



Jake Hamilton
Planning Department
London Borough of Bromley
Civic Centre
Stockwell Close
Bromley
BR1 3UH

7th October 2011

Dear Mr Evans

Re: CE/11/02499/FULL1 – Cherry Lodge Golf Club, Biggin Hill, Bromley. Response to Biggin Hill Airport Comments.

I refer to the above application and comments made by Biggin Hill Airport on the 22nd September 2011.

I will address each of the points in turn.

1. Implications of height increases above sea level

I have instructed our architect to provide a reading of the highest points of the remodelling across the site above OS datum existing land levels. This is provided below and should be referenced with the 'Proposed Land Levels' plan as attached:

POINT 1 – Range Building (Easting = 543446, Northing = 158711)

Existing land level = 206m

Proposed Roof Level of Shelter = 210m

POINT 2 – High point of east-side of range outfield (Easting = 543475, Northing = 158848)

Existing land level = 202m

Proposed land level = 207m

POINT 3 – High point of west-side of range outfield (Easting = 543374, Northing = 158844)

Existing land level = 202m

Proposed land level = 204m

POINT 4 – High point at the end of the range (Easting = 543411, Northing = 158975)

Existing land level = 197.5m

Proposed land level = 202m

POINT 5 – Mounding to the South of Hole No. 4 (Easting = 543527, Northing = 158635)

Existing land level = 207m

Proposed land level = 210m

POINT 6 – High point of mound behind the 6th green (Easting = 543669, Northing = 158687)

Existing land level = 204m

Proposed land level = 206m

POINT 7– High point of mound to the east of Hole No. 14 (Easting = 543762, Northing = 158648)

Existing land level = 199m

Proposed land level = 202m

POINT 8– High point of mound to the south of Hole No. 10 (Easting = 543713, Northing = 158505)

Existing land level = 203m

Proposed land level = 208m

POINT 9– High point of mound to the north of Hole No. 12 (Easting = 543417, Northing = 158429)

Existing land level = 209.5m

Proposed land level = 213m

POINT 10 – High point of mound to the south of Hole No. 13 (Easting = 543668, Northing = 158388)

Existing land level = 208.5m

Proposed land level = 210m

As can be seen, none of these levels extend above the height of a single storey building.

2. Sufficient details of the lighting scheme

The driving range does not incorporate lighting and therefore there will be no glare hazard impacts. An application for lighting will be submitted at a later stage and will consider the impact on the safeguarded surface.

The club house is proposed to be modernised as part of the proposals, but these works will fall outside the scope of planning permission and details are not therefore provided within the planning application.

3. Any planting scheme should be sensitive to the safeguarded surface

The planting scheme is provided on plan '08CLGC Proposed Planting Plan 100_08 (Rev C)'. This plan can be accessed from the Council's website. The scheme comprises native species categorised as Woodland Matrix, Proposed Orchard, Proposed Hedgerow Planting and Grass Seed Mix. As far as I can see there are no plants included which would have an adverse impact on the safeguarded surface.

4. That advice note 4 relating to Cranes and Other Construction Issues is followed

No cranes will be involved during the construction build. The types of plant and locations are included within the Construction Traffic Management Statement and on the Works Plan, both of which are available on the Council's website. As you will see no items of plant are higher than existing buildings.

5. Transport Assessment

The Club experienced a maximum membership of 765 in 2000 and membership levels have dropped to around 470 today. With the course upgrades it is anticipated that membership levels will increase to around 700 by the year 2020. No more members can be accepted above the levels experienced in 2000 as the golf course is not increasing in size. All golf courses are limited by the amount of players who can safely and efficiently circulate the course at any one time, which is why no more customers are expected than the historic peak. To go beyond these levels would lead to a degradation in the playability of the facility, so membership levels will be capped.

In respect of the driving range, this will be a very minor facility in comparison to traditional 'pay as you play' driving ranges which solely offer these facilities. The indoor bays are limited to just 12, which is far less than the usual 40 – 60 which normal driving range centres offer. The driving range will function as an enhanced practice facility primarily targeted at existing members rather than focussing solely on visiting customers as most ranges do.

Given that the improved facility will focus on increasing customer numbers solely to historic levels, which the club adequately accommodated in the past, it was considered that a TA was not necessary during scoping exercises with the Council. However, we have been asked by Bromley Highways to provide further traffic related information and we are currently undertaking this work for submission.

Turning to your comment that 'consideration should be given to Bromley's image as high value customers travel through the borough going to and from the airport', I would point out that the airport is located to the north of the golf club. I would imagine that the vast



majority of these 'high value customers' will be travelling to the Olympic Village in Stratford and will not therefore pass the golf club.

If you have queries concerning this letter, then please do not hesitate to contact me.

Yours sincerely,

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