

## UTT/1592/11/FUL – (STANSTED)

**PROPOSAL:** Erection of two storey and single storey extensions to hanger with new access and new security hut. Demolition of part of hanger

**LOCATION:** Hanger 1 London Stansted Airport Stansted

**APPLICANT:** Inflite

**AGENT:** The Tooley & Foster Partnership

**GRID REFERENCE:** TL 529-228

**EXPIRY DATE:** 2 December 2011

**CASE OFFICER:** Jeremy Pine

**APPLICATION TYPE:** MAJOR

### **1.0 NOTATION**

1.1 Within Stansted Airport boundary and northern ancillary area (ULP Policies S4 and AIR4 relate)

### **2.0 DESCRIPTION OF SITE**

2.1 Inflite Hangar 1 is situated in the northern ancillary area of the Airport to the west of Tenth Avenue and to the west of the site of the former terminal, which has now been demolished. This application relates to the eastern part of the Hangar 1 site, which contains a secure parking area accessed via a control gate and an annexed extension to the hangar containing a passenger lounge, reception facilities and various administrative offices.

### **3.0 PROPOSAL**

3.1 The proposals would increase the size and quality of the passenger departure and arrival areas, with improved processing and screening facilities and improved parking and access. To achieve this, part of the annexed single storey extension would be demolished and rebuilt to 2 storeys in height, with internal alterations to the remaining parts of the building. There would also be a new and repositioned vehicular access and security hut, which would be capable of carrying out passenger screening if required.

The design of the new extension would consist of curtain walling with double glazing and composite steel solid panels, but with an additional anodised metal mesh screen feature and a steel skeleton forming a see-through outer skin. The roof would be of light grey profiled metal sheeting to match the existing hangar.

The number of car parking spaces would be increased by about 10%, plus additional spaces for motorcycles, people with disabilities and bicycles would also be provided. All the car parking spaces would conform to the Council's approved standards. The increase in the number of car parking spaces is to meet an occasional shortfall that has been identified by Inflite during busy periods.

The existing extension has a floorspace of approximately 2020 sqm, approximately a fifth of which would be demolished. Taking into account all the works proposed (a combination of remodelling, demolition/rebuilding and new construction), the increase in gross floorspace would be about 1,070 sqm. It is estimated that the number of employees would increase from 70 to 100.

## **4.0 APPLICANTS CASE**

4.1 See the design and access statement. Inflight currently operate a private jet service catering for corporate and business passengers offering a drive-up and take-off facility for up to 200 passengers. However, to cater for Boeing 757s the existing departure and arrival lounges are used together and are at maximum capacity, preventing smaller parties from using the facilities at the same time.

## **5.0 RELEVANT SITE HISTORY**

5.1 None

## **6.0 POLICIES**

### **6.1 National Policies**

- PPS5 - Planning for the Historic Environment
- PPS25 - Development and Food Risk

### **6.2 East of England Plan 2006**

- Policy E7 - The Region's Airports
- Policy T12 - Access to Airports

### **6.3 Essex Replacement Structure Plan 2001**

- Policy BIW9 - Airport Development

### **6.4 Uttlesford District Local Plan 2005**

- Policy S4 - Stansted Airport Boundary
- Policy AIR4 - Development in the Northern Ancillary Area
- Policy GEN1 - Access
- Policy GEN2 - Design
- Policy GEN3 - Flood Protection
- Policy GEN5 - Light Pollution
- Policy GEN8 - Vehicle Parking Standards
- Policy E3 - Access to Workplaces

## **7.0 PARISH COUNCIL'S COMMENTS**

7.1 STANSTED - No comment.

7.2 TAKELEY - No objections

## **8.0 CONSULTATIONS**

NATS

8.1 No safeguarding objections based on the information provided.

BAA SAFEGUARDING

8.2 Could conflict with safeguarding criteria unless a landscaping condition is imposed. Also requests the standard note re use of cranes.

FISHER GERMAN

8.3 No effect on the Government Pipeline and Storage System.

## 9.0 REPRESENTATIONS

9.1 This application has been advertised and no representations have been received. Advertisement period expired 3/10/11.

## 10.0 APPRAISAL

The issues to consider in the determination of this 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 satisfactory**

10.1 The site lies within the airport boundary. These remodelling and demolition/extension works would be related to and associated with operations at Stansted Airport and would comply with the relevant EEP, ERSP and ULP policies. These facilities need to be in a location such as this as they need 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 new extension would be appropriate in this setting, and would deliberately contrast with the more traditional appearance of the main hangar to give a new corporate identity to the Inflight operations at the Airport. Accordingly, the choice of materials would be acceptable, as would their use in a visually interesting manner. The part of the single storey extension that would be replaced is of little architectural merit.

The new extension would remain ancillary in form and function to the larger main hangar, and should not be prominent in views from public locations beyond the airport adjacent to the northern ancillary area. As the extension would be on the eastern side of the hangar, it would be most visible from airside locations, namely the runway and adjacent taxiways.

It is reasonable to expect that traffic levels would increase slightly during peaks of passenger activity, but overall they should be comparable to those generated by the existing operations and should be 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 new extension would be accessible to people with disabilities. The relocation of the main entrance and the security hut to a more prominent location would be acceptable.

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

10.3 The proposals relate to an existing operation at the airport, which would not change. The purpose of the application is so that Inflight can better cater for peaks of passenger activity when they occur.

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

10.4 There are no archaeological implications, as the proposals relate to the footprint of an existing building and a hardstanding. All surface water and foul drainage would drain into the airport's existing system, with no changes being proposed to any areas of hardstanding apart from the replanning of the car park layout.

## 7.0 CONCLUSION

There are no objections to these proposals because:

- A) Business aviation is an appropriate use of land in the northern ancillary area of the Airport,
- B) The design of the new extension would be satisfactory, and no highway dangers would be caused, and
- C) Any safeguarding issues that arise can be overcome by conditions.

### RECOMMENDATION – CONDITIONAL APPROVAL

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans as set out in the Schedule.

REASON: For the avoidance of doubt as to the nature of the development hereby permitted, to ensure development is carried out in accordance with the approved application details, to ensure that the development is carried out with the minimum harm to the local environment, in accordance with Policies) S4, AIR4, GEN1, 2, 3, 5 and 8, E3, and ENV4 & 12 of the Uttlesford Local Plan (adopted 2005).

3. The development as designed, specified and built shall achieve BREEAM rating of 'very good'. The applicant will provide the planning authority with a BREEAM design-stage assessment of the rating of the proposed development, carried out by an accredited assessor, before work commences on-site. The developer will provide a BREEAM post-construction assessment of the rating of the as-built development within four weeks following its completion, also carried out by an accredited assessor.

REASON: In the interests of the promotion of sustainable forms of development and construction and construction to meet the requirements contained in adopted SPD Energy Efficiency and Renewable Energy Adopted October 2007.

4. The revised car, motorcycle and bicycle parking arrangements and the attendant turning areas shown on drawing 4776 DE01 A shall be provided and made available for use prior to the first use of the new site entrance and security hut shown on the same drawing.

REASON: In the interests of highway safety in accordance with Policies GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005) and ECC Parking Standards (adopted 2009).

5. 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 in accordance with Policy GEN5 of the Uttlesford Local Plan (adopted 2005).

6. Before development commences, full details of soft landscaping works shall be submitted to and approved in writing by the local planning authority. The details shall comply with AOA 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).

The submitted details shall include species type, numbers and the spacing of trees and shrubs. No subsequent alterations to the approved landscaping scheme shall take place unless prior agreement has been obtained in writing from the local planning authority. The scheme shall subsequently be implemented as approved.

REASON: To avoid endangering the safe movement of aircraft and the operation of Stansted Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

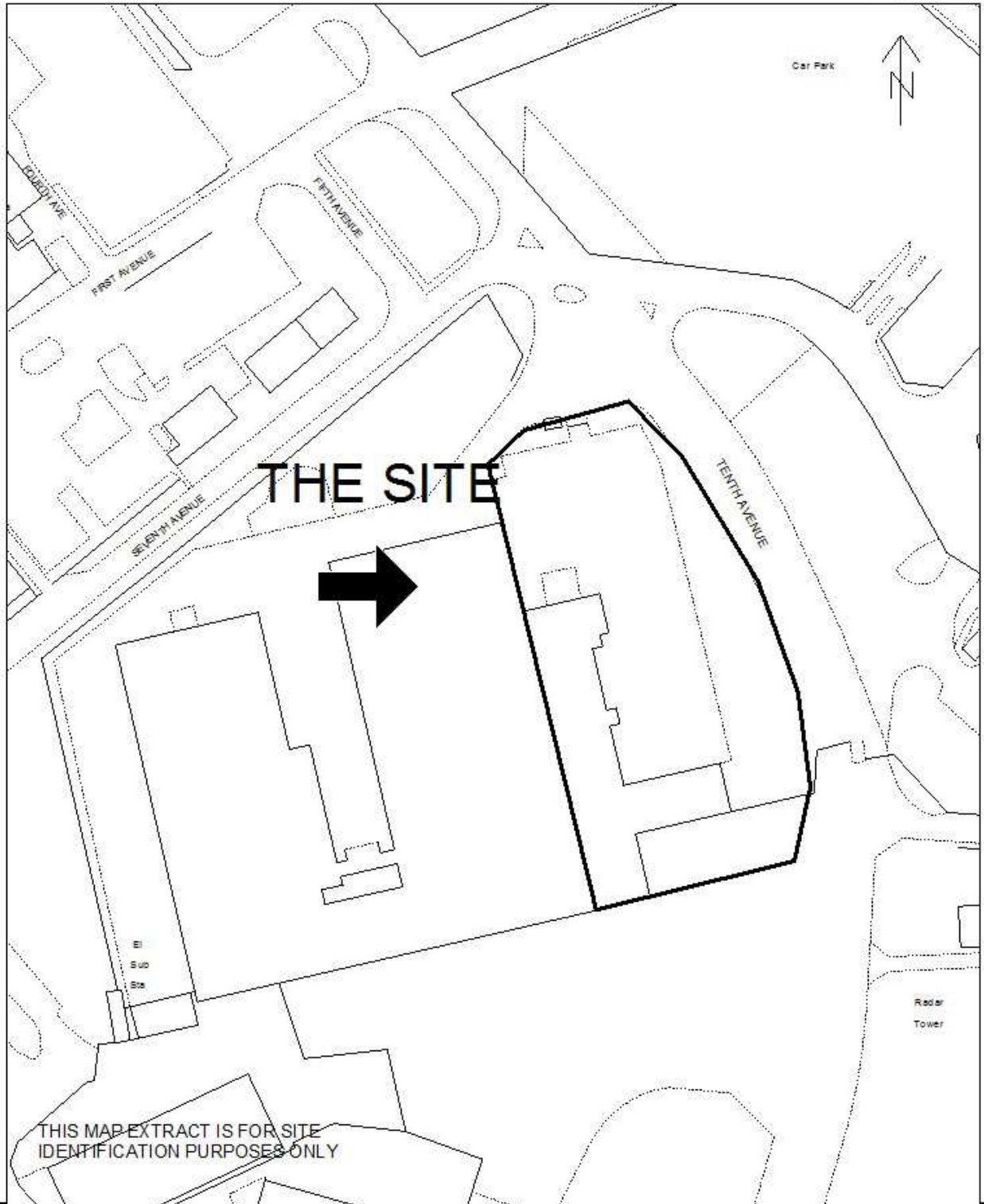
7. The applicant shall incorporate on-site renewable or low-carbon energy technologies to provide 10% of the annual energy needs of the approved development in-use.

The applicant will provide the planning authority with a design SAP or SBEM rating of the proposed development carried out by an accredited assessor before work commences on-site, as well as technical details and estimated annual energy production of the proposed renewable or low carbon technologies to be installed.

Within four weeks following its completion, the applicant will provide a SAP or SBEM rating of the as-built development and details of the renewable or low carbon technologies that were installed.

REASON: In the interests of the promotion of sustainable forms of development and construction and construction to meet the requirements contained in adopted SPD Energy Efficiency and Renewable Energy Adopted October 2007.

---



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office.

Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Uttlesford District Council Licence No: 100018688 ( 2007 ).

DATE:07/11/2011

MAP REFERENCE:TL5222NE

SCALE:1:250