

UTT/14/3730/FUL - TAKELEY

MAJOR

PROPOSAL: Application to vary condition 5 (staff parking arrangements) of planning permission UTT/14/2812/OP (Outline application with some matters reserved for the development of a hotel comprising 8,670sqm of accommodation space (329 bedrooms) and associated parking and vehicle access) to include the concluding phrase “or until other temporary arrangements have been made available for the use of staff car parking to accommodate the lost staff spaces, which shall be available until the replacement staff car park is complete”

LOCATION: Land south west of Enterprise House, Stansted Airport

APPLICANT: Stansted Airport

AGENT: Stansted Airport (Mr A Andrew)

EXPIRY DATE: 18 March 2015

CASE OFFICER: Karen Denmark

1. NOTATION

1.1 Within Development Limits/Policy AIR1: Development in the Terminal Support Area.

2. DESCRIPTION OF SITE

2.1 The application site is located to the south west of Enterprise House. It comprises the majority of what is currently the upper section of the staff car park, which currently accommodates 339 car parking spaces. There are some small trees planted within the car parking area but these are still very immature. To the north west boundary is the operational airfield. To the north east are Enterprise House, a glazed office building, and then the terminal building. To the south west is the lower section of the staff car park and the control tower beyond. To the south east are Bassingbourn Road and Coopers End Road/Terminal Road North, with the railway line running between the two roads. There is a grassed area and footpath along the south eastern side of Bassingbourn Road. There is a “temporary” staircase providing pedestrian access to the operational level of the terminal building and the bus station.

3. PROPOSAL

3.1 The proposal seeks to vary the wording of condition 5 relating to the provision of replacement car parking spaces which would be lost as a result of the approved development.

3.2 Condition 5 currently states:

“No works relating to the construction of the hotel hereby permitted shall be commenced until such time the works to the staff car park as shown on drawing no 7369-L(00)80A, dated 24 September 2014, contained in the document “Design

Proposals for the Vertical Circulation Core and Horizontal Walkway” have been carried out and made available for staff use.”

3.3 The applicant would like an additional sentence added to the condition which states:

“or until other temporary arrangements have been made available for the use of staff car parking to accommodate the lost staff spaces, which shall be available until the replacement staff car park is completed.”

4. APPLICANT'S CASE

4.1 The purpose of this application is to seek to vary the condition to allow for a contingency period and temporary arrangement between the replacement car parking being completed and the conclusion of the commercial negotiations and handover of the site to the contractors to develop the hotel.

4.2 It is proposed that land at Northside is set aside for a contingency staff car park. This is on land that is currently vacant, on the site of the original airport facility and which forms part of the Bury Lodge Lane Employment Allocation, within the recent submission draft of the Uttlesford Local Plan. This land is proposed for development, but will be vacant and available during the April 2015 period. This temporary site will be served by a dedicated staff bussing operation to ensure prompt accessibility to the Terminal and Airside security validation points.

5. RELEVANT SITE HISTORY

5.1. There are numerous planning applications relating to Stansted Airport. In terms of this particular site, planning permission has been granted for a hotel under reference UTT/14/2812/OP.

6. POLICIES

6.1 National Policies

- National Planning Policy Framework

6.2 Uttlesford District Local Plan 2005

- Policy S4: Stansted Airport Boundary
- Policy GEN1: Access
- Policy GEN8: Vehicle Parking Standards
- Policy AIR1: Development in the Terminal Support Area

7. PARISH COUNCIL COMMENTS

7.1 Request conditions with a time limit for the temporary arrangement and reassurance that the temporary site provides sufficient spaces to accommodate all staff parking.

8. CONSULTATIONS

Airside OPS Limited

8.1 The proposed variation of condition 5 has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We, therefore, have no objection to this proposal.

Natural England

8.2 No comment to make on the variation of condition 5.

Network Rail

8.3 No observations to make.

ECC Highways

8.4 No comments to make on this proposal.

Fisher German

8.5 No direct impact upon our client's apparatus.

NATS

8.6 The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Highways Agency

8.7 No objection.

Stansted Parish Council

8.8 No comment.

9. REPRESENTATIONS

9.1 This application has been advertised and 1 letter of representation has been received. Notification period expired 28 January 2015.

9.2 Titan Airways oppose application because of negative effect on employee base and business. Will cause inconvenience to our visitors and aircrew alike. Add considerable time to the employee day by way of bus journey around the airport.

10. APPRAISAL

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

A The variation of the condition will impact on parking provision and highway safety (ULP Policies GEN1 and GEN8)

B Any other material conditions

A The variation of the condition will impact on parking provision and highway safety (ULP Policies GEN1 and GEN8)

10.1 Planning permission was granted on 17 November 2014 for the erection of a terminal-linked hotel at Stansted Airport. The proposal results in the loss of 340 staff parking spaces, although 170 were to be retained for the proposed hotel. Details were

submitted with the application indicating that replacement car parking would be provided under works carried out as permitted development. To ensure that the parking provision was secured a condition was imposed on the planning permission granted under reference UTT/14/2812/OP requiring the car parking to be completed and made available for staff use prior to the commencement of the development of the hotel.

- 10.2 Negotiations have been ongoing between the applicant (Manchester Airport Group) and a prospective client to take over the hotel site. The scheduled handover of the hotel site is 30 March 2015 under the terms of the current commercial negotiations.
- 10.3 Work was due to commence on the alternative car parking arrangements on 5 January 2015, with an approximate construction period of 11 weeks. This would mean the works were scheduled to be completed on 27 March 2015. This timescale does not allow for any slippage due to adverse weather conditions or any other potential delays.
- 10.4 In order to ensure the handover of the site to the new owner can proceed in accordance with the commercial negotiations, MAG is seeking to vary the condition relating to the provision of the new car parking facilities. This would be a temporary arrangement and involve land located at Northside, currently forming part of the Bury Lodge Lane Employment Allocation. Shuttle bus facilities would be provided to ensure staff can access their employment facilities.
- 10.5 MAG has confirmed that work has commenced on site clearance works. Construction work on the car park is expected to commence on 2 March 2015.
- 10.6 No objections are raised to the proposed temporary use of the land at Northside for additional staff car parking until such time as the new facilities are provided. It is therefore recommended that the condition be amended as requested.

B Other material considerations

- 10.7 The objection letter received from Titan Airways has been noted. However, this relates to issues between the landlord and tenant and they fall outside the scope of the control of the local planning authority.

11. CONCLUSION

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

- A The principle of providing temporary staff parking facilities until the completion of the permanent facilities is considered appropriate.
- B The objection from Titan Airways relates to matters outside of the control of the local planning authority.

RECOMMENDATION – CONDITIONAL APPROVAL

1. Approval of the details of the landscaping and appearance (hereafter called "the Reserved Matters") shall be obtained from the Local Planning Authority in writing before development commences and the development shall be carried out as approved.

REASON: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and

Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. (A) Application for approval of the Reserved Matters shall be made to the Local Planning Authority not later than the expiration of 3 years from the date of this permission.

(B) The development hereby permitted shall be begun no later than the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.

REASON: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Prior to the commencement of the development hereby permitted a construction management strategy shall be submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- details of cranes and other tall construction equipment (including the details of obstacle lighting) – Such schemes shall comply with Advice Note 4 ‘Cranes and Other Construction Issues’ (available at www.aoa.org.uk/policy-campaigns/operations-safety/).
- control of activities likely to produce dust and smoke etc.
- details of temporary lighting – Such details shall comply with Advice Note 2 ‘Lighting Near Aerodromes’ (available at www.aoa.org.uk/policy-campaigns/operations-safety/).
- control and disposal of putrescible waste to prevent the attraction of birds

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON: To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Stansted Airport and to ensure that the development does not endanger the safe movement of aircraft or the operation of Stansted Airport through interference with communication, navigational aids and surveillance equipment.

4. Prior to the commencement of the development hereby permitted a Bird Hazard Management Plan shall be submitted to and approved in writing by the local planning authority. The submitted plan shall include details of the management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ (available at www.aoa.org.uk/policy-campaigns/operation-safety/). The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the local planning authority.

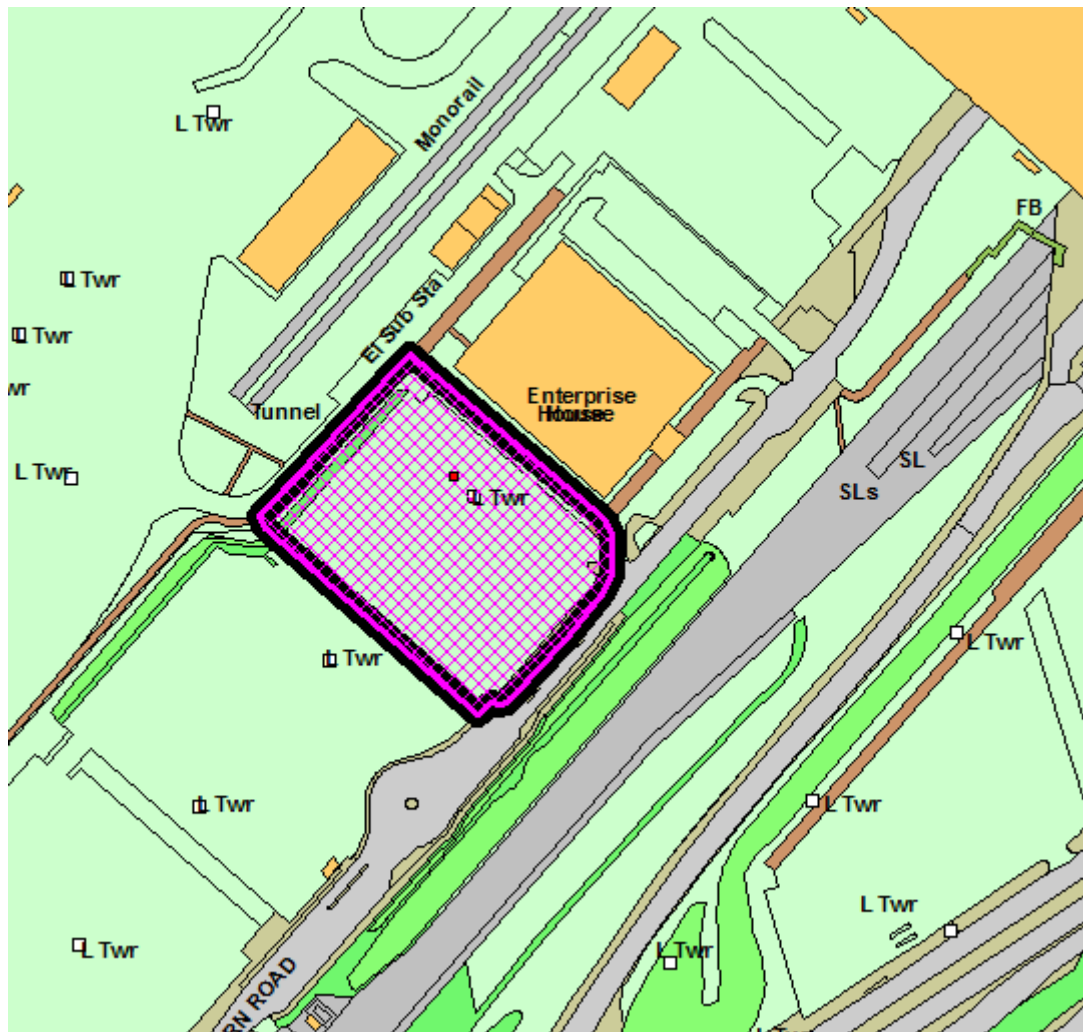
REASON: It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Stansted Airport.

5. No works relating to the construction of the hotel hereby permitted shall be commenced until such time the works to the staff car park as shown on drawing no 7369-L(00)80A, dated 24 September 2014, contained in the document "Design Proposals for the Vertical Circulation Core and Horizontal Walkway" have been carried out and made available for staff use, or until other temporary arrangements have been made available for the use of staff car parking to accommodate the lost staff spaces, which shall be available until the replacement staff car park is completed.

REASON: To ensure there is adequate parking within the airport boundary in the interests of highway safety, in accordance with Uttlesford Local Plan Policy GEN1.

Application no.: UTT/14/3730/FUL

Address: Land South West Of Enterprise House Bassingbourn Road Takeley



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationary Office© Crown Copyright 2000. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings

Organisation: Uttlesford District Council

Department: Planning

Date: 27 February 2015

SLA Number: 100018688