

**PROPOSAL: New hangar and ancillary accommodation**

**LOCATION: Hangar 12 plot, Ninth Avenue, London Stansted Airport**

**APPLICANT: Fayair (Stansted) Ltd**

**AGENT: Pascall and Watson Architects**

**GRID REFERENCE: TL 530-230**

**EXPIRY DATE: 5<sup>th</sup> August 2011**

**CASE OFFICER: Jeremy Pine**

**APPLICATION TYPE: MAJOR**

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## **1. NOTATION**

- 1.1 Within the 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 and business aviation.

## **2. DESCRIPTION OF SITE**

- 2.1 This 117m x 90m site is located in the centre of the northern ancillary area approximately 180m northwest of the Harrods Aviation hangar, 140m southeast of Hangar 7 (Titan Engineering), 300m southwest of Hangar 4 (vacant) and 200m northeast of the fuel farm. The airside / landside boundary runs through the site. The airside part consists of a section of the disused WW2 runway and an area of grassland. The landside area is grassland which previously functioned as overspill car parking, but is now disused.
- 2.2 Immediately to the south of the site are 2 areas of land bordering First Avenue that are earmarked for staff car parking under the planning permission for expansion to 35mppa (Generation 1).

## **3. PROPOSAL**

- 3.1 A hangar would be erected for Fayair Stansted Ltd for business aviation purposes. The main structure would be approximately 73.5m x 48.5m, and would have a curved roof about 21.2m tall at its apex and 15.1m at eaves level. The hangar would be able to accommodate a Boeing 737-900, a Gulfstream and a helicopter at the same time. The hangar doors would face northeast onto a new apron area formed on part of the WW2 runway. The WW2 runway is only used for aircraft under tow and is not an active taxiway.
- 3.2 Along the south and east elevations of the main hangar would be 2-storey flat-roofed accommodation blocks containing storage facilities, crew and staff rooms and a small terminal for VIP passengers. The accommodation blocks would be 11.2m high, and the only part that would be landside would be the VIP reception and lounge area on the east elevation of the main hangar.
- 3.3 The hangar may be operational 24 hours a day. The maximum number of employees would be 15.

- 3.4 Landside, 21 car parking spaces and a covered cycle parking area would be constructed along the southern boundary of the site, served via a new landside road running north from Ninth Avenue.
- 3.5 Airside, a section of taxiway would be constructed linking the Fayair apron to an aircraft stand to the north. Aircraft would use this section of taxiway to taxi to and from the runway via Foxtrot Taxiway, which serves the remote aircraft stands in this part of the airport as well as the Titan Engineering hangar and Hangar 4. The affected aircraft stand would be extended so that aircraft parking is not lost. A section of road would be formed skirting around the new Fayair apron, so that motor vehicles can continue to use the WW2 runway without having to pass through the apron.
- 3.6 The taxiway section, the aircraft stand extension and the landside and airside roads would be constructed by London Stansted using its permitted development rights as the relevant airport operator. These are not part of this planning application.
- 3.7 The hangar would be finished in light grey cladding, with some translucent panels in the roof acting as rooflights. The ancillary blocks would also be clad, but would be dark grey and blue aluminium to contrast with the main hangar. Illuminated lettering forming the company name would be fixed to the north and south elevations of the hangar and to the south elevation of the ancillary block, but there would be no other external advertising. All other lighting, such as for the apron and the car park would be angled downwards.
- 3.8 During construction, the landside / airside boundary would be temporarily relocated so that the site of the hangar and the apron become landside.

#### **4. APPLICANT'S CASE**

- 4.1 The applicant's case consists of a design and access statement, an energy conservation report, a BREEAM pre-assessment, a desktop archaeological assessment and a flood risk assessment.
- 4.2 A meeting has been held with NATS and others about the holding objection. The applicant will not be prepared in any event to formalise its property commitment with London Stansted until the holding objection is withdrawn.

#### **5. RELEVANT SITE HISTORY**

- 5.1 None (the site would have been part of the extended long stay car park under the withdrawn Generation 2 proposal).

#### **6. POLICIES**

##### **6.1 National Policies**

PPS5: Planning for the Historic Environment  
 PPS25: Development and Flood Risk

##### **6.2 East of England Plan (EEP) 2006**

Policy E7: *The Region's Airports*  
 Policy T12: *Access to Airports*

##### **6.3 Essex Replacement Structure Plan (ERSP) 2001**

Policy BIW9: *Airport Development*

##### **6.4 Uttlesford Local Plan (ULP) 2005** Page 2

Policy S4: *Stansted Airport Boundary*  
Policy AIR4: *Development in the Northern Ancillary Area*  
Policy GEN1: *Access*, GEN2: *Design*, GEN3: *Flood Protection*, GEN5: *Light Pollution*  
and GEN8: *Vehicle Parking Standards*  
Policy E3: *Access to Workplaces*  
Policy ENV4: *Ancient Monuments and Sites of Archaeological Importance* and ENV12:  
*Protection of Water Resources*

#### 6.5 **Supplementary Planning Guidance / other approved documents**

Energy Efficiency and Renewable Energy SPD - October 2007  
ECC Development Management Policies - February 2011  
ECC / EPOA Parking Standards: *Design and Good Practice* - September 2009

### 7. **PARISH COUNCILS' COMMENTS**

- 7.1 Stansted - No objections. Conditions required re landscaping and colour and materials for building in keeping with the "airport in the countryside" policy.

### 8. **CONSULTATIONS**

#### **Environment Agency**

- 8.1 No objections from the flood risk or pollution management perspectives. Good practice advice has been issued to the applicant.

#### **Fisher German (re pipeline)**

- 8.2 The Government Pipelines and Storage System may be affected.

*The applicant has been advised of the correct procedures to follow under the Land Powers (Defence) Act 1958 to establish whether the specific consent of the Secretary of State for Defence is required for working in close proximity to the pipeline.*

#### **London Stansted**

- 8.3 Due 3/6/11. Any comments following the NATS meeting will be reported.

#### **BAA Safeguarding**

- 8.4 Due 3/6/11. Any comments following the NATS meeting will be reported.

#### **National Air Traffic Services (NATS)**

- 8.5 Holding objection, as the proposal conflicts with safeguarding criteria. The holding objection will stay until the developer provides mitigation for the potential problem of this hangar causing surface radar reflections.

#### **ECC Archaeology**

- 8.6 Recommends an archaeological trial trenching and excavation condition in line with PPS5 and ULP Policy ENV4. The proposed development lies within a sensitive area within the WW2 airfield. Excavations elsewhere have shown the extensive survival of multi-period archaeological deposits ranging in date from Neolithic through to the post medieval period. Any groundwork in this area is likely to destroy important archaeological deposits.

- 8.7 Any further comments on the recently submitted desktop assessment will be reported.

## 9. REPRESENTATIONS

- 9.1 This application has been advertised as a major development and no representations have been received. Period expired 23/6/11.

## 10. APPRAISAL

The issues to consider in the determination of the application are whether:

- A) The principle of the development would be acceptable (EEP Policies E7 and T12, ERSP Policy BIW9, ULP Policies S4 and AIR4)
- B) The design, parking arrangements and highway aspects of the proposal would be satisfactory (ULP Policies GEN1, 2 & 8 and E3, ECC Development Management Policies and ECC/EPOA Parking Standards)
- C) There would be any implications for the safe operation of the airport
- D) There would be any other material planning considerations which would weigh against the granting of planning permission

### A) Whether the principle of the development would be acceptable

- 10.1 The site lies within the airport boundary. The hangar would be related to and associated with operations at Stansted Airport and would comply with the relevant EEP, ERSP and ULP policies. The location of the hangar would be appropriate, as it needs a landside / airside interface.

### B) Whether the design, parking arrangements and highway aspects of the proposal would be satisfactory

- 10.2 The design of the hangar would be appropriate in this location where buildings with a large floorspace and wide span are to be expected. The design would be similar to that of the hangar which has recently been built for Inflight in the northern ancillary area further to the southwest near to Round Coppice / Stocking Wood. In comparison to the Inflight hangar, the Fayair hangar would be 1m shorter and about 20m narrower, with a slightly flatter profile to the main roof.
- 10.3 The hangar should not be prominent in views from public locations beyond the airport adjacent to the northern ancillary area. It would be over 500m away from Burton End to the northeast, behind considerable roadside boundary and airport perimeter screening. Similarly, the hangar would be about 500m away from Bury Lodge Lane to the west behind roadside screening, although it would be visible in the background at the Airport entrance at First Avenue when passing along Bury Lodge Lane. (Currently, Hangar 4 is visible as a backdrop). As the runway is on a plateau, the new hangar is unlikely to be readily visible from the south of the airport. A landscaping condition as requested by Stansted Parish Council is not recommended, as it is considered that no meaningful additional levels of screening would be provided by planting in close proximity to the hangar.
- 10.4 The choice of materials would be acceptable, reflecting those used elsewhere on the airport. The use of contrasting materials on the ancillary blocks is deliberate in order to give the hangar its own corporate identity. In relation to Stansted Parish Council's comments, colour and materials are covered by condition 2. Any variation will require written consent.
- 10.5 Traffic levels generated should be relatively light and easily absorbed by the Airport's northside road system and the wider strategic road network. Adequate car and cycle parking facilities would be provided, and the hangar and accommodation blocks would be accessible to people with disabilities under ULP Policy E3.

### C) Whether there would be any implications for the safe operation of the airport

- 10.6 A holding objection has been submitted by NATS, because of anticipated radar reflections from the hangar. As a result, a meeting has been held between NATS, the airport operator, BAA Safeguarding and the applicant's radar consultant, Cyrrus. The outcome of the meeting is that no changes are required to the hangar design or materials, but a radar software reconfiguration will be necessary for which the applicant would be charged. Both the applicant and NATS have confirmed that, subject to a contract for the work being signed between them, the holding objection will be withdrawn.
- 10.7 There is a chance that the holding objection may be withdrawn before the committee meeting. If it is not, a Grampian condition (condition 10) is recommended to avoid the application going out of time. It is considered that the Grampian condition is reasonable in this instance as there is every prospect of the contract being signed, leading to the withdrawal of the holding objection.

**D) Whether there are any other material planning considerations which weigh against the granting of planning permission**

Archaeology (PPS5, ULP Policy ENV4)

- 10.8 The previous investigative work undertaken on behalf of London Stansted for the G1 and G2 projects indicates that there is a possible high risk / unknown survival of archaeological deposits in this area. A trial trenching / excavation condition is therefore justified.

Flood risk / pollution (PPS23, ULP Policy ENV12)

- 10.9 All surface water and foul drainage would drain into the airport's existing system. Two conditions are recommended (as advised by the Environment Agency) to deal with discharges involving oil or chemical additives.

**11. CONCLUSION**

The following is a summary of the main reasons for the recommendation:

- A) Business aviation is an appropriate use of land in the northern ancillary area of the Airport
- B) The design and location of the hangar would be satisfactory, and no highway dangers would be caused
- C) Any safeguarding or other material planning objections can be overcome by planning conditions

**RECOMMENDATION – CONDITIONAL APPROVAL**

1) Time limit for commencement of development

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: In order to comply with Section 91 (1) and (2) of the Town and Country Planning Act 1990 (as amended).

2) To be implemented in accordance with approved plans

The development hereby permitted shall be implemented in all respects strictly in accordance with the approved plans listed in the schedule of plans printed on this decision notice, unless agreed in writing by the local planning authority.

REASON: To ensure the scheme will be carried out as approved and because any changes must be agreed in advance in writing by the local planning authority.

3) The development hereby permitted shall be implemented in accordance with the design stage and construction stage details in the energy conservation report submitted as Appendix 01 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: To promote sustainable development.

4) Condition for compliance with BREEAM 'very good' (non-domestic buildings with 1000 sqm or greater floor area) - amended

The development as designed, specified and built shall achieve a BREEAM rating of 'very good' for the ancillary accommodation. The developer shall provide the local planning authority with a BREEAM post-construction assessment of the rating of the as-built development within four weeks following its completion, carried out by an accredited assessor.

REASON: In the interests of the promotion of sustainable forms of development and construction.

5) 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 its implementation and subsequent monitoring.

REASON: To promote sustainable transport.

6) The car and bicycle parking spaces and the turning areas shown on drawing 4038 A 1100 4 shall be provided and made available for use prior to the first use of the hangar hereby permitted. Subsequently, all the parking spaces and turning areas shall be retained.

REASON: In the interests of highway safety.

7) Full archaeological excavation and evaluation

Before any development or preliminary groundworks of any kind commence the applicant shall secure the implementation of a programme of archaeological work and recording in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority.

REASON: To enable the inspection of the site by qualified persons for the investigation of archaeological remains in accordance with a written scheme of investigation.

8) Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings susceptible to oil contamination shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. All washdown and disinfectant waters shall be discharged to the foul sewer.

REASON: To prevent groundwater pollution

9) No foul sewage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam-cleaning effluent, shall be discharged to the surface water drainage system.

REASON: To prevent groundwater pollution.

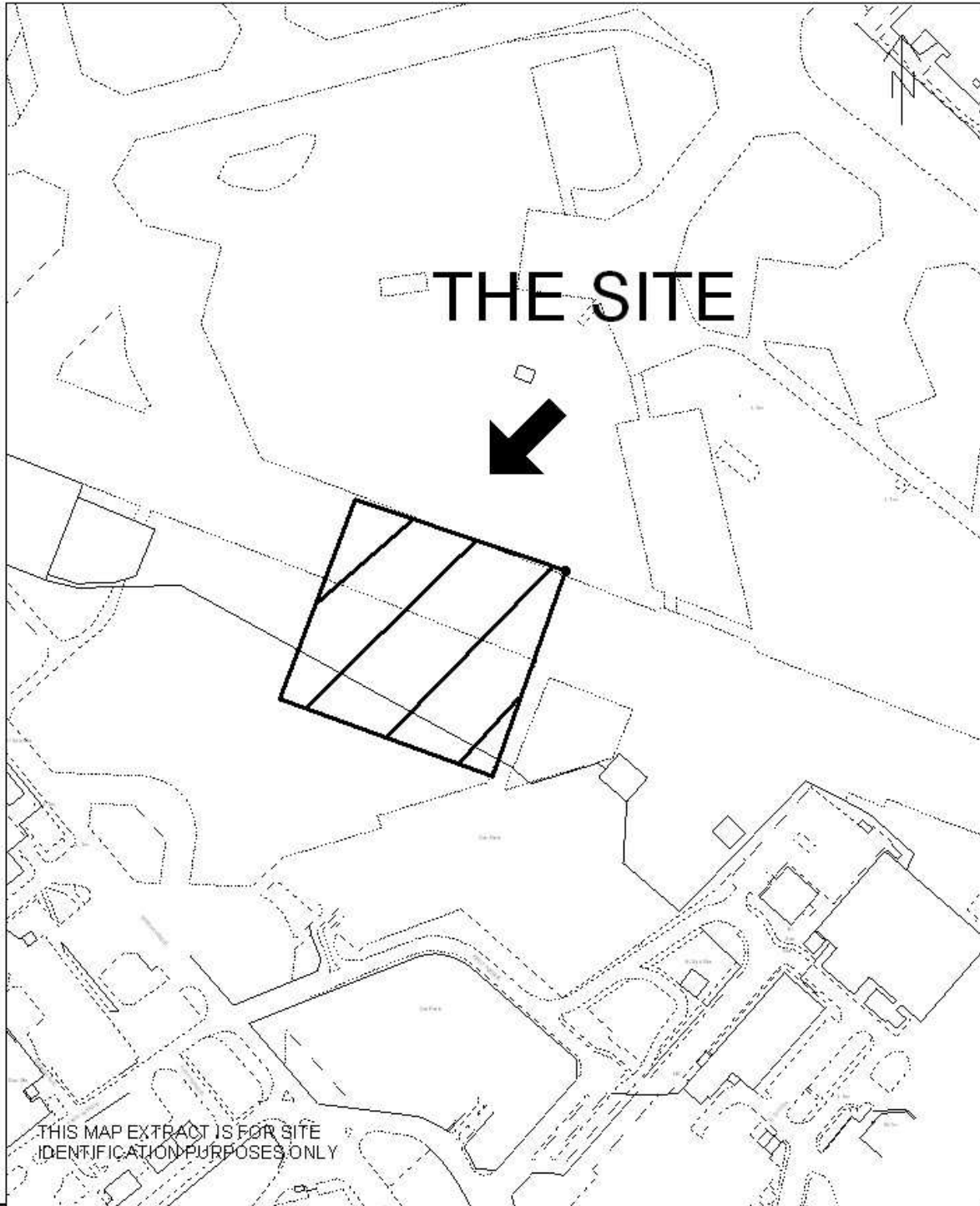
10) No development shall commence until the local planning authority has received written confirmation that:

- a) the applicant has entered into a contract with National Air Traffic Services (NATS) for the carrying out of radar software reconfiguration works to mitigate the effect of the hangar on the airport's radar system, and
- b) the holding objection from NATS has been withdrawn

REASON: In the interests of aircraft and airport safety.

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

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



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