

<b>Committee:</b>	<b>Development Control</b>	<b>Agenda Item</b>
<b>Date:</b>	<b>4 April 2007</b>	<b>7</b>
<b>Title:</b>	<b>Advanced report of issues relating to planning applications UTT/0308/07/OP and UTT/0310/07/OP for the erection of hotels on South Gate West and East, Stansted Airport</b>	
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### Summary

The attached report sets out the main issues that Officers consider are relevant to these outline planning applications. Members' views are sought on whether there are any additional matters that require consideration prior to drafting a final Committee report containing a recommendation. It is likely that the final report will go to Committee on 23<sup>rd</sup> May 2007. **Members are reminded that they should not form or offer an opinion on the merits of the planning applications at this stage.**

### Recommendation

**That Members identify any additional issues that they would like to be considered in the final report to Committee.**

### Background

Members will recall that the advanced reporting scheme was introduced to improve the Council's performance in determining major applications within the 13-week target set by Government. Under the scheme, Officers prepare reports outlining the main issues relating to specific major applications, where appropriate, prior to final recommendation. These provide Members with an opportunity to identify additional planning issues they consider require investigation prior to determination. These particular applications are classified as major because UTT/0308/07/OP involves a site of more than 1 hectare in extent and the erection of a building of more than 1,000 sqm floorspace, and UTT/0310/OP involves the erection of a building of more than 1,000 sqm.

**Background Papers:** Planning applications UTT/0308/07/OP and UTT/0310/07/OP

**UTT/0308/07/OP and UTT/0310/07/OP**

**(Joint advanced issues report)**

**NOTATION:** Within Southern Ancillary Area in ULP (Policy AIR3 relates).

**DESCRIPTION OF SITE:** The South Gate site is located to the south of Bassingbourn roundabout, immediately southwest of the mid stay car park. Thremhall roundabout lies to the northwest, with the new A120 to the south. To the east, feeding off the Bassingbourn roundabout is a local distributor roundabout which serves the mid stay car park and the South Gate site, as well as providing a link into the airport road system from the A120 for motorists coming from and going to the east. The link also serves the balancing pond.

The South Gate site is roughly triangular in shape, measuring approximately 470m along the A120 boundary and 200m in depth from the same boundary towards Bassingbourn roundabout. The total site area is 5.6 hectares (13.85 acres). The site rises gently from south to north and is at a lower level than Thremhall Avenue, from which it is separated by a planted embankment established in 1990. The new A120 is at the same level as the southern part of the site, but separated from it by recent copse planting undertaken as part of the A120 road improvements. On the southern side of the A120 there is a planted bund giving some screening towards Takeley Street. Following reserved matters approvals granted in 2003, the main site access road has been constructed, as have the Express by Holiday Inn and BP petrol filling stations on the central part of the South Gate site.

**DESCRIPTION OF PROPOSALS:**

1) UTT/0308/07/OP – mid market hotel (South Gate West)

*This is an outline application for planning permission, submitted to establish the principle of the development. Means of access only is not reserved for subsequent approval. Illustrative layout plans and site sections have been submitted.*

A mid market hotel of approximately 250 bedrooms would be erected on South Gate West, which is a rectangular shaped parcel of land of 2.25 hectares (5.6 acres) in area located immediately to the west of the Express by Holiday Inn and the petrol filling station.

The illustrative ground floor plan shows that the new hotel would have separate café, bar and restaurant areas with 2 conference rooms and external verandah areas. The new hotel would be served by a continuation of the existing site access, giving internal circulation to car parking and a service yard. Parking for cars, motorcycles and bicycles would be provided to the Council's standards, including spaces for people with disabilities. Parking would be controlled for hotel users only, and there would be appropriate provision of courtesy bus links.

The illustrative site layout plan shows an “L” shaped building with its main axis running west – east across the centre of the site. The new hotel would be of 4 storeys, with part of the land to the south allocated for a Phase II extension in courtyard style providing a further 184 bedrooms at a later date. The main elevation of the hotel would be north facing, i.e. towards Thremhall Avenue. Details of elevations have not been provided at this stage, as these would require discussion with the chosen tenant in due course. The illustrative site sections show that the building would be lower than the Express by Holiday Inn (which is approximately 14m including roof enclosures). The illustrative site layout plan shows that the hotel would require removal of part of an ancient hedgerow which runs from north – south across the site. The removed hedgerow sections would be translocated to other locations along the northern and southern boundaries of the site.

## 2) UTT/0310/07/OP – budget hotel (South Gate East)

*This is an outline application for planning permission, submitted to establish the principle of the development. Means of access only is not reserved for subsequent approval. Illustrative layout plans and site sections have been submitted.*

A budget hotel of approximately 100 bedrooms would be erected on South Gate East, which is an irregular shaped parcel of land of 0.5 hectares (1.25 acres) in area located immediately to the east of the Express by Holiday Inn and to the north of the main site access road. To the south of the main site access road and east of the petrol filling station is a further vacant plot which (subject to planning permission) BAA has earmarked for a restaurant.

The illustrative ground floor plan shows that the new hotel would have a café area, but there would be no formal restaurant or conference facilities. The new hotel would use the existing access which serves the Express by Holiday Inn, giving internal circulation to car parking and a service yard. Parking for cars, motorcycles and bicycles would be provided to the Council’s standards, including spaces for people with disabilities. Parking would be controlled for hotel users only, and there would be appropriate provision of courtesy bus links.

The illustrative site layout plan shows a “V” shaped building located on the northeastern part of the site and running parallel to recent copse planting undertaken along the link road between the Bassingbourn and local distributor roundabouts. The new hotel would be of 4 storeys, with part of the land on the northwestern elevation allocated for a Phase II extension in linear style providing a further 58 bedrooms at a later date. The main elevation of the hotel would be southwest facing, i.e. towards the main part of the site. Details of elevations have not been provided at this stage, as these would require discussion with the chosen tenant in due course. The illustrative site sections show that the building would be no higher than the Express by Holiday Inn.

**APPLICANT'S CASE:** A number of supporting documents have been submitted and which are currently being considered. These are:

Planning Statement  
Ecology and Nature Conservation Assessment  
Landscape Supporting Statement  
Traffic and Travel Plan Statement  
Design, Accessibility and Sustainability Statement  
Archaeology Statement  
Design, Accesibility and Sustainability Statement, Water Services  
Need Case for the Provision of Hotel Bedrooms at Stansted Airport

**RELEVANT HISTORY:** Outline planning permission granted subject to conditions in 1985 by the Secretaries of State for the Environment and for Transport for the expansion of Stansted Airport to about 15 million passengers per annum (mppa). The permission included a new passenger terminal, cargo handling and general aviation facilities, hotel accommodation, taxiways (including the widening of a proposed taxiway to be used as an emergency runway), associated facilities (including infrastructure for aircraft maintenance and other tenants' developments) and related road access. A condition of the outline permission required that the reserved matters be submitted within 20 years (i.e. by 5/6/05).

Further conditions of the outline planning permission required, *inter alia*, that the location of hotels within the site be agreed via general layout plans for 8 & about 15mppa phases (approved 9/4/86) and that the height of any hotels within the terminal area not exceed 3 storeys in height except with the written agreement of the local planning authority.

Reserved matters submissions relating to Phase 1 expansion to 8mppa were made and approved during the late 1980's and early 1990's. Phase 2 expansion from 8 to about 15mppa was approved in 1999. The reserved matters for the access road, petrol filling station and hotel (Express by Holiday Inn) on the South Gate site were approved in 2003. The Express by Holiday Inn was opened in 2005 with 183 bedrooms. It is currently being extended to a total of 256 bedrooms, due to be completed by June 2007.

Outline planning permission for expansion of Stansted Airport from about 15mppa to 25mppa was granted in May 2003 subject to conditions and a Section 106 Agreement. In the Environmental Statement that accompanied that application, the

development of the South Gate site (including the restaurant on land to the east of the petrol filling station) was taken as being part of the cumulative impact at about 15mppa against which further expansion to 25mppa was assessed.

In 2006, planning permission was refused for the removal of one condition and the variation of another to allow the expansion of Stansted Airport to about 35mppa (BAA's estimation) in 2014 (Generation 1). In the Environmental Statement that accompanied that application, hotels on South Gate West and East were assumed to be required for 35mppa in 2014, with construction taking place in 2008-10 and 2011-13 respectively. The Environmental Statement did not indicate that the hotels would be constructed for 25mppa in 2014, i.e. if planning permission is refused for expansion beyond 25mppa following the forthcoming public inquiry.

**CONSULTATIONS:** Consultation with the following has been carried out. Any responses will be included in the final report.

Highways Agency

ECC Highways & Transportation

Environment Agency

Water Authority

Natural England

Essex Wildlife Trust

Police Architectural Liaison Officer

BAA Safeguarding

SERCO

Internal liaison is taking place with regard to the issues of need, sustainability, fire safety and access for people with disabilities.

**PARISH COUNCILS' COMMENTS:** Any comments will be included in the final report.

**REPRESENTATIONS:** The applications have been advertised as major developments / likely to be of wider concern. Any representations submitted will be included in the final report.

**PLANNING CONSIDERATIONS:** The main issues are likely to be whether:

- 1) **The use of South Gate West and East for hotels would be acceptable in principle**
- 2) **Sufficient information has been submitted with the outline applications to indicate that:**
  - i) the hotels would be compatible with surrounding buildings*
  - ii) important environmental features would be safeguarded, including ecology, nature conservation and archaeology*
  - iii) visual impact would be reduced, including the effect of lighting and landscaping*
  - iv) the needs of people with disabilities has been taken into account*
  - v) the potential for crime has been reduced*
  - vi) water and energy consumption would be minimised*
  - vii) waste production would be reduced and recycling and reuse encouraged*
  - viii) adopted Supplementary Planning Guidance on design has been taken into account*
- 3) **Access and parking would be convenient and safe**
- 4) **Drainage would be satisfactory and flood risk would not increase**
- 5) **There are any airport safeguarding issues that require mitigation or which necessitate refusal of outline planning permission**
- 6) **Need is proven**
- 7) **There are any overriding issues of prematurity relating to the refusal of Generation 1 that necessitate refusal of outline planning permission**