

SECTION '2' – Applications meriting special consideration

Application No : 11/01057/FULL1

Ward:
Biggin Hill

Address : West Camp Main Road Biggin Hill TN16
3ED

OS Grid Ref: E: 541169 N: 160671

Applicant : Pentbridge Properties Ltd

Objections : YES

Description of Development:

Erection of replacement hangar

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
London Distributor Roads
Major Development Sites

Proposal

A planning application has been received to erect a new hangar at West Camp, Biggin Hill Airport. It would be on the site of an earlier hangar, now removed. The proposed hangar would be for the storage and maintenance of aircraft for Formula One. It would be a steel framed structure, clad in khaki green. The hangar is similar in scale to the adjacent existing hangar to the north. This existing northern hangar is used by 'Formula One'.

Location

The application site comprises the 'West Camp' area of the airport. The site falls within the Green Belt but it is also designated as part of the Biggin Hill Major Developed Site (MDS). It falls within Area 1 of the MDS. It is adjacent to, rather than within, the RAF Biggin Hill Conservation Area. There are listed buildings within the Conservation Area. Biggin Hill is also recognised as a Strategic Outer London Development Centre in the London Plan. These areas are defined as 'business locations with specialist strengths which potentially or already function above the sub-regional level and generate growth significantly above the long term outer London trend'.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and objections have been received that raise the following issues, including:

- concerns over hangar – will be unsightly and block light
- will reduce value of property
- noise and atmospheric pollution

Comments from Consultees

The application was referable to the Mayor of London under Category 3D of the Mayor of London Order 2008 (which relates to development over a certain floorspace in Green Belts). The Mayor of London generally considers the scheme acceptable in strategic terms, although he has raised concerns relating to climate change mitigation and adaptation issues. Further material has now been submitted by the applicant to address these concerns. As part of the referral procedure, the Mayor has asked that the application be referred back to him should Members be minded to approve permission.

Environmental Health – no objections.

Valuation and Estates – no objections.

Planning Considerations

The application should be determined in accordance with the following policies of the Unitary Development Plan:

- BE1 New Development
- BE13 Development adjacent to Conservation Areas
- BH1 Local Environment – Biggin Hill Airport
- BH2 New Development at Airport
- BH4 West Camp – Biggin Hill Airport
- G1 Green Belt

National policy documents are also relevant including:

- PPS1: Delivering Sustainable Development
- PPG2: Green Belts

London Plan 2011 - specifically those policies relating to the Green Belt, design, economic development, sustainable development and climate change.

As part of the application process, it is necessary for the Council to give a Screening Opinion by virtue of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 as to whether the Council considers the proposal to be “EIA development” within the meaning of the 1999 Regulations.

The proposals have been carefully examined and it is considered that the proposed development would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location. This opinion is expressed taking into account all the relevant matters. Accordingly, the proposed development described and shown on the documentation submitted with application ref. 11/01057 is not considered “EIA development” within the meaning of the 1999 Regulations.

A number of applications at this location were submitted to the Council in 1998 for the erection of new hangar, associated workshops as well as a B1 office building for use by Formula 1 (refs. 98/02895, 98/02896, 98/02896, 98/02897 and 98/2898). The Council resolved to grant permission for these developments, subject to the completion of a legal agreement. However, this legal agreement was never completed and therefore permission has not been granted. Nevertheless, the existence of a resolution to grant permission is a material consideration in this case.

Conclusions

The site falls within a Major Developed Site (MDS) in the Green Belt. This allows for certain types of development consistent with the use of the airport whilst ensuring no further encroachment occurs on the Green Belt. Development within the MDS is not ‘inappropriate’ as long as it complies with the criteria in the annex to PPG2, and it is not necessary to demonstrate ‘very special circumstances’ if these criteria are met.

UDP Policies BH1, BH2 and BH4 are the most directly relevant. BH1 seeks to protect amenities of those affected by airport operations. BH2 states that new development should be within Areas 1, 2 & 3 of the MDS. Within those areas, limited infilling or development will be considered appropriate provided that it accords with PPG2 and the relevant criteria in Annex C of PPG2. Policy BH4 states that development within Area 1 should be airport related and will be required to: (i) form part of a comprehensively planned area for the site; (ii) retain the open ‘campus’ nature of the site; (ii) facilitate integration of the western taxiway into the Airport’s operational control; and (iii) preserve or enhance the conservation area.

This proposal is an airport related use as it is a hangar, and would be sited on the footprint of an earlier hangar which was removed some years ago for safety reasons. It would not compromise the open ‘campus’ nature of the site, nor the other criteria of Policy BH4. Overall it is considered that the proposal accords with the relevant UDP policies on the MDS, as well as the guidance in PPG2. The site is specifically identified for airport related uses within the MDS, and the Council has previously considered hangar and associated development at this location acceptable, and a Committee resolution exists confirming this.

Given that a similar sized hangar previously existed at this location, it is not considered that the proposal would impair the openness of the Green Belt, nor would there be any conflict with PPG2 or Annex C of that document. The materials proposed, namely ‘Khaki’ green cladding would not appear incongruous and would be appropriate in this Green Belt location.

The proposal is outside the RAF Biggin Hill Conservation Area and it is not considered there would be any adverse effect on its character or appearance, or on the listed buildings within the Conservation Area. It is not considered that residential properties will be affected as these are some distance from the proposal.

In terms of highway issues, vehicular access to the site would be via the existing roads in West Camp. Airside access will be along the Airport's internal perimeter roads and western taxiway. A total of 15 parking spaces exist adjacent to the existing hangar which are rarely currently utilised. No objections are raised from a highway perspective in terms of highway access or parking.

Although the Mayor of London has concerns relating to climate change mitigation and adaptation, the applicant has now submitted an Energy Assessment to address these issues. The material submitted has been prepared in accordance with London Plan Policy 4A and addresses the individual elements of the Mayor's Hierarchy which requires developments which: (1) use less energy; (2) supply energy efficiently; and (3) use renewable energy. The Energy Assessment concludes that the development is expected to substantially reduce CO2 emissions when compared with a building built to current Part L 2010 Building Regulations. The most suitable renewable technologies identified are a biomass boiler and photovoltaics, and it is proposed these will be integrated into the scheme. Overall, it is considered that the additional material submitted by the applicants has now addressed climate change concerns.

Overall it is considered that proposal meets the UDP Policies relating to Biggin Hill Airport and design of new development, the London Plan policies, including those on climate change and economic growth (given Biggin Hill's status as a Strategic Outer London Development Centre), and Government Guidance, in particular advice in PPG2 'Green Belts'.

Members may consider that, given the above, permission may be granted.

The aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site have been taken into account in the assessment of the proposal.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/01057, excluding exempt information.

Should Members be minded to grant permission, the following conditions are suggested.

RECOMMENDATION: PERMISSION subject to any Direction from the Mayor of London

Subject to the following conditions:

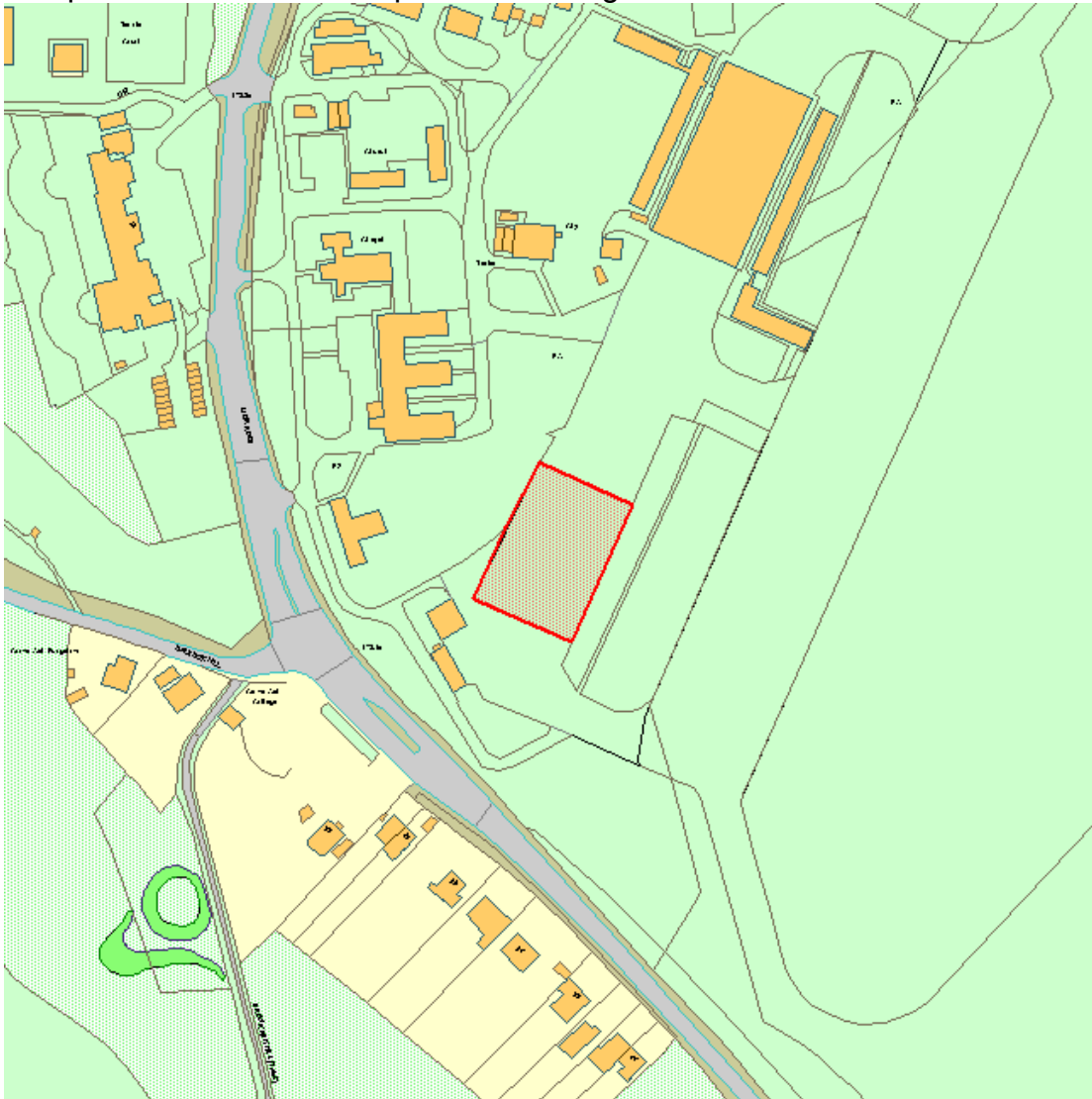
- 1 ACA01 Commencement of development within 3 yrs

- ACA01R A01 Reason 3 years
- 2 ACC01 Satisfactory materials (ext'nl surfaces)
- ACC01R Reason C01
- 3 ACK01 Compliance with submitted plan
- Reason:** In order to comply with Policy BE1 of the Unitary Development Plan.
- 4 AJ02B Justification UNIQUE reason OTHER apps

Policies (UDP)

- BE1 Design of New Development
- BE13 Development adjacent to Conservation Areas
- BH1 Local Environment – Biggin Hill Airport
- BH2 New Development at Airport
- BH4 West Camp – Biggin Hill Airport
- G1 Green Belt

Reference: 11/01057/FULL1
Address: Biggin Hill Airport Ltd Churchill Way Biggin Hill TN16 3BN
Proposal: Erection of replacement hangar



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