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## UTT/0632/09/FUL - TAKELEY

Erection of a new hangar facility with ancillary accommodation to replace an existing hangar.

Location: Hanger 3 Third Avenue London Stansted. GR/TL 529-225

Applicant: Mr Raymond Stephens

Agent: Mr Mufajel Chowdhury

Case Officer: *Mr J Pine 01799 510460*

Expiry Date: 25/09/2009

Classification: MAJOR

**NOTATION:** Within northern ancillary area to which Policy AIR4 of the adopted Uttlesford Local Plan (ULP) relates. The area is principally reserved for activities directly related to, or associated with the airport, such as hangar facilities.

**DESCRIPTION OF SITE:** Hangar 3 is located northwest of the runway (now redesignated 22/04) and the parallel Golf taxiway, east of Stansted House and Round Coppice / Stocking Wood, and between adjoining hangars 1, 2 and 6. Airside access to the hangar is from a feeder taxiway running north from the Golf taxiway.

Hangar 3 dates from the use of the airport as a military base. The hangar measures approximately 95m x 35-65m, with a ridge height of about 11m. Its walls and pitched roof are metal clad. Currently, the hangar is used for general airport storage purposes as it is no longer suitable for the storage of aircraft.

**DESCRIPTION OF PROPOSAL:** Hangar 3 would be demolished and replaced by a new hangar used for business and private aircraft charter handled by Inflight Ltd. The proposal does not form part of the Stansted Generation 2 second runway (SG2) project, although the SG2 design and access statement does anticipate new general aviation, maintenance and apron facilities in this location.

The new hangar would be approximately 92.5m x 58.5m, and would have a curved roof about 22.3m tall at its apex and 13.7m at eaves level. The hangar would have sufficient clearance for a Boeing 737 800 series aircraft if required (the type flown by Ryanair). The walls and roof would be clad, coloured grey to match adjacent buildings. The south elevation would contain rolling hangar doors facing a new apron area. On the north elevation there would be a 2-storey administration block, measuring about 39m x 5.4m x 8m (flat roof). The total floorspace of the new hangar would be just under 5,000 m<sup>2</sup> compared to 4,680 m<sup>2</sup> for the existing hangar.

Compared to Hangar 3, the new one would be reorientated slightly and relocated marginally to the west to give sufficient wingtip clearance for the apron area from the adjoining feeder taxiway. The apron area would have sufficient depth to park a Boeing 737 800 series aircraft under tow.

Parking facilities would be to the west of the hangar, including 2 spaces for people with disabilities. Cycle parking would also be provided in the form of locking hoops.

It is intended that the new hangar would be used for day-to-day operational purposes, mostly for storage and minor maintenance employing up to 40. External lighting would be limited to the car park area and apron downlighting. Advertising (non-illuminated) would consist of the company name and logo located centrally above the rolling hangar doors and on the main elevation of the administration block. Any further advertising that might be required in the future would be controlled under the 2007 Advertisement Regulations.

In comparison to the Ryanair hangar for which planning permission was granted last year, the new hangar would have about 50% of the floorspace, and the apex of the curved roof would be at the lower level of the higher of the two monopitch roofs. The eaves level of the new hangar would be at about the mid point of the lower roof.

**APPLICANT'S CASE:** The applicant's case is included in the design and access statement, which also includes an energy conservation report. The main points from the statement are included in other sections of this report.

**RELEVANT HISTORY:** None for this application. (*Planning permission for airport expansion to 35 million passengers per annum (Generation 1) granted on 8<sup>th</sup> October 2008. Call-in inquiry for the SG2 project postponed by the Secretary of State pending the outcome of BAA's appeal to the Competition Appeals Tribunal against the Competition Commission's requirement that Stansted Airport be sold. BAA's appeal to the CAT is due to be heard on 19<sup>th</sup> – 21<sup>st</sup> October, with the outcome expected early in 2010).*)

**CONSULTATIONS:** Environment Agency: Object on grounds of the absence of a flood risk assessment. Paragraph E9 of PPS25 requires an FRA to be submitted when development on this scale is proposed in such locations. In the absence of an FRA, the resultant flood risks are unknown. The absence of an FRA is therefore sufficient reason in itself for a refusal of planning permission. Objection will be maintained until an adequate FRA has been submitted.

Could be potential contamination present in and around the old hangar due to the long history of the site as both a military and civilian airfield. There is a strong possibility that fuel, oils and decant may have been spilt in the past. If surface or borehole infiltration are proposed for the SUDS, and boreholes are proposed for the Ground Source Heat Pumps, it will need to be demonstrated that there is no contamination that could present a risk to the major aquifer underlying the site. Recommend conditions.

Fisher German: No effect on the Government's pipelines and storage system.

NATS: No conflict with en route safeguarding criteria.

Stansted Airport Ltd:

BAA Safeguarding: No aerodrome safeguarding objections subject to control over lighting. Advice given on the safe use of cranes.

**PARISH COUNCIL COMMENTS:** None (Due 31/7)

**REPRESENTATIONS:** None. Notification period expired 22/07/09.

**COMMENTS ON REPRESENTATIONS:** The applicant is discussing the flood risk issue with the Environment Agency. It is understood that the concerns relate to the new apron area rather than the replacement hangar itself.

**PLANNING CONSIDERATIONS including Design & Access statement:**

The main issues are:

- 1) the principle of the development (ULP Policies S4 & AIR4);
- 2) the design, parking arrangements and highway aspects of the proposal (ULP Policies & GEN2, GEN5 GEN8);
- 3) safeguarding (assessment of whether the proposal has implications for the safe operation of the airport) considerations and
- 4) other material planning considerations (ULP Policy GEN3).

1) The new hangar would be clearly related to and associated with airside operations at Stansted Airport and would comply with both Policies S4 and AIR4. As a replacement

hangar on the site of an unsuitable airport building, it would comply with the principles of sustainability contained in PPS1 *Delivering Sustainable Development*.

2) The design of the new hangar would be appropriate in this location where buildings with a large floorspace and wide span are to be expected. The new hangar would be taller than hangar 2 to the south west by just under the height of the curved roof, but the curved roof would give the hangar a gentle profile. Round Coppice / Stocking Wood would provide screening to the west from Bury Lodge Lane. Hangars 1 and 6 to the north east are 3m lower than hangar 2 resulting in a greater height difference in that direction, but the variation in roof heights is not considered to be significant in this airport setting. From the south side of the runway, it is likely that there would be glimpsed views of the new hangar roof from Long Border Road in the vicinity of the diamond hangar.

The choice of materials would be acceptable, reflecting those used elsewhere on the airport.

Adequate car and cycle parking facilities would be provided, and a north side feeder bus for staff operates from the terminal bus / coach station.

3) Subject to the recommended lighting condition, the new hangar should not have any material impact on aerodrome safeguarding.

4) The determination of this application will not have any bearing on SG2. At the moment, the Environment Agency is maintaining an objection on grounds of the lack of a flood risk assessment, which is contrary to Policy GEN3 and the precautionary approach to development in flood risk areas set out in Paragraphs 10 and E9 of PPS25 "Development and Flood Risk".

**CONCLUSIONS:** Subject to the withdrawal of the Environment Agency's objection, there are no objections to the erection of a replacement hangar.

**RECOMMENDATION: APPROVAL WITH CONDITIONS, SUBJECT TO THE WITHDRAWAL OF THE ENVIRONMENT AGENCY'S OBJECTION**

***If the objection is not withdrawn by the date of the meeting, it is recommended that the application be deferred until the following meeting on 23/9/09, as that date would still be within the 13 week determination period for a major application. If the objection is not withdrawn by 23/9/09, officers will advise on an appropriately worded reason for refusal.***

1. C.2.1. Time limit for commencement of development + reason
2. C.3.1. To be implemented in accordance with approved plans + reason
3. All new planting shall comply with Advice Note 3 "Potential Bird Hazards from Amenity Landscaping & Building Design available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)  
REASON: to avoid endangering the operation of aircraft through the attraction of birds and an increase in the bird hazard risk.
4. In respect of the main hangar area, the development hereby permitted shall be implemented in accordance with the details in the energy conservation report submitted as Appendix 1 of the design and access statement. Any variation to the approved details shall be agreed in writing with the local planning authority prior to its implementation.  
REASON: in the interests of promoting sustainable forms of development.
5. C.8.34 – Condition for compliance with BREEAM "very good" (non-domestic buildings with less than 1000 sqm floor area + reason  
The accommodation block as designed, specified and built.....

6. The development hereby permitted shall not be implemented until either:
  - a) the applicant has signed up to the airport wide travel plan, or
  - b) a travel plan has been submitted to and approved in writing by the local planning authority. The travel plan shall make provision for means of travel to and from the site for employees and visitors other than by private car, and shall also provide for the monitoring of its implementation.

REASON: to make provision for more sustainable forms of transport.
7. All the car and bicycle parking spaces shown on drawing L1006 rev 3.0 shall be provided and made available for use prior to the first use of the hangar hereby permitted. Subsequently, all the parking spaces shall be retained.
 

REASON: in the interests of highway safety.
8. Prior to the commencement of development, the following components of a scheme to deal with the risks associated with the contamination of the site shall each be submitted to and approved in writing by the local planning authority:
  - a) a preliminary risk assessment which has identified i) all previous uses, ii) potential contaminants associated with those uses, iii) a conceptual model of the site indicating sources, pathways and receptors, and iv) potentially unacceptable risks arising from contamination at the site
  - b) a site investigation scheme based on a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site
  - c) the site investigation results and the detailed risk assessment b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken
  - d) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in c) are complete, and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action

No changes shall be made to these components without the prior written approval of the local planning authority. The scheme shall be implemented as approved.

REASON: to ensure that the proposed development does not cause pollution of controlled waters and that the development complies with the approved details in the interest of the protection of controlled waters.
9. Prior to the commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. The verification report shall also include any plan (a long term monitoring and maintenance plan) for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action as identified in the verification plan, and for the reporting of this to the local planning authority.
 

REASON: to ensure the site no longer poses a risk to controlled water (groundwater).
10. No infiltration of surface water into the ground shall be permitted without 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.
 

REASON: to prevent the pollution of controlled waters. The site may be contaminated and surface infiltration will provide a potential pathway for the migration of contaminants. All proposed soakaways / SUDs locations will require satisfactory remediation prior to construction of the infiltration structures.
11. Piling or the construction of Ground Source Heat Pump systems 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 site may be contaminated and the construction of piles or boreholes could create a potential pathway for contamination at the surface to enter the major aquifer underlying the site.

12. All lighting required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

REASON: To avoid endangering the operation of aircraft through confusion with aeronautical ground lights or glare.

*Background papers: see application file.*

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## **UTT/0945/09/LB - TAKELEY**

*(This application has been referred to Committee in view of Ward Member interest (Cllr Mrs Jackie Cheetham))*

Installation of 2 no. rooflights to lean-to roof at side.

Location: Beech Cottage Smiths Green. GR/TL 565-213

Applicant: Mr R Cheetham

Agent: Mr R Cheetham

Case Officer: Mr C Theobald 01799 510464

Expiry Date: 18/09/2009

ODPM Classification: Other

**NOTATION:** Countryside Protection Zone (CPZ) / Grade II Listed Building.

**DESCRIPTION OF SITE:** The application site is situated on the western side of Smiths Green in a set back position and comprises a one and a half storey timber framed and plastered listed dwelling of C16 origins or earlier with front gabled dormers, together with modern detached garage located at the front of the property. The dwelling has benefited from various modern alterations and additions, including a two storey rear crosswing extension and a single storey lean-to side kitchen addition and utility/lobby area situated on the south facing elevation of the property.

**DESCRIPTION OF PROPOSAL:** This application relates to the proposed installation of a pair of rooflights within the roof of the existing single storey lean-to side addition. The rooflights would measure 550mm by 980mm and would be positioned in tandem within proximity to an existing three light rooflight panel positioned over the utility/lobby area.

**APPLICANT'S CASE including Design & Access statement:** The slate roof addition was completed in early 2004. The proposed Velux windows will allow more natural light into the southern end of the kitchen and will compliment the existing glass panels, being of similar construction (but opening) and finished externally in a similar grey colour.

**RELEVANT HISTORY:** Replacement side addition, removal of wall in kitchen and raising of floor in new addition approved in 2002 (UTT/1487/02/FUL & UTT/1488/02/LB).

**CONSULTATIONS:** Conservation Officer: The proposed rooflights would not in my opinion diminish the special architectural or historic interest of the listed building and would not be damaging to any important historic fabric in view of their installation within the modern lean-to. In conclusion, I suggest approval subject to the condition that the rooflights be conservation range or similar to local authority approval.

**PARISH COUNCIL COMMENTS:** To be reported (consultation period expires 28 August 2009).

**REPRESENTATIONS:** Notification period expired 19 August 2009. Advertisement expires 3 September 2009. Site Notice expires 3 September 2009.

**PLANNING CONSIDERATIONS including Design & Access statement:**

The only relevant issue is:

- 1) whether the proposal would respect the special characteristics of the listed building (ULP Policy ENV2 & PPG15);

1) The proposed rooflights the subject of this application would be installed within the roof of a modern lean-to addition to this listed property. The rooflights would be modest in size and would not by their location and appearance be detrimental to the special character of the host listed building. As such, the proposal would conform to ULP Policy ENV2 and advice contained within PPG15 on listed buildings. The Council's Conservation Officer has no objections to the proposal.

**CONCLUSIONS:** The proposal is considered acceptable.

**RECOMMENDATION: LISTED BUILDING CONSENT WITH CONDITIONS**

1. C.2.2. Time limit for commencement of development listed building & conservation areas.
2. C.3.1. To be implemented in accordance with approved plans.
3. C.5.7. Rooflight details.

*Background papers: see application file.*

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