

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **November 2010**

Decision Type: Non-Urgent Non-Executive Key

Title: **PERMITTED DEVELOPMENT AT BIGGIN HILL AIRPORT**

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Ward: All wards

1. Reason for report

Members have requested a report regarding permitted development rights that exist at Biggin Hill Airport. This report discusses the provisions that grant aviation permitted development rights, which derive from Part 18 of the Town and Country Planning (General Permitted Development) Order 1995. The report explains the use of permitted development at the airport and invites Members' comments.

2. **RECOMMENDATION**

Members' comments are invited.

Corporate Policy

1. Policy Status: Existing policy. Government Regulations
 2. BBB Priority: Quality Environment.
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Financial

1. Cost of proposal: No cost to the Council arising from the decisions recommended in this report
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: Planning Division Budget
 4. Total current budget for this head: £3.3million
 5. Source of funding: N/A
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Staff

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

1. Legal Requirement: Statutory requirement. Town and Country Planning (General Permitted Development) Order 1995
 2. Call-in: Call-in is not applicable.
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Customer Impact

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

1. Have Ward Councillors been asked for comments? No.
2. Summary of Ward Councillors comments: N/A

3. COMMENTARY

1. Certain categories of development are permitted at airports without the need for express planning permission by virtue of Part 18 (which specifically relates to Aviation Development) of the Town and Country Planning (General Permitted Development) Order 1995 (GPDO). A copy of this section of the GPDO is attached at **Appendix A**. Members should note this is a national provision, applying to all 'relevant' airports across the country and is not specific to Biggin Hill Airport.
2. This provision of the GPDO is quite complex, but essentially states that certain types of development are generally permitted provided they are carried out on operational land by a relevant airport operator or its agent in connection with the provision of services and facilities at a relevant airport. Biggin Hill Airport and Biggin Hill Airport Ltd (BHAL) are defined as a 'relevant airport' and a 'relevant operator' respectively. 'Relevant airport' means an airport to which Part V of the Airports Act 1986 applies and 'relevant airport operator' means a relevant airport operator within s57 of the Airports Act 1986.
3. Class A of Part 18 of the GPDO permits development, including the erection or alteration of an operational building by an airport operator for the provision of services and facilities at an airport. Operational buildings include those required for the movement and maintenance of aircraft and for the loading, discharge or transport of passengers or goods at an airport. Class B deals with air navigation at an airport, Class C with air navigation near an airport, Class D with development by the Civil Aviation Authority (CAA) within an airport, Class E with development by the CAA for air traffic control and navigation, Class F with development by the CAA in an emergency, Class G with development by the CAA for air traffic control, Class H for development by the CAA for surveys, and Class I with the use of airport buildings managed by relevant airport operators.
4. Part 18 of the GPDO is wide ranging in its scope, and is subject to the condition that the relevant airport operator consults the local planning authority before carrying out any development (Condition A.2). A Consultation Agreement is in place between the Council and BHAL to ensure that consultation occurs, and as part of this, the Council undertakes to formally inform BHAL of its view as to whether it agrees the works are permitted development or not within a specific time period.
5. In addition, as a separate process and unrelated to the Planning Acts, since the Council owns the freehold of the airport, it is necessary for BHAL to gain landlord's consent from the Council under the terms of the lease between the Council and BHAL.
6. Certain types of development are specifically excluded as 'permitted development' and comprise the following categories: (1) the construction or extension of a runway; (2) the construction of a passenger terminal, the floor space of which would exceed 500 Sqm; (3) the extension or alteration of a passenger terminal, where the floor space would be exceeded by 15%; (4) the erection of a building other than an operational building; (5) the alteration or reconstruction of a building other than an operational building, where its design or external appearance would be materially affected.
7. Certain other types of development are permitted including: works urgently required for the efficient running of the airport, as well as the erection of air navigation equipment subject to certain restrictions on size.
8. Development that goes beyond what is permitted by the GPDO requires planning permission and it should be noted that development requiring an Environmental Impact Assessment (EIA) to be undertaken does not benefit from permitted development rights. Other uses such as hotels are not permitted development and require planning permission to be sought. Members

will recall that permission for a hotel was recently granted in 2009 at South Camp, although this has yet to be implemented.

9. BHAL has utilised its rights under the GPDO provision in recent years to construct various buildings and structures. These include the large 'Rizon' hangar at South Camp, now completed (Ref.07/04676/AVIATN) as well as a replacement fire station (Ref.08/02567/AVIATN and Ref.10/01811/AVIATN) which is currently under construction. BHAL advised in their submissions that the fire station was specifically designed so as to meet current operational requirements and regulations, and confirmed that the existing station was not fit for purpose, failing to meet the relevant requirements for a modern airport fire station. These include providing adequate facilities for training, as well as minimum clearance around the fire appliances which have increased in size since the existing fire station was built. The fire crew has also increased in number and could not be adequately accommodated within the existing facility. The new facility will enable swifter response times.
10. Since both the above schemes legally fulfilled the criteria of the GPDO, they did not require express planning permission. Thus no discussion or consideration of their planning merits (including their design, or their impact on the character and appearance of the area) was possible. Only a purely legal determination as to whether they constituted permitted development was appropriate. Detailed information about these developments is on file for Members to view. A list of works constructed as permitted development is attached at **Appendix B**.
11. Concerns have been raised about the cumulative effect and impact of such developments, especially on the Green Belt. It is acknowledged that certain proposals clearly do have an impact. However, Members should note that, whilst the airport largely falls within Green Belt, certain parts of it are designated as a Major Developed Site (MDS) including West Camp, East Camp and the area adjacent to the main terminal building. The UDP states that new development should be concentrated within these areas of the MDS (UDP Policies BH2-BH6). A plan of the MDS is attached at **Appendix C**. South Camp is specifically excluded from the Green Belt, and is primarily designated for airport related uses. The new Rizon Hangar falls within South Camp. Nevertheless, notwithstanding these various UDP designations, Members should be aware that if the works are permitted by virtue of the GPDO, then planning permission is not required and the Council is not in a position to consider the planning merits or otherwise of the proposal.
12. This Council as well as local residents have previously questioned whether the permitted development rights should be amended, given their potential environmental impact and given the Airport's location within the Green Belt. The Council has in the past previously made representations to the Government on this issue. The advice received by the Government of the time was that permitted development rights were given nationally because it would be unreasonable and inefficient for local authorities and airport operators to require an express planning application for essential development on every occasion. The Government of the time also commented that it was fully aware of the concerns in certain quarters about the permitted development rights enjoyed by statutory undertakers and advised it had commissioned independent research as to whether changes should be made to the GPDO. According to the Government, the main conclusion of that research was that local authorities and statutory undertakers generally believed that the existing system of permitted development rights to be operating in a broadly satisfactory manner, and confirmed that there were no plans to alter the regime.
13. Members should note that, in exceptional circumstances, a local planning authority may consider that normal planning controls should apply to development usually permitted by the GPDO. In such circumstances, it is open to the authority to make and submit for approval to

the Secretary of State an Order made under Article 4 of the GPDO seeking the removal of the particular development right and requiring an application for planning permission. According to the relevant Government Guidance, such action is rarely justified unless there is a real and specific threat: for example there is reliable evidence to suggest that permitted development is likely to take place which could damage interests of acknowledged importance and should therefore be brought within full planning control in the public interest. The Guidance also states that the boundaries of land subject to directions should be drawn as tightly as possible having regard to the specific circumstances of the case. Directions covering wide areas of land will not normally be approved.

14. In 2000, the Council made such an Order, approved by the Secretary of State, on a limited area of land south and adjacent to the main terminal building after BHAL consulted the Council regarding its intention to construct a large hangar for use by Jet Aviation (Ref. 00/02170/AVIATN). Following the removal of permitted development rights on this area by virtue of the Article 4 Direction, an application for planning permission (Ref 01/00399/FULL1) was lodged with the Council by BHAL which was subsequently refused permission. BHAL appealed the decision, and following a Public Inquiry, the appointed Inspector recommended that the appeal be dismissed. However, the decision was 'called in' by the Secretary of State, who disagreed with the Inspector and allowed the appeal, granting planning permission for the hangar. Although various ground works have been undertaken in relation to this permission, the hangar itself has not, to date, been constructed but it is understood that it is intended to do so shortly.
15. Members should be aware that removing permitted development rights using an Article 4 Direction may raise issues of financial compensation, since the airport operator is effectively being denied rights that are usually granted by the GPDO. Such an approach could therefore have serious financial consequences.

4. POLICY IMPLICATIONS

This report is in accordance with the Council's 'Building a better Bromley' Plan.

5. FINANCIAL IMPLICATIONS

Claims for financial compensation could potentially arise if any additional Article 4 Directions were to be made at the airport removing permitted development. Any person with an interest in the land may seek financial compensation for abortive expenditure, or other loss directly attributable to the withdrawal of permitted development. This may, for example, include the loss of income from leasing a hangar.

6. LEGAL IMPLICATIONS

Permitted development at airports is granted by a Statutory Instrument approved by Parliament and applies nationally. It is not exclusive to Biggin Hill Airport. The financial implication of removing such development rights is dealt with above.

7. PERSONNEL IMPLICATIONS

None.

Non-Applicable Sections:	Listed above
Background Documents:	Listed above

(Access via Contact Officer)

Appendix A – extract from GPDO

Class J Post Office

Permitted development

J. Development required for the purposes of the Post Office consisting of—

- (a) **the installation of posting boxes or self-service machines,**
- (b) **any other development carried out in, on, over or under the operational land of the undertaking.**

Development not permitted

J.1. Development is not permitted by Class J if—

- (a) it would consist of or include the erection of a building, or the reconstruction or alteration of a building where its design or external appearance would be materially affected, or
- (b) it would consist of or include the installation or erection by way of addition or replacement of any plant or machinery which would exceed 15 metres in height or the height of any existing plant or machinery, whichever is the greater.

Interpretation of Part 17

K. For the purposes of Part 17—

“transport legislation” means section 14(1)(d) of the Transport Act 1962(r) (supplemental provisions relating to the Boards' powers) or section 10(1)(x) of the Transport Act 1968(s) (general powers of Passenger Transport Executive).

PART 18

AVIATION DEVELOPMENT

Class A Development at an airport

Permitted development

A. The carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport.

Development not permitted

A.1. Development is not permitted by Class A if it would consist of or include—

- (a) the construction or extension of a runway;
- (b) the construction of a passenger terminal the floor space of which would exceed 500 square metres;
- (c) the extension or alteration of a passenger terminal, where the floor space of the building as existing at 5th December 1988 or, if built after that date, of the building as built, would be exceeded by more than 15%;
- (d) the erection of a building other than an operational building;
- (e) the alteration or reconstruction of a building other than an operational building, where its design or external appearance would be materially affected.

Condition

A.2. Development is permitted by Class A subject to the condition that the relevant airport operator consults the local planning authority before carrying out any development, unless that development falls within the description in paragraph A.4.

Interpretation of Class A

A.3. For the purposes of paragraph A.1, floor space shall be calculated by external measurement and without taking account of the floor space in any pier or satellite.

A.4. Development falls within this paragraph if—

- (a) it is urgently required for the efficient running of the airport, and
- (b) it consists of the carrying out of works, or the erection or construction of a structure or of an ancillary building, or the placing on land of equipment, and the works, structure, building, or equipment do not exceed 4 metres in height or 200 cubic metres in capacity.

Class B Air navigation development at an airport

Permitted development

B. The carrying out on operational land within the perimeter of a relevant airport by a relevant airport operator or its agent of development in connection with—

- (a) the provision of air traffic control services,
- (b) the navigation of aircraft using the airport, or
- (c) the monitoring of the movement of aircraft using the airport.

Class C Air navigation development near an airport

Permitted development

C. The carrying out on operational land outside but within 8 kilometres of the perimeter of a relevant airport, by a relevant airport operator or its agent, of development in connection with—

- (a) the provision of air traffic control services,
- (b) the navigation of aircraft using the airport, or
- (c) the monitoring of the movement of aircraft using the airport.

Development not permitted

C.1. Development is not permitted by Class C if—

- (a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, with assisting the navigation of aircraft, or with monitoring the movement of aircraft using the airport;
- (b) any building erected would exceed a height of 4 metres;
- (c) it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or, where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus, if greater.

Class D Development by Civil Aviation Authority within an airport

Permitted development

D. The carrying out by the Civil Aviation Authority or its agents, within the perimeter of an airport at which the Authority provides air traffic control services, of development in connection with—

- (a) **the provision of air traffic control services,**
- (b) **the navigation of aircraft using the airport, or**
- (c) **the monitoring of the movement of aircraft using the airport.**

Class E Development by the Civil Aviation Authority for air traffic control and navigation

Permitted development

E. The carrying out on operational land of the Civil Aviation Authority by the Authority or its agents of development in connection with—

- (a) **the provision of air traffic control services,**
- (b) **the navigation of aircraft, or**
- (c) **monitoring the movement of aircraft.**

Development not permitted

E.1. Development is not permitted by Class E if—

- (a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, assisting the navigation of aircraft or monitoring the movement of aircraft;
- (b) any building erected would exceed a height of 4 metres; or
- (c) it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or, where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus, if greater.

Class F Development by the Civil Aviation Authority in an emergency

Permitted development

F. The use of land by or on behalf of the Civil Aviation Authority in an emergency to station moveable apparatus replacing unserviceable apparatus.

Condition

F.1. Development is permitted by Class F subject to the condition that on or before the expiry of a period of six months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.

Class G Development by the Civil Aviation Authority for air traffic control etc.

Permitted development

G. The use of land by or on behalf of the Civil Aviation Authority to provide services and facilities in connection with—

- (a) **the provision of air traffic control services,**
- (b) **the navigation of aircraft, or**
- (c) **the monitoring of aircraft,**

and the erection or placing of moveable structures on the land for the purpose of that use.

Condition

G.1. Development is permitted by Class G subject to the condition that, on or before the expiry of the period of six months beginning with the date on which the use began, the use shall cease, and any structure shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.

Class H Development by the Civil Aviation Authority for surveys etc.

Permitted development

H. The use of land by or on behalf of the Civil Aviation Authority for the stationing and operation of apparatus in connection with the carrying out of surveys or investigations.

Condition

H.1. Development is permitted by Class H subject to the condition that on or before the expiry of the period of six months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.

Class I Use of airport buildings managed by relevant airport operators

Permitted development

I. The use of buildings within the perimeter of an airport managed by a relevant airport operator for purposes connected with air transport services or other flying activities at that airport.

Interpretation of Part 18

J. For the purposes of Part 18—

“operational building” means a building, other than a hotel, required in connection with the movement or maintenance of aircraft, or with the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods at a relevant airport;

“relevant airport” means an airport to which Part V of the Airports Act 1986(t) (status of certain airports as statutory undertakers etc.) applies; and

“relevant airport operator” means a relevant airport operator within the meaning of section 57 of the Airports Act 1986 (scope of Part V).

PART 19

DEVELOPMENT ANCILLARY TO MINING OPERATIONS

Class A

Permitted development

A. The carrying out of operations for the erection, extension, installation, rearrangement, replacement, repair or other alteration of any—

- (a) **plant or machinery,**
- (b) **buildings,**
- (c) **private ways or private railways or sidings, or**
- (d) **sewers, mains, pipes, cables or other similar apparatus,**

on land used as a mine.

Development not permitted

A.1. Development is not permitted by Class A—

- (a) in relation to land at an underground mine—
 - (i) on land which is not an approved site; or
 - (ii) on land to which the description in paragraph D.1(b) applies, unless a plan of that land was deposited with the mineral planning authority before 5th June 1989;
- (b) if the principal purpose of the development would be any purpose other than—
 - (i) purposes in connection with the winning and working of minerals at that mine or of minerals brought to the surface at that mine; or
 - (ii) the treatment, storage or removal from the mine of such minerals or waste materials derived from them;
- (c) if the external appearance of the mine would be materially affected;
- (d) if the height of any building, plant or machinery which is not in an excavation would exceed—
 - (i) 15 metres above ground level; or
 - (ii) the height of the building, plant or machinery, if any, which is being rearranged, replaced or repaired or otherwise altered,whichever is the greater;
- (e) if the height of any building, plant or machinery in an excavation would exceed—
 - (i) 15 metres above the excavated ground level; or
 - (ii) 15 metres above the lowest point of the unexcavated ground immediately adjacent to the excavation; or
 - (iii) the height of the building, plant or machinery, if any, which is being rearranged, replaced or repaired or otherwise altered,

Appendix B - Applications made under 'Permitted Development'

00/02170/AVIATN	Proposed additional hangar and associated apron	NOTPD	14.06.2000
01/01604/AVIATN	Consultation in respect of erection of detached single storey building on land to the west of hangar 513.	AGREPD	03.07.2001
01/01708/AVIATN	Consultation in respect of replacement single storey workshop building on the south elevation and 12 additional car parking spaces at hangar 446	AGREPD	03.07.2001
01/01812/AVIATN	Consultation in respect of erection of hangar and associated apron adjacent to hangar 500 East Camp	AGREPD	03.07.2001
01/02203/AVIATN	Single storey flying club building and associated aircraft parking area to the south of hangar 204 (East Camp).	AGREPD	01.08.2001
01/02753/AVIATN	Consultation in respect of proposed recladding of hangar 446.	AGREPD	13.09.2001
02/01346/AVIATN	Consultation in respect of proposed minor apron works at South Camp	AGREPD	01.05.2002
02/01347/AVIATN	Consultation in respect of construction of car park adjacent to scout hut at East Camp	AGREPD	03.05.2002
98/03506/AVIATN	Replacement fuel tanks	AGREPD	
99/02184/AVIATN	Additional airport car parking	AGREPD	30.04.1999
03/04240/AVIATN	Consultation in respect of erection of hangar and associated apron adjacent to hangars 504/507 East Camp, Biggin Hill Airport	AGREPD	24.12.2003
04/04541/AVIATN	Detached building for storage of essential operational equipment CONSULTATION UNDER SCHEDULE 2, PART 18, CLASS A OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	AGREPD	25.04.2005
05/01417/AVIATN	Proposed erection of hangar and associated apron adjacent to hangars 704/507 East Camp, Biggin Hill Airport CONSULTATION UNDER SCHEDULE 2, PART 18, CLASS A OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	AGREPD	17.05.2005
06/00448/AVIATN	Replacement flight business operations centre and associated apron parking CONSULTATION UNDER SCHEDULE 2 PART 18 CLASS A OF TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	AGREPD	01.03.2006

06/00449/AVIATN	Replacement buildings for office accommodation CONSULTATION UNDER SCHEDULE 2 PART 18 OF TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	AGREPD	
06/00678/AVIATN	Taxiway and hardstanding areas at east camp Biggin Hill Airport CONSULTATION UNDER SCHEDULE 2 PART 18 CLASS A OF TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	AGREPD	17.03.2006
06/01990/AVIATN	Hangar and associated apron parking adjacent to flying school at east camp Biggin Hill airport (Consultations under Schedule 2 Part 18 Class A of the Town and Country Planning (General Permitted Development) Order 1995)	AGREPD	23.01.2008
06/02546/AVIATN	Erection of hangar and apron with associated car parking and access at south camp Biggin Hill Airport CONSULTATION UNDER SCHEDULE 2 PART 18 CLASS A OF TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	AGREPD	04.08.2006
06/02552/AVIATN	Replacement substation at land adjacent to Main Road Biggin Hill CONSULTATION UNDER SCHEDULE 2 PART 18 CLASS A OF TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	AGREPD	04.08.2006
06/03584/AVIATN	Replacement substation at land adjacent to main road biggin hill consultation under schedule 2 part 18 class a of town and country planning (general permitted development) under 1995	AGREPD	27.10.2006
06/03683/AVIATN	Extension to the existing apron CONSULTATION UNDER SCHEDULE 2 PART 18 CLASS A OF TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	AGREPD	
06/03925/AVIATN	Two storey extension to hangar at South Camp CONSULTATION UNDER SCHEDULE 2 PART 18 CLASS A OF TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	AGREPD	22.11.2006
06/04370/AVIATN	Proposed hanger and apron extension at south camp CONSULTATION UNDER SCHEDULE 2 PART 18 CLASS A OF TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	AGREPD	22.03.2010

07/00314/AVIATN	New office accommodation and extension of existing building (for use by Cuisine Air) CONSULTATIONS UNDER SCHEDULE 2 PART 18 CLASS A OF TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995	PDE	
07/00351/AVIATN	Extension to existing terminal car park CONSULTATION UNDER SCHEDULE 2 PART 18 CLASS A OF TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 (AS AMENDED)	PDE	
07/00552/AVIATN	Extension to existing apron at South Camp (CONSULTATION UNDER SCHEDULE 2 PART 18 CLASS A OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 (AS AMENDED)	PDE	
07/02128/AVIATN	Flight business operations centre with associated pilot bar / visitors centre and car parking extension. South camp London Biggin Hill Airport. (Under schedule 2 part 18 class A of the Town and Country Planning (General Permitted Development) Order 1995	NOTPD	08.02.2008
07/02151/AVIATN	Extension to the existing apron at South Camp and intends doing so under Schedule 2 / Part 18 / Class A of the Town and Country Planning (General Permitted Development) Order 1995 (GPDO)	PDE	
07/03582/AVIATN	Aircraft hanger, associated apron and car parking at East Camp (Consultation under Schedule 2 Part 18 Class A of the Town and Country Planning [General Permitted Development] order 1995 [as amended])	AGREPD	23.01.2008
07/04510/AVIATN	Consultation in respect of proposed erection of FBO Building for Bluestream Aviation and associated car parking South Camp Biggin Hill under Schedule 2, Part 18, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (GPDO)	AGREPD	15.07.2008
07/04676/AVIATN	Hangar with apron for maintenance and parking of aircraft with ancillary offices/ car parking/ security fence at South Camp. Consultation under Schedule 2 Part 18 Class of A of Town and Country Planning (General Permitted Development) Order 1995.	AGREPD	11.02.2008
08/00420/AVIATN	Replacement security hut at the entrance to the main terminal area, London Biggin Hill Airport. Retrospective Consultation under Schedule 2 Part 18 Class A of The Town and Country Planning (General Permitted Development) Order 1995 (GPDO)	AGREPD	14.02.2008

08/01402/AVIATN	Erection of two replacement buildings for flying clubs at South Camp. Consultation under Schedule 2, Part 18 Class A of the Town and Country (General Permitted Development) Order 1995	AGREPD	08.05.2008
08/01988/AVIATN	Aviation fuel tank at East Camp (Consultation under Schedule 2 Part 18 of the Town and Country Planning (General Permitted Development) Order 1995)	AGREPD	25.06.2008
08/02567/AVIATN	Replacement fire station and associated accommodation Consultation under Schedule 2, Part 18 Class A of the Town and Country (General Permitted Development) Order 1995	AGREPD	18.08.2008
08/03229/AVIATN	General Aviation aircraft hangar, aircraft apron parking, car parking, realigned airport perimeter road, entrance road and security fence at South Camp. Consultation under Schedule 2 Part 18 Class A of the Town and Country Planning (General Permitted Development) Order 1995	AGREPD	12.11.2008
08/04042/AVIATN	Erection of modular building for Bluestream Aviation and construction of landscape bund at South Camp. Consultation under Schedule 2 Part 18 Class A of Town and Country Planning (General Permitted Development) Order 1995	AGREPD	13.01.2009
09/01649/AVIATN	Additional Apron Area for light aircraft parking at South Camp. Consultation under Schedule 2 Part 18 Class A of the Town and Country Planning (General Permitted Development) order 1995	AGREPD	14.07.2009
09/02310/AVIATN	Additional Apron Area, replacement car parking and security fence at East Camp. Consultation under Schedule 2 Part 18 Class A of the Town and Country Planning (General Permitted Development) Order 1995	AGREPD	03.12.2009
10/00683/AVIATN	Security gate house, extensions to Rizon Hangar at South Camp comprising store and porch/ entrance canopy alteration to fence line. Consultation under Schedule 2 Part 18 Class A of the Town and Country Planning (General Permitted Development) Order 1995	AGREPD	20.05.2010
10/01371/AVIATN	Proposed erection of replacement hangar, enlarged aprons and additional car parking at West Camp; consultation under Schedule 2 Part 19 Class A of the Town and Country Planning (General Permitted Development) Order 1995	NOTPD	21.06.2010
10/01811/AVIATN	Replacement fire station and associated accommodation Consultation under Schedule 2, Part 18 of the Town and Country (General	AGREPD	04.08.2010

Permitted Development) Order 1995.
(Amendment to scheme ref: 08/02567/AVIATN

APPEALS LODGED

01/08163/HIST1	Appeal against the Council's refusal of planning permission for the erection of an aircraft hangar, parking apron and car parking spaces to the land south of the executive terminal. access from Main Road.	ALLOW	17.01.2003
02/08291/HIST3	Planning Appeal	ALLOW	
06/00241/S78	Hotel (with approximately 100 beds) and restaurant and associated access road together with service area and car parking	DISMIS	06.09.2007
07/00078/S78	Hotel (with approximately 100 beds) and restaurant and associated access road together with service area and car parking	DISMIS	26.11.2007

Planning Applications lodged

01/00399/FULL1	Aircraft hangar, parking apron and car parking spaces (Land south of executive terminal accessed from Main Road).	REF	27.06.2001
0/00555/RENEW	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 1 of permission 95/02445 for part 2/part 3 storey 50 bedroom hotel with associated restaurant, conference facility and 75 parking spaces to extend the period of implementation (Land south of Fayreholm, Main Road with entrance to Biggin Hill Airport)	PER	24.07.2001
01/01224/FULL1	Replacement single storey portable building (Building 518 Scott-Chard Centre).	PER	25.07.2001
01/03291/OUT	Erection of 100 bedroom hotel, 2 aircraft hangars, aviation business centre, and access road, service areas and 197 car parking spaces Land junction of Main Road and Churchill Way (OUTLINE)	REF	08.10.2002
02/04450/OUT	2 aircraft hangars, aviation business centre, access road and car parking (land at South Camp) (OUTLINE)	PER	28.08.2003
06/00220/FULL1	Hotel (with approximately 100 beds) and restaurant and associated access road together with service area and car parking	REF	12.04.2006
06/03035/RENEW	Renewal of permission 01/00555 for part 2/3 storey 50 bedroom hotel with associated restaurant, conference facility and 75 parking spaces to extend the period of implementation (Land south of Fayreholm, Main Road with entrance to Biggin Hill Airport)	PDE	
06/03089/OUT	Renewal of permission 02/04450 for 2 aircraft hangars and aviation business centre and	PER	07.11.2006

access road and car parking (land at South Camp) (OUTLINE)

06/04482/FULL1	Hotel (with approximately 100 beds) and restaurant and associated access road together with service area and car parking	REF	06.03.2007
07/03085/FULL1	First floor extension to provide ancillary office accommodation (Main Terminal Building)	PER	13.11.2007
08/02950/FULL1	First floor extension to provide ancillary office accommodation at Main Terminal Building (amendment to permission ref 07/03085)	PER	13.10.2008
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	PER	14.08.2009

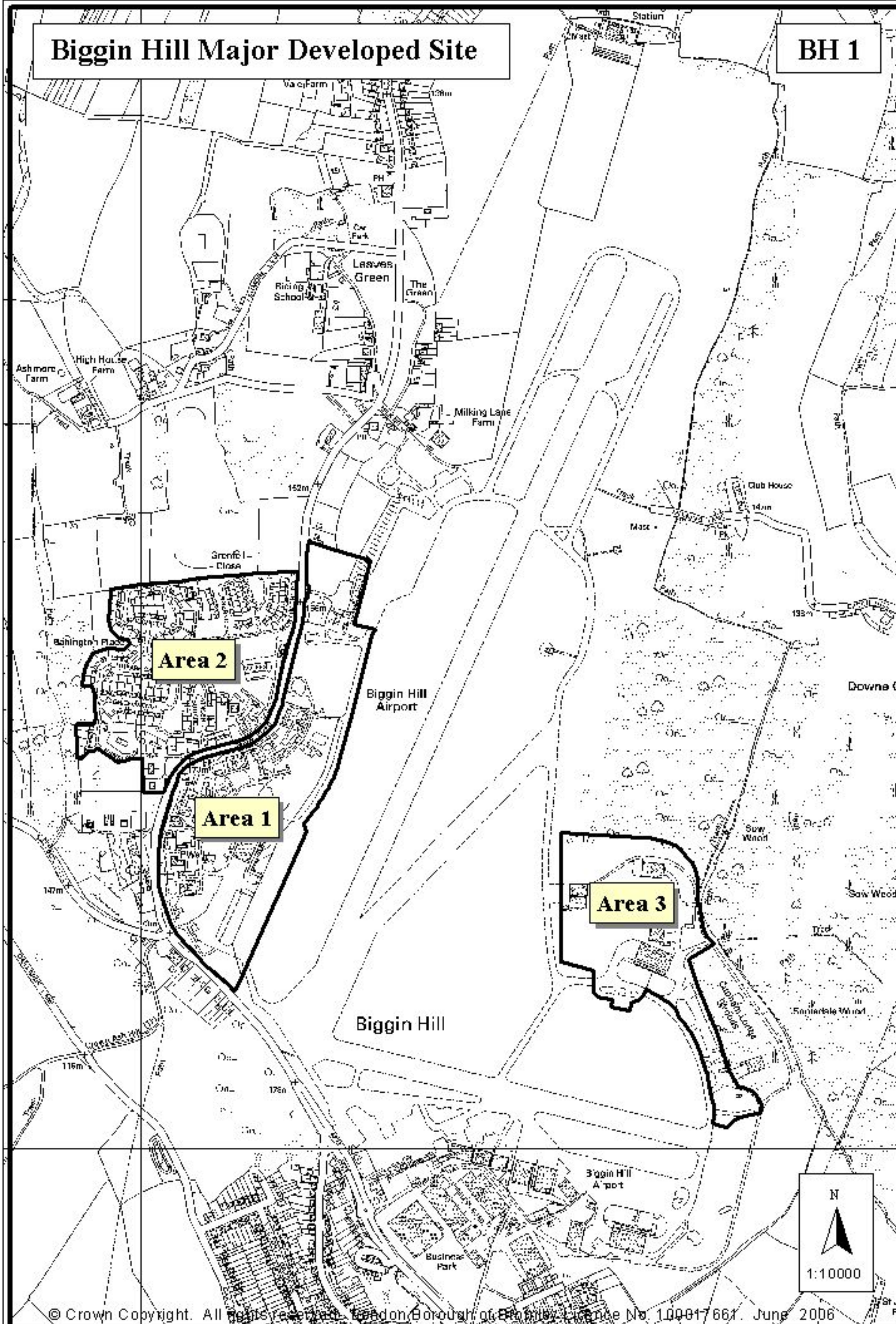
Requests as to whether development requires an EIA

01/02258/EIA	Application for an Environmental Impact Assessment screening opinion for; Erection of 100 bedroom hotel, restaurant, 3 aircraft hangars, aviation business centre, access road, service areas and 194 car parking spaces.	OBJNO	21.08.2007
07/04675/EIA	Application for environmental impact assessment screening opinion for: proposed erection of hangar, aircraft parking apron, car parking, access roads and security fence at south camp.	NOEIA	22.01.2008
08/03224/EIA	General Aviation hangar, aircraft apron parking, car parking, realigned airport perimeter road, entrance road and security fence at South Camp. Request for formal screening opinion for EIA under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999	NOEIA	13.10.2008
09/00846/EIA	Hotel comprising 76 bedrooms with restaurant, viewing terrace, meeting/ training rooms, administration area, gym/ sauna, pilots lounge and associated facilities together with car parking and service area, and new access road at South Camp. Request for Screening Opinion for EIA under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999	NOEIA	05.05.2009
10/01372/EIA	Proposed erection of replacement hangar, enlarged aprons and additional parking at West Camp. Request for formal screening under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999	PCO	

Appendix C – plan of MDS at Biggin Hill

Biggin Hill Major Developed Site

BH 1



Area 2

Area 1

Area 3