDS) and Policy 117 Water and Wastewater Infrastructure Capacity.

The submitted FRA deals with the requirements for flooding and surface water drainage for the catchment areas of both the LATC site and the hotel site to the east of the application site. The proposed strategy is similar to that already approved for the hotel site with a detention basin with deep bores to allow drainage of surface water into the aquifer below. Flows will be attenuated using permeable paving systems and the dry detention basin.

The principle drainage arrangements for this proposed development based on the drainage strategy for the approved hotel, which consists of a piped network discharging to a large detention basin which will be located on the northern most part of the LATC site. The system will provide surface water drainage for both the LATC and the proposed hotel under ref 17/05343/RECON.

The report advises that the drainage system will ensure that no flooding occurs externally for a 1 in 30 year event. Above this the main car park and some of the surrounding landscaped areas will be allowed to flood. The proposed and existing buildings will have a level of protection much higher than the 1 in 100 +40% design event. Top water levels in the drainage system are predicated to be 181.67OD which is more than 1.2m below proposed finished floor levels.

The flooding of the car park and surrounding landscaped areas on the college site will be in very extreme events (less than 3% annual probability) only. To ensure that the flood water in these very extreme events is held in the car park area, it will be sunk into the ground by 1.75m.

The recommended land levels for the hotel and LATC sites are carefully designed to ensure that the flood waters will be safely routed around the site and the proposed entrance site levels will prevent overland flows from Churchill Way coming into the site and causing flooding. The service yard will be profiled to fall away from the building to reduce the risk of flooding.

The Council's Drainage Officer advises that the submitted strategy based on the measures above is acceptable in principle. A condition requiring the submission of detailed design measures based on the principles set out in the report is recommended.

Thames Water advise that with regard to waste water network and waste water process infrastructure capacity, they would not have any objection to the above planning application, based on the information provided.

In terms of foul water sewerage, there is an existing sewer crossing the west of the site. The sewer will need to be diverted through the site to make way for the new building. The level and diameter of the diverted sewer will be subject to Thames Water approval.

In addition it should be noted that connections to new water and foul water sewers will be provided on this site to enable the proposed hotel to connect to them and conditions to secure the provision of and access to the drainage system on the LATC site for the hotel are recommended.

Contaminated Land

BLP Policy 118 requires the submission of desktop and detailed site investigation reports to include a proposed remediation strategy and closure report. Land should be remediated to a standard such that there is no appreciable risk to end users or other receptors once the development is complete.

London Plan Policy 5.21 reiterates the requirements of the Local Plan Policy 118.

A Phase I desk study and Phase II intrusive investigation by Geo Integrity has been completed and provides data relating to geological, environmental and historical information and assessment of the risk from unexploded ordnance on the site.

- Contamination

In terms of contamination, investigation of Made Ground on the southern part of the site shows that elevated levels of Polyaromatic Hydrocarbons (PAHs) have been found which could provide a risk to end users of the site. The report requires further testing to allow statistical analysis of the site. The report also advises that this is also appropriate for the northern area of the site, where sampling could not be undertaken due to its limitations with airport security.

Pending receipt of this information, mitigation measures are proposed including a cover system of 600mm for areas of the site that are not covered by hardstanding is recommended.

In addition more sample points are required for the full assessment of the Made Ground from a Human Health and Waste perspective to allow accurate statistical analysis, particularly on parts of the site unavailable for testing to date.

- Unexploded Ordnance

Due to the history of the site as a wartime airfield a separate desk top risk assessment by 1st Line Defence dated November 2017 was submitted in Appendix D of the Geo Integrity Report and this deals specifically with Unexploded Ordnance (UXO). This report was updated June 25th 2019 to fully cover the application site for the LATC.

The 1st Line Defence report concludes that there is a medium risk from Allied military ordnance and unexploded German aerial delivered ordnance on the application site.

To mitigate against this level of risk, the report recommends that a UXO expert is in attendance during groundworks at the site. A part UXO assessment has been undertaken and a full site should be undertaken prior to the commencement of development. Also CPT testing should be undertaken across the proposed building footprint area if greater surety of pile depths and carry capacity is required.

A watching brief should be undertaken and if undiscovered contamination is found then site management can be immediately informed and inspection can be undertaken by a suitably qualified person.

The Council's Environmental Health Officer has reviewed the submission and finds the site investigation works and the desk study submitted with the application are acceptable. Parts a and b of the standard condition PC23: Land Contamination Assessment have been complied with but the documents requiring a further site investigation report (part c of the standard condition) including a proposed remediation strategy and a quality assurance scheme are still required and the EHO advises that a condition requiring the submission of this information should be applied to the permission.

The Environment Agency have reviewed the submitted documents and found that they do not reveal any concentrations of contaminants that would represent a significant risk to Controlled Waters. They raise no objection to the development subject to the imposition of planning conditions controlling any future infiltration or contamination from piling or other foundation methods using penetrative methods.

On the basis of the information submitted, it is considered that the necessary steps have been taken to deal with unforeseen

Secured by Design

The proposal should incorporate Secured by Design principles (as required by BLP4) to take account of crime prevention and community safety.

The Metropolitan Police Designing Out Crime Officer has reviewed that submission and is of the view that the proposed development should be able to achieve the security requirements of Secured by Design. A condition is recommended to secure the relevant submissions.

Community Infrastructure Levy

The Council does not have its own CIL.

The development may be liable for the payment of the Mayoral CIL.

Screening Opinion for an Environmental Impact Assessment

The proposed development is Schedule 2 development (under paragraph 10(b) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2018 being an 'urban development project' with a site area of more than 1 hectare and which is not dwellinghouse development, does not involve more than 150

dwellings and does not exceed an overall area of 5ha. Whether an EIA is required is considered in relation to Schedule 3 of the Regulations, by virtue of factors such as its characteristics, location and the characteristics of potential impact. The site is not within a sensitive area as defined by the Regulations.

The Council issued a Screening Opinion on 12.6.2019 pursuant to Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 in respect of this application. It was considered that the application could be fully and properly assessed by way of technical reports without the need for a full EIA.

Conclusion

The proposed development consists of a college that will provide specialist aviation related training for students aged 16-24 on the site of the London Biggin Hill Airport. This is a unique development that is expected to contribute to the shortage of skilled workforce that is designed to meet industry needs.

The site for the college is on the South Camp area which is one of 5 growth sites within the Biggin Hill Strategic Outer London Growth Area (SOLDC) recently approved by the Local Plan. In policy terms the Local Plan supports the growth of aviation related employment opportunities around the airport, and on this site in particular. In addition the Council supports a flexible approach in considering potential uses that are not directly aviation related but can demonstrate consistency with the role of the SOLDC.

The proposed education use is not proposed for the West Camp area where Policy 105 specifically favours a D1 use. It is proposed for the South Camp area where land for the development of a college is available to match the timing of funding for the project. Policy 106 allows for a more flexible approach and it is considered that the proposed use would meet the role of the SOLDC.

The appearance of the building has been designed to complement the prevailing industrial character of this area and the introduction of the gold design feature to highlight the presence of the college ties the building to the airport uses around the site.

In terms of car parking provision there is some uncertainty about the likely demand for car parking for students travelling to and from the site. A variety of measures to discourage students from using a car to access the site, including the provision of a shuttle bus service between Bromley College and the LATC, are proposed and it is considered that these will help limit car use. However the applicant has agreed to pay a financial contribution to review on-street parking and implement waiting restrictions deemed necessary by the Council to address parking issues that may arise in the vicinity of the development once the college is in use. On this basis it is considered that the travel arrangements of students to and from the site will not have a significantly adverse impact on the amenities of local businesses and residents.

The application also provides a new drainage strategy for the site which will provide foul water sewers and surface water drainage to the adjoining site along the west boundary. It is critical that the LATC site provides a connection to the eastward site to the new drainage system and a condition requiring the provision of a connection between the 2 sites is recommended.

Taking other factors relating to air quality, energy, contaminated land and trees and landscaping into account, it is considered that the proposed college will make a contribution to the future operation of the SOLDC in Biggin Hill Airport and, as such, it is recommended that planning permission is granted for this application subject to the signing of a legal agreement.

Background papers referred to during the production of this report comprise all correspondence on file ref: 19/01012/FULL1, excluding exempt information.

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT

and the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

Reason: Section 91, Town and Country Planning Act 1990

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans and documents listed in this condition unless otherwise agreed in writing by the Local Planning Authority:**

Plans

**101 PL-001 Rev A - Site Location Plan
101 PL002 Rev A - Existing Site Layout
101 PL003 Rev A - Proposed Ground Floor Plan
101 PL101 Rev A - Proposed First Floor Plan
101 PL103 Rev A - Proposed Roof Plan
101 PL400 Rev A - Proposed East and South Elevations
101 PL401 Rev A - Proposed West and North Elevations
101 PL402 Rev A - Proposed North-West Elevations
101 PL403 Rev A - Proposed Site Context Plan
101 PL500 Rev A - Proposed Sections A-A & B-B
101 PL 503 Rev A - Proposed Bay Elevations A (Entrance)
101 PL 503 Rev A - Proposed Bay Elevations A (Entrance)
101 PL 504 Rev A - Proposed Bay Elevations B (Typical Classroom)
HED.13153 100 Rev B - Landscape Layout Plan
HED.13153 101 Rev B - Landscape Level and Drainage Strategy
HED.13153 102 Rev B - Boundary Treatment
HED.13153 103 Rev B - Hard Landscape Strategy
HED.13153 104 Rev B - Soft Landscape Strategy
HED.13153 105 Rev B - Planting Palette**

HED.13153 106 Rev B - Landscape Furniture Strategy
HED.13153 107 Rev B -Landscape Sections

Documents

- **Air Quality Assessment by Hoare Lea dated 14.3.2019 Version 3**
- **Design and Access Statement by Richard Hopkinson Architects dated March 2019**
- **Energy Strategy Statement dated 14.3.2019 by Furness Green Partnership**
- **External Lighting Assessment dated 13.3 2019 by Furness Green Partnership with additional undated plan layout received 20.6.2019**
- **Noise Assessment by Adrian James Acoustics 12156 Rev B dated 14.3.19**
- **Ground Investigation Report by Geo Integrity ref 19-01-02 dated March 2019 (for the purposes of the requirements for a desk study of the site and a site investigation, including relevant soil, soil gas, surface water and groundwater sampling only)**
- **Planning Statement and Statement of Community Involvement by Lichfields dated March 2019**
- **Statement of Community Involvement by London South East Colleges received on 19.3.2019**
- **Townscape and Visual Appraisal by Lichfields dated March 2019**
- **Transport Assessment by rps JYN9773-01a V2 dated 14.3.2019)as amended)**
- **Detailed Unexploded Ordnance (UXO) Risk Assessment by 1st Line Defence ref DA9126-00 dated 25.6.2019 (supersedes document in Appendix D of Ground Investigation Report by Geo Integrity ref 19-01-02 dated March 2019)**
- **Agent email 15.5.2019 - LATC Highway Comments (NLP-DMS.FID492800)**
- **Agent email 15.5.2019 - Biggin Hill LATC (NLP-DMS.FID492800)**
- **Agent email 21.6.2019 - Biggin Hill LATC and Hotel applications (NLP-DMS.FID492800)**
- **Agent email 3.7.2019 - LATC Biggin Hill (NLP-DMS.FID492800)**

Reason: To accord with the terms of the application.

- 3** Prior to the commencement of the development hereby permitted, including demolition or removal of site material, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site, measures to secure provisions of on-site delivery, off-loading, turning and parking of construction and operatives vehicles, identifying efficiency and sustainability measures to be undertaken during site construction and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

Reason: Required prior to commencement of development to ensure sufficient measures can be secured throughout the whole build

programme in the interests of pedestrian and vehicular safety and the amenities of the area. In order to comply with Policies 30, 31, 32 and 119 of the Bromley Local Plan of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 4 (i) Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) A full specification for the installation of boundary treatment works.
- e) A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- h) A specification for scaffolding and ground protection within tree protection zones.
- i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- j) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- k) Boundary treatments within the RPA
- l) Methodology and detailed assessment of root pruning
- m) Arboricultural supervision and inspection by a suitably qualified tree specialist
- n) Reporting of inspection and supervision
- o) Methods to improve the rooting environment for retained and proposed trees and landscaping
- p) Veteran and ancient tree protection and management

(ii) The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policies 37 and 73 of

the Local Plan and pursuant to Section 197 of the Town and Country Planning Act 1990.

5 (i) Prior to the commencement of development hereby the detailed design of the measures in the surface water drainage scheme for the site based on sustainable drainage principles set out in the "Flood Risk Assessment & Drainage Strategy Report" carried out by Price & Myers with Job No. 27166 Version 4 dated March 2019 and the "Drainage Strategy Addendum Report" carried out by Price & Myers Consulting with Job No. 27166 Version 2 Dated April 2019 shall be submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan. The approved scheme shall be implemented prior to the first occupation of the proposed development and permanently retained thereafter.

(ii) Prior to first occupation of the LATC development, the proposed connection mechanism to the foul and surface water drainage on the LATC site for future occupiers of land to the east of the site identified in the FRA shall be installed. These drainage works shall be completed and retained in perpetuity in order to allow connection to the drainage works located on the LATC site for the adjoining site.

(iii) Once works on the LATC site has been completed a Drainage Verification Report, including the location of the connection, shall be submitted to and approved by the Local Planning Authority to confirm these works have been undertaken in accordance with the approved details.

Reason: Details are required prior to the commencement of any new operational development in order to ensure that a satisfactory means of surface water drainage, to reduce the risk of flooding can be achieved before development intensifies on site and to comply with the Policy 5.13 of the London Plan and Policies 115, 116 and 117 of the Bromley Local Plan

6 (i) The proposed site investigation report and remedial strategy required in paragraph c) below shall be carried out in accordance with approved details relating to paragraphs a) and b) as set out in the Ground Investigation Report by Geo Integrity ref 19-01-02 dated March 2019 (as amended). Paras a) and b) state:

a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval in writing.

The desk study shall detail the history of the sites uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.

b) The site investigation, including relevant soil, soil gas, surface water and groundwater sampling shall be approved in writing by the Local Planning Authority.

(ii) Prior to the commencement of development hereby permitted (including demolition) to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to and approved in writing by the Local Planning Authority.

c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall commence on site prior to approval of these matters in writing by the Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.

d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.

e) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.

f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

Reason: Required prior to any commencement in order to prevent harm to human health and pollution of the environment and comply with Policy 118 of the Bromley Local Plan.

- 7 Prior to the commencement of development details of the outstanding recommendations in the 1st Line Defence report dated 25.6.2019 contained in the Ground Investigation Report by Geo Integrity ref 19-01-02 dated March 2019 in respect of unexploded ordnance shall be submitted to and approved by the Local Planning Authority and shall be implemented in accordance with the approved details.

Reason: Required prior to any commencement in order to prevent harm to human health and pollution of the environment and comply with Policy 118 of the Bromley Local Plan.

- 8 Prior to the commencement of above ground works details and sample boards of all external materials to be used for the permanent development, including roof cladding, wall facing materials and cladding, windows and door frames, decorative features, and rainwater goods, where appropriate, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to comply with Policy 37 of the Local Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 9** Prior to the commencement of above ground works, details of a scheme showing the location, specification and acoustic performance of the external plant and equipment associated with the development shall be submitted to and approved by the Local Planning Authority and implemented in accordance with the approved details prior to the first occupation of the development.

Reason: Required prior to commencement in order to ensure that satisfactory arrangements can be secured in the interest of protecting residential amenity for adjacent properties and to comply with Policy 119 of the Bromley Local Plan.

- 10** On completion of the works, a Drainage Verification Report shall be submitted to the Local Planning Authority to confirm these works have been undertaken in accordance with the approved details and that the connections referred to in (i) above have been installed and made available for connection.

Reason: In order to comply with the requirements of Policies 116 and 117 of the Local Plan and Policy 5.13 of the London Plan and to ensure that a satisfactory and sustainable means of drainage, to reduce the risk of flooding can be achieved before development intensifies on the application site and the the adjoining site under ref 17/05343/FULL (and subsequent permissions)

- 11** (i) At any time the combined plant noise rating level shall not exceed the measured typical background L90 level at any noise sensitive location. For the purposes of this condition the rating and background levels shall be calculated fully in accordance with the methodology BS4142:2014. Furthermore, at any time the measured or calculated absolute plant noise level shall not exceed 10dB below the typical background noise level (LA90 15 minute) in this location. All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels.

(ii) Prior to the commencement of above ground works, details of a scheme showing the location, specification and acoustic performance of the external plant and equipment associated with the development shall be submitted to and approved by the Local Planning Authority and implemented in accordance with the approved details prior to the first occupation of the development.

(iii) Following installation, but before the new plant comes into operation, measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to comply with Policy 119 of the Local Plan and to protect the amenity of the occupants of nearby properties.

- 12** Prior to the first occupation of the LATC the coach parking shall be implemented in accordance with the approved plan 101 PL 003 Rev A and

the Transport Assessment by rps dated 14.3.2019 and permanently retained thereafter. The coach parking area shall be permanently made available for the future users of land to the east of the site currently identified on the site plan for planning application ref 17/05343/RECON (and subsequent permissions) prior to the first occupation of any development of this land.

Reason: In order to comply with Policies 30, 31 and 37 of the Local Plan and to avoid development without adequate parking provision for the LATC and public cafe, which is likely to lead to parking that is inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 13 Prior to the first occupation of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include (but not be limited to) measures to promote and encourage the use of alternative modes of transport to the car, staggered start times, appointment of a Travel Plan Co-Ordinator and a senior member of staff to a Travel Plan Steering Group and other measures to reduce the impact of the development on local bus services. It shall also include a timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating. The Travel Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to ensure appropriate management and mitigation of transport implications of the development and to accord with Policy 32 of the Local Plan

- 14 Prior to the first occupation of the development details of a scheme for the management of the car park spaces and the internal access road, including details of the marking out of allocated car parking spaces, measures to minimise the impact of displaced cars from the car park in the event of a flood event, operation of any access gates (both during college times and for out of hours use), compliance signage for users of the car park, shall be submitted to and approved in writing by the Local Planning Authority and the car park shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.

Reason: In order to comply with Policies 30, 31 and 37 of the Local Plan and to avoid development without adequate parking provision for the LATC and public cafe, which is likely to lead to parking that is inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 15 Prior to the first occupation of the development details of a shuttle bus management strategy to secure the provision of a shuttle bus service to and from the site shall be submitted to and approved by the Local Planning Authority and implemented in accordance with the approved documents and permanently retained unless otherwise agreed with the local planning authority.

Reason: In order to comply with Policies 30, 31 and 37 of the Local Plan and to avoid development without adequate parking provision, which is

likely to lead to parking that is inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety

- 16 Prior to the first occupation of the development details of a service and delivery plan relating to the operation of the college shall be submitted to and approved in writing by the Local Planning Authority and service and delivery activities shall take place in accordance with the approved Plan at all times unless previously agreed in writing by the Local Planning Authority.

Reason: In order to comply with Policies 30, 31 and 37 of the Local Plan and to avoid development without adequate parking provision, which is likely to lead to parking that is inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety

- 17 Prior to first occupation of the LATC a minimum of 20% of car parking spaces shall be provided with active electric vehicle charging points and a minimum of 20% car parking spaces shall be provided with passive electric vehicle charging points and these shall be permanently retained thereafter. Details of the location of the spaces fitted with EVCPs shall be submitted to and approved prior to the installation of the EVCP units.

Reason: To minimise the effect of the development on local air quality in the vicinity of an Air Quality Management Area and to accord with Policies 6.13 and 7.14 of the London Plan 2015.

- 18 (i) The development shall be carried out in accordance with the details in the Energy Strategy Statement by Furness Green dated 14.3.2019 prior to the first occupation of the development. The approved measures shall be permanently retained and maintained in an efficient working manner.

(ii) Prior to the installation of the proposed air source heat pumps details of the location and technical specification shall be submitted to and approved by the Local Planning Authority prior to their installation and permanently retained and maintained in an efficient working manner.

Reason: In order to seek to achieve compliance with the Mayor of London's Climate Change Mitigation and Energy Strategy and to comply with Policies 5.2, 5.3 and 5.7 of the London Plan

- 19 (i) The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and development. No above ground works shall take place until details of such measures have been submitted to and approved in writing by the Local Planning Authority.

(ii) The approved measures shall be implemented before the development is occupied and the security measures to be implemented in compliance with this condition shall achieve the Secured by Design accreditation awarded by the Metropolitan Police.

Reason: In the interest of security and crime prevention and to accord with Policies 4 and 37 of the Bromley Local Plan

20 (i) Prior to first occupation of the development, the number of cycle parking spaces shown on plan HED.1353.106 Rev B shall be provided on the site and the bicycle parking/storage facilities shall be permanently retained thereafter.

(ii) Cycle parking spaces for the café shown on plan HED.1353.106 Rev B shall be provided prior to first occupation of the LATC and permanently retained for the sole use of patrons of the Café.

(iii) Details of the means of providing secure, accessible and covered cycle parking spaces for the cycle parking adjacent to the east facing elevation of the building shall be submitted to and approved by the Local Planning Authority and implemented in accordance with the approved documents prior to the first occupation of the LATC and permanently retained thereafter.

Reason: In order to comply with Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

21 The development shall be used only as an Aerospace and Technology College and for no other purpose including for community use (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) unless otherwise agreed by the Local Planning Authority. There shall be no change of use whether allowed by the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order amending, revoking and re-enacting this Order.

Reason: To ensure that any change in the use of the site can be properly assessed with regard in particular to Local Plan.

22 The college hereby permitted shall only be occupied by a maximum of 200 pupils at any one time unless otherwise agreed in writing by the Local Planning Authority

Reason: To accord with the terms of the application and in order to prevent intensification or a change in the nature of the use of the site, with particular regard to transport and travel characteristics, and to comply with Policies 32 and 37 of the Local Plan and in the interest of amenity and highway safety.

23 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no buildings or extensions shall be constructed within the school site hereby permitted without approval in writing of the Local Planning Authority.

Reason: In order to prevent intensification of the site and to comply with Policies 32 and 37 of the Local Plan and in the interest of amenity and highway safety.

24 Notwithstanding the provisions of Part 24 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order

amending, revoking and re-enacting this Order) no development by a telecommunications code system operator shall be erected or made within the site without the prior approval in writing of the Local Planning Authority.

Reason: In order that the Local Planning Authority can consider the impact of any additional telecommunications development at this site in accordance with Policies 37 and 176 of the Local Plan and in the interest of the visual amenities of the area.

- 25** The development shall be carried out in accordance with the Air Quality Assessment by Hoare Lea dated 14.3.2019 Version 3 hereby approved by the Local Planning Authority.

Reason: to ensure that the measures to improve air quality are implemented and to accord with Policy 120 of the Local Plan.

- 26** The development shall be carried out strictly in accordance with the slab levels shown on plan HED.1353.101 Rev B and HED.1353.107 Rev B.

Reason: In order to comply with Policy 37 of the Local Plan and in the interests of the visual and residential amenities of the area.

- 27** The development shall be carried out in accordance with the soft landscaping and planting details set out in plans HED.1353.104 Rev B and HED.1353.105 Rev B prior to the first occupation of development and permanently retained thereafter. The landscaping scheme as shown on the approved drawings shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, 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. Furthermore any boundary treatments shall be retained in perpetuity.

Reason: To accord with Policy 37 of the Local Plan and to protect the amenity of occupants of adjacent residential properties.

- 28** The development shall be implemented in accordance with the hard landscaping details set out on plan HED.1353.103 rev B prior to the first occupation of development and permanently retained thereafter.

Reason: To accord with Policy 37 of the Local Plan and to protect the amenity of occupants of adjacent residential properties.

- 29** The development shall be implemented in accordance with the boundary treatment details set out in plan HED.1353.102 Rev B prior to the first occupation of development and permanently retained thereafter.

Reason: To accord with Policy 37 of the Local Plan and to protect the amenity of occupants of adjacent residential properties.

30 The development shall be implemented in accordance with the landscape street furniture details set out on plan HED.1353.106 Rev B prior to the first occupation of development and permanently retained thereafter.

Reason: To accord with Policy 37 of the Local Plan and to protect the amenity of occupants of adjacent residential properties.

31 No windows or doors shall be inserted in the western elevation of the development hereby permitted at any time.

Reason: To comply with Policy 37 of the Local Plan and in the interests of the protection of the amenity of neighbours.

32 No retained tree shall be cut down, uprooted, destroyed, pruned, cut or damaged in any manner during the development phase and thereafter within 5 years from the date of occupation of the building for its permitted use, other than in accordance with the approved plans and particulars or as may be permitted by prior approval in writing from the local planning authority.

Reason: Required to satisfy the Local Planning Authority that the trees to be retained will protect and enhance the appearance and character of the site and locality, in accordance with Policies 37 and 73 of the Local Plan and pursuant to Section 197 of the Town and Country Planning Act 1990.

33 The internal access road and car parking spaces shall not be used for the pick-up and drop-off of pupils, except in the case of emergencies.

Reason: In order to comply with Policy 32 of the Local Plan and in the interest of pedestrian and vehicular safety.

34 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 of 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 and in order to comply with Policy 32 of the Local Plan.

35 The development shall be implemented in accordance with the details for refuse and recycling shown in the Design and Access Statement and submitted plans prior to first occupation of the LATC and permanently retained thereafter.

Reason: In order to comply with Policy 37 of the Local Plan and in order to provide adequate refuse storage that is acceptable from the residential and visual amenity aspects

36 The external lighting for the development set out in the External Lighting Assessment by Furness Green Partnership dated 13.3.2019 and OS extract submitted by email dated 20.6.2019 shall be carried out in accordance with the approved details before the first occupation of the site. The approved scheme shall be permanently maintained in an efficient working manner

and no further external lighting shall be installed on the site without the prior approval in writing by the Local Planning Authority.

Reason: In order to comply with Policies 37 and 122 of the Local Plan and in the interest of the residential and visual amenities of the area.

- 37 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters the site is located above a Principal Aquifer and within Source Protection Zone 3).

- 38 Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason: Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater

- 39 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

- 40 Before any part of the development hereby permitted is first occupied that part of a sight line of 43m x 2.4m x 43m which can be accommodated within the site shall be provided in both directions at the junctions of the proposed accesses with Churchill Way and with the exception of trees selected by or the Local Planning Authority no obstruction to visibility

shall exceed 1m in height in advance of this sight line, which shall be permanently retained as such, together with the stopping up of the existing access road (known as Maitland View) and provision of a new public footway in this location.

REASON: In order to comply with Policy 32 of the Local Plan and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

You are further informed that :

- 1 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
- 2 Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 3 It should be noted that the information in the document entitled Ground Investigation Report by Geo Integrity ref 19-01-02 dated March 2019 is satisfactory to meet the requirements for a desk study of the site and a site investigation, including relevant soil, soil gas, surface water and groundwater sampling.
- 4 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and/or person(s) who have a material interest in the relevant land to pay the Levy (defined in Part2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on this site and/or take action to recover the debt.

Further information about the Levy can be found on the attached information note and the Bromley website www.bromley.gov.uk/CIL.

5 You should consult Street Naming and Numbering/Address Management at the Civic Centre on 020 8313 4742, email address.management@bromley.gov.uk regarding Street Naming and Numbering.