

## UTT/15/1086/OP - TAKELEY

MAJOR

**PROPOSAL:** Outline application for the erection of a multi-deck car park with all matters reserved

**LOCATION:** Site 500 Coopers End Road, Takeley

**APPLICANT:** Mr T Jurdon AP27 Limited

**AGENT:** Mr T Jurdon AP27 Limited

**EXPIRY DATE:** 22 July 2015

**CASE OFFICER:** Karen Denmark

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### **1. NOTATION**

1.1 Within Airport Development Limits – area AIR3 – Development in the Southern Ancillary Area

### **2. DESCRIPTION OF SITE**

2.1 The application site is located adjacent to Bassingbourn Roundabout between Thremhall Avenue and Bassingbourn Road. Endeavour House and an open air car park are located to the north east. On the opposite side of Bassingbourn Road there is mature hedging to the site served by Long Border Road and Taylors End Road, with the units on that site not being readily visible from Bassingbourn Road.

2.2 There is a large swathe of landscaped area adjacent to Thremhall Avenue with airport car parks beyond. To the south of Bassingbourn Roundabout are the Holiday Inn Express and Premier Inn hotels.

2.3 The application site is a grassed area with a bund adjacent to Bassingbourn Road and Thremhall Avenue. The site is 2.3 hectares and is a triangular shape. There is a hammer head into the site adjacent to Endeavour House, located at the end of Coopers End Road.

### **3. PROPOSAL**

3.1 The proposal relates to and outline application for the erection of a multi-deck car park with all matters reserved. The indicative information submitted with the application indicates a “semi-elliptical shaped structure responding directly to the shape of the site and elegantly curving around the principal vista from the roundabout”. The indicative plans indicate that 682 standard parking bays could be provided over 6 floors. The building could be approximately 16 metres above ground level.

3.2 The indicative plans show that the earth bund and existing hedge would remain. There would be an office and bus pickup point on the ground floor.

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

4.1 The application has been submitted with the following documents:

- Planning, Design and Access Statement
- Habitat Survey
- Archaeological Evaluation
- Flood Risk Assessment
- Transport Assessment

#### 4.2 Conclusion of Planning, Design and Access Statement

- The proposal accords with the principles of sustainable development as set out in the NPPF as well as the policies of the adopted development plan/recently withdrawn plan and should be considered favourably.
- The parallel application for an Endeavour House 2 airport office building within the car park of Endeavour House effectively frees up Site 500 for alternative airport use and makes more efficient use of land within the airport. The design and scale of the proposed car park would be determined at reserved matters stage and would be largely fringed by the existing bund around the boundaries to the main roads supplemented with tree, shrub and groundcover landscaping to provide a significant green screen to the building.
- Traffic using the site would be spread throughout the operating hours of the airport rather than being concentrated in the am and pm peak periods with access via the existing roundabout access off Coopers End Road. Provision of cheaper, convenient on-airport parking outside the control of the monopoly owner will assist in diverting airline passengers from the kiss and fly mode which is the most inefficient way of accessing the airport as it normally involves 4 journeys compared with 2 for car park users. The positive benefits of allowing an independent car park operator at Stansted Airport, where a near monopoly of airport car parks operates, are significant, and should be accorded appropriate weight in the determination of the application.

#### 4.3 Conclusions of Phase 1 Habitat Survey

- The Phase 1 Habitat Survey identified the habitats present within the proposed extension red line boundary at Cooper End Road, Stansted Airport. The land largely consists of well-maintained poor semi-improved grassland with an intact well maintained hedgerow along the northern boundary. Two juvenile trees are also present within the hedgerow boundary. Areas of temporary flooding were observed on the site during the walkover as a result from the recent bad weather.
- The Phase 1 Habitat Survey identified habitats within the proposed extension land that were suitable for some protected species. However, the client has confirmed at the time of writing this report that habitats suitable for protected species would not be directly or indirectly affected by the proposed development.
- Measures are identified to safeguard suitable habitats on the extension site during construction/operational phases and protected species known to be within the local area.

### 5. RELEVANT SITE HISTORY

- 5.1 The application site is included in the extensive history associated with the development of Stansted Airport.

- 5.2 UTT/0717/06/FUL – Extension to the passenger terminal; provision of additional aircraft stands and taxiways, aircraft maintenance facilities, offices, cargo handling facilities, aviation fuel storage, passenger and staff car parking and other operational and industrial support accommodation; extension to the passenger terminal; alterations to airport roads, terminal forecourt and the Stansted rail, coach and bus station; together with associated landscaping and infrastructure as permitted under application UTT/1000/01/OP but without complying with Condition MPPA1 and varying Condition ATM1 to 264,000 ATMs. Refused. Allowed on appeal
- 5.3 UTT/1000/01/OP – Extension to the passenger terminal; provision of additional aircraft stands and taxiways; aircraft maintenance. Conditional approval.
- 5.4 UTT/1320/98/DFO – Phase 2 expansion of Stansted Airport from 8 to about 15mppa incorporating terminal extensions, 2 satellite buildings, apron and taxiway extensions (including the widening of a proposed taxiway to be used as an emergency runway), associated facilities, distributor roads and extra car parking. Conditional approval.
- 5.5 UTT/0511/98/FUL – Erection of office building and associated car parking. Conditional approval

## **6. POLICIES**

### **6.1 National Policies**

- National Planning Policy Framework

### **6.2 Uttlesford District Local Plan 2005**

- AIR3 – Development in the Southern Ancillary Area
- GEN1 – Access
- GEN2 – Design
- GEN3 – Flood Protection
- GEN7 – Nature Conservation
- GEN8 – Vehicle Parking Standards

## **7. PARISH COUNCIL COMMENTS**

### **7.1 Objection.**

- Extra parking is both unnecessary and an unwelcome development for local residents. The evidence given by the applicant for the need for extra parking appears slight. Approval already exists for 42,700 spaces within the airport perimeter - a figure which goes back to the 25mppa application and was not increased when approval was given for 35mppa because BAA did not ask for any increase.
- Shuttle buses would be necessary to transfer people to the terminal building from this proposed car park; therefore 'kiss and fly' is extremely unlikely to be reduced.
- It significantly does not provide the airport and the train station with any short term parking which could possibly be a benefit to local residents.
- TPC does not believe it would deter fly parking; the main cause of which is high parking charges compared with cheap flights at the airport and poor enforcement action, rather than any lack of parking.
- The proposed car park is a 16 metres high building on a 5.7 acre site with a footprint about 8 times larger than the adjacent Endeavour House. This is a major concentration of building development and an example of incremental airport expansion.

- The building will be a blot on the landscape.
- In view of its position on high ground, if approved, TPC would advocate a 'slab level' condition is imposed.
- Suitable landscaping should be employed to disguise the structure.
- A condition of any planning approval should ensure that the 'living wall' is properly maintained.

## **8. CONSULTATIONS**

### **Airside OPS Limited**

- 8.1 The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to conditions relating to the submission of a Construction Management Strategy and a Bird Hazard Management Plan.

### **Environment Agency**

- 8.2 No comment to make.

### **ECC Education**

- 8.3 A S106 education contribution will not be requested.

### **ECC Highways**

- 8.4 This application is for an additional car park within Stansted Airport and the primary impact will be on the road network, which is the responsibility of the airport, and on the strategic network (M11 and A120), which is the responsibility of Highways England, who have been consulted separately. The impact on the roads that are the responsibility of the Essex Highway Authority will be more dispersed and therefore limited. It is argued in the transport assessment that there is potential for 'Kiss and Ride' trips to be reduced by this application and while the Highway Authority agrees that there is merit in this argument, there is also the potential for the proposal to reduce the use of sustainable travel to the airport therefore a condition is proposed that will support sustainable transport to the airport and help to offset any potential impact on the network.

### **Highways England**

- 8.5 Offer no objection.

### **NATS (En-Route) plc**

- 8.6 Following a technical assessment, NERL has determined that the development has the potential to affect the operation of its Secondary Surveillance Radar (SSR) located at Stansted Airport. This SSR is utilised by both Stansted Airport, as well as the NATS ATC centre located at Swanwick, Hants and which provides an En-route and a Terminal air traffic control service. NATS has assessed the proposal and is satisfied that the location and nature of the proposal has the potential to affect the SSR's operation. However, insufficient details are currently available to accurately model and formally respond to the Planning Authority either supporting or objecting to the development. As such, NATS believes that an acceptable way forwards would be to impose a planning condition on any outline consent. This approach will ensure that the safety of air traffic is not negatively affected as any impact due to the development can

either be discounted or identified and addressed together with the applicant. Accordingly, NATS has no objection to the development, subject to a condition requiring the submission of detailed plans of the proposed buildings and a scheme to mitigate any detrimental impact upon the Stansted S10 SSR Radar.

### **ECC Flood & Water Management**

- 8.7 Having reviewed the revised FRA dated June 2015 undertaken by Cole Easdon Consultants Ltd in response to our original objection, it is now considered that a drainage scheme has been proposed which demonstrates surface water management is achievable in principle, without causing flooding on-site or elsewhere. We therefore support the granting of outline planning permission, subject to a condition requiring the submission of a detailed surface water drainage scheme for the site.

### **Essex Police**

- 8.8 Essex Police would not have any intrinsic objections to this development. However, we would seek to recommend that when full application is made that in the interests of good order and crime prevention that the car park must achieve and retain accreditation to safer parking award (Park Mark) the safer parking scheme. This is a national crime prevention initiative of the Chief Police Officer of the UK; and is aimed directly at reducing both crime and the fear of crime within and around parking facilities. This would fall in line with all the other main car parks at the airport site which include long, short and mid stay car parks, hotel car parks as well as valet parking. The car park of Endeavour House alongside the site is also accredited to the scheme. It is the opinion of Essex Police that if this one site was not included in the scheme it would be more vulnerable to crime.

### **8.9 London Stansted Airport**

No objection in principle. The applicant's justification for the car parking concerning issues of 'competition' at paragraph 6.9-6.12 in their statement is neither based on matters of fact nor fully substantiated. Competition itself is not a planning matter, nor is resolving competition issues a core principle of the NPPF as the applicant's state. Specifically, matters of competition in airport parking should not be blurred with 'need' in attempting to address sustainable access to the airport.

Any approval of this application should be subject to the transport levy that is applied to the on airport car parks. Irrespective of ownership, this will be an on-site car park; it will directly impact on initiatives that encourage the maximum number of passengers to utilise public transport. The application is made on the basis that it is '*likely* that meet and greet parking will predominate'. This is not certain and nor is the applicant proposing that the site will be restricted to such an operation; the car park could easily be used as a self-park site. The applicant has not approached the airport to discuss the matter either. As a result it is not possible to conclude that both the forecourt charge and levy would be paid, it follows that this is not a reason that the development should be exempt from a form of levy agreement.

The Aviation Policy Framework and the NPPF provide sustainable access policy basis for a levy for public transport. Reducing kiss and fly traffic at the airport is achieved through a combination of on-site car parking provision and quality public transport, as detailed in the airport's transport strategy. Continued investment and improvement in public transport is required to achieve the target of 50% mode share as passenger numbers increase. The granting of on-site car parks that do not contribute to public transport would undermine the ability to deliver the sustainable access strategy for the

airport. The car park should be subject to a S106 agreement for a levy as a result, the details of which will need to be resolved.

## **9. REPRESENTATIONS**

- 9.1 This application has been advertised and no representations have been received. Notification period expired 21 May 2015.

## **10. APPRAISAL**

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

- A Is the proposed development appropriate for this location (ULP Policy AIR3, GEN2; NPPF)
- B Access to the site is appropriate (ULP Policy GEN1)
- C Flood risk issues (ULP Policy GEN3; NPPF)
- D Ecological issues (ULP Policy GEN7; NPPF)

### **A Is the proposed development appropriate for this location (ULP Policy AIR3, GEN2; NPPF)**

- 10.1 The application site is located within the area designated as AIR3 in the adopted Local Plan. This policy seeks to ensure development within this area is in relation to activities directly related to, or associated with the Airport. There are no implications to this policy in terms of its compatibility with the NPPF. Paragraph 19 of the NPPF seeks to ensure the planning system supports sustainable economic growth.
- 10.2 The London Stansted Airport “Sustainable Development Plan 2015: Land Use” and “Surface Access” documents set out the long term vision in respect of accessibility and parking for the airport. This sets out the hierarchy of preferred means of access to the airport with public transport the preferred means, followed by on-site parking and then ‘kiss and fly’.
- 10.3 The “Surface Access” document acknowledges that on-site parking generates half the road journeys of ‘kiss and fly’ or taxi trips. It can therefore help in managing road traffic and reducing congestion and carbon emissions. The “Land Use” document reiterates this point and the fact that the provision of adequate road access and an appropriate level of car parking within the airport boundary to meet future demand will be required.
- 10.4 Both documents state that in some cases parking on site competes with public transport; offering choice and competition. In other cases, it is the only viable alternative to kiss and fly and taxi. The airport’s long term strategy is to potentially consider one or two level decking of long stay car parks in order to handle the growth and demand and contain it within the site. Overall it is expected that the current parking provision of just over 26,200 passenger spaces will increase to between 45,000 and 55,000 spaces. This provision is likely to satisfy growth to both 35mppa and beyond to 40-45mppa.
- 10.5 As part of the surface access strategy the airport has created a transport fund which is funded by car park transactions within the airport. This fund is used to fund local transport development and increase public transport use by passengers and employees. As stated above, the use of public transport is the favoured form of surface access within the surface access hierarchy. This is due to the sustainability benefits of this means of access.

- 10.6 The applicant argues that the proposed car park would result in a reduction in the unsustainable 'kiss and fly' access to the airport. As acknowledge above, the increase in on-site parking provision can reduce this type of access choice. Currently the majority of parking provision within the airport boundary is operated by the airport operator.
- 10.7 The applicant also argues that the Council's adopted policies, in particular Policy T3, which seeks to prevent airport parking proposals outside of the airport boundary, prevent competition. This issue was considered by the Planning Inspector in relation to an unauthorised use operating at the M11 Business Park. The Inspector concluded, *"Even so, while I have had regard to the Appellants' wider evidence on such issues, there is insufficient (sic) before me to enable me to conclude that the application of Policy T3 is unfairly preventing competition with the airport operators' chosen providers."* This policy doesn't prevent competition within the boundary of the airport, it seeks to protect the character of the countryside and thus maintain the principle of Stansted Airport being an airport within the countryside.
- 10.8 The area designated under Policy AIR3 is for ancillary uses, including car parking. Therefore the principle of the development in this location is considered acceptable. However, any such parking provision would need to contribute towards the Airport's Sustainable Development Plan. Therefore, if planning permission were to be granted the applicant would need to contribute to the Passenger Transport Levy.
- 10.9 In terms of the design approach to the proposed car park, issues have been raised by NATS (En-Route) plc regarding the potential size and location of the building and the potential impacts on the safe operation of the radar. Therefore a condition would be required to ensure that a scheme is developed that would not result in adverse impacts on the radar, or appropriate mitigation measures are identified and incorporated into any reserved matters application.
- 10.10 The indicative proposals indicate a 6 storey decked car park with a living wall and potentially a media wall. As this is an outline application with all matters reserved the proposed indicative design approach may not follow through to a reserved matters application, particularly in view of the concerns raised by NATS (En-Route) plc.
- 10.11 Overall it is considered that the provision of a decked car park would represent an efficient way of increasing on-site parking provision, increase the range of services on offer, increasing competition, subject to an appropriate design and the applicant joining the transport fund.

## **B Access to the site is appropriate (ULP Policy GEN1)**

- 10.12 The application site is located within the airport and access is via the airport road infrastructure which is accessed via the A120, M11 and other local roads. A Transport Assessment has been submitted with the application. This states that the introduction of a 4000 space multi-storey car park will actually result in a reduction of traffic on the road network as airline passenger parking at the airport generates a total of 2 trips (1 to and 1 from the airport) and that this will generally replace "kiss and fly" where taxis or friends or family drop off the passenger(s) for their departing flight and then return to pick them up from their return flight, resulting in a total of 4 trips to and from the airport.
- 10.13 The Transport Assessment then attempts to quantify the number of vehicular movements likely to be associated with the proposal. It is considered that arrivals and departures are likely to take place between 05.00 and 24.00 hours, around the scheduled departure and landing of passenger flights. The terminology within the

statement is ambiguous where it states that 1000 cars are likely to be parking and leaving the site each day. It is unclear whether this actually represents 2000 vehicular movements per day (1000 in and 1000 out).

10.14 The Transport Assessment has been considered by ECC Highways Department and Highways England who raise no objections to the proposals. ECC Highways have requested a condition requiring the applicant/operator to make contributions to the sustainable transport fund.

10.15 The Aviation Policy Framework sets out the following requirements:

- 1.96 – greater use of low carbon modes to access airports also has the potential to reduce CO2 emissions, as well as leading to less congestion and improved air quality
- 4.17 – The primary role of Airport Transport Forums is to serve local communities through
  - Identifying short and long term targets for increasing the proportion of journeys made to airports by public transport
  - Devising a strategy for meeting these targets; and
  - Overseeing the implementation of the strategy
- 4.20 – Recommends that ATFs produce airport surface strategies to set out the above

10.16 The Airport's Sustainable Development Plan "Surface Access" identifies that Stansted is a leading UK airport for public transport use. The Airport operators are committed to working jointly with their partners through the Stansted Area Transport Forum to support the delivery of national and local policies that seek to encourage travel by the most sustainable mode. As previously discussed, the Surface Access document sets out the hierarchy for access to the airport with public transport the most favoured, followed by on-site parking and then "kiss and fly".

10.17 In order to deliver the Airport Surface Access Strategy a Passenger Transport Levy has been established which collects an average of 21p per public car parking transaction plus £10 per employee parking pass issued. These funds are used by the Airport Transport Forum to fund specific transport infrastructure schemes.

10.18 Without the applicant/operator signing up to the sustainable transport fund there would be a competition advantage which would do little to reduce the less sustainable means of accessing the airport. Without contributing to the sustainable transport fund there would be no mitigation for the increased on-site parking, despite the fact that the applicants claim that this would significantly reduce the least sustainable form of access by "kiss and fly".

10.19 It is considered appropriate to require the applicant/operator to contribute to the sustainable transport fund, and this can be secured by S106 Legal Obligation. On this basis the proposal is considered to comply with Policy GEN1.

### **C Flood risk issues (ULP Policy GEN3; NPPF)**

10.20 The application site is located within Flood Zone 1 and therefore has a low risk of flooding. The site is predominantly brownfield land and the Flood Risk Assessment states that the proposed development will not introduce additional impermeable surfaces.



10.21 The scheme has been designed around the principle of incorporating SUDS within the proposals, including a gravel filled trench around the car park perimeter discharging to a below ground storage tank which will be designed to attenuate and convey post development runoff to the existing airport surface water drainage system.

10.22 The proposals have been considered by the ECC Flood and Water Management Team who raise no objections subject to a condition requiring the submission of a detailed drainage scheme at reserved matters stage. The proposals therefore comply with Policy GEN3.

#### **D Ecological issues (ULP Policy GEN7; NPPF)**

10.23 The application site is predominantly a managed greenfield site with a grassed bund around two sides and a hedgerow adjacent to Coopers End Road. These two elements have the potential to support some protected species. Recommendations are set out in the Phase 1 Habitat Survey for mitigating any potential, albeit slight, impacts on protected species.

10.24 Following the advice set out in Natural England's Standing Advice for protected species it is not considered that the proposals would result in adverse harm. Therefore, subject to the implementation of the mitigation measures as set out in the Phase 1 Habitat Survey, the proposals comply with Policy GEN7.

### **11. CONCLUSION**

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

- A Overall it is considered that the provision of a decked car park would represent an efficient way of increasing on-site parking provision, increase the range of services on offer, increasing competition, subject to an appropriate design and the applicant joining the transport fund.
- B The proposals are considered acceptable by Highways England and ECC Highways, subject to the applicant/operator signing up to the sustainable transport fund, which can be secured by way of a S106 Legal Obligation.
- C The proposals have been considered by the ECC Flood and Water Management Team who raise no objections subject to a condition requiring the submission of a detailed drainage scheme at reserved matters stage.
- D The proposals would not result in adverse harm on protected species, subject to the implementation of the recommendations set out in the Phase 1 Habitat Survey.

### **12 RECOMMENDATION – CONDITIONAL APPROVAL SUBJECT TO S106 LEGAL OBLIGATION**

**(I) The applicant be informed that the Planning Committee would be minded to refuse planning permission for the reasons set out in paragraph (III) unless the freeholder enters into a binding obligation to cover the matter set out below under S106 of the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991, in a form to be prepared by the Assistant Chief Executive – Legal, in which case he shall be authorised to conclude such an obligation to secure the following:**

- (i) Committing to paying the Passenger Transport Levy**
- (ii) Pay the Council's reasonable legal costs**

- (II) In the event of such an obligation being made, the Assistant Director Planning and Building Control shall be authorised to grant permission subject to the conditions set out below**
- (III) If the freehold owner shall fail to enter into such an obligation by 23 September 2015 the Assistant Director Planning and Building Control shall be authorised to refuse permission in his discretion anytime thereafter for the following reason:**
- (i) Lack of commitment to pay the Passenger Transport Levy**

Conditions/reasons

1. Approval of the details of the layout, access, scale, 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. Development shall not commence until a construction management strategy has been 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 <http://www.aoa.org.uk/wp-content/uploads/2014/02/AN04-Cranes-August-2006.pdf>).
- Control of activities likely to produce dust and smoke
- Details of temporary lighting – such details shall comply with Advice Note 2 ‘Lighting near aerodromes’ (available at <http://www.aoa.org.uk/wp-content/uploads/2014/02/AN02-Lighting-August-2006.pdf>)
- Control and disposal of putrescible waste to prevent the attraction of birds
- Monitoring and control of bird activity on site. Earth working during construction has the potential to attract foraging birds, which would result in an increase in bird activity very close to the runway. Controls would be needed during the construction period to minimise the bird strike hazard.

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/or endanger aircraft movements and the safe operation of the aerodrome through the attraction of birds.

STATEMENT: The pre-commencement condition is necessary to ensure the safe operation of Stansted Airport.

4. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green 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 <http://www.aoa.org.uk/wp-content/uploads/2014/02/AN08-Birds-Building-Design-Oct-2007.pdf>)

The Bird Hazard Management Plan must ensure that flat/shallow pitched/green roofs are constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls to nest, roost, or loaf on a building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting; roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Stansted Airport Ltd (STAL) Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

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.

STATEMENT: The pre-commencement condition is necessary to ensure the safe operation of Stansted Airport.

5. No development shall take place in any individual phase of the development hereby approved, unless there has been submitted to and approved in writing by the planning authority and by the radar operator – NATS (En-route) plc, either:

- Detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Stansted S10 SSR Radar; or,
- Details of a scheme to mitigate any detrimental impact upon the Stansted S10 SSR Radar.

Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority or Planning Inspectorate and NATS (En-route) plc have given written consent for a variation.

REASON: In the interests of aircraft safety and the operations of Stansted Airport and NATS En-Route.

STATEMENT: The pre-commencement condition is necessary to ensure the safe operation of Stansted Airport.

6. Before each phase of development approved by this planning permission, a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, should be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

The scheme shall include:

- Infiltration testing in line with BRE 365. If infiltration is found unviable then run-off rates from the site generated by all storm events up to the 1 in 100 year + 30% should be limited to the 1 in 1 greenfield rate
- Storage which will cater for the 1 in 100 year critical storm inclusive of climate change
- An appropriate level of treatment for all runoff leaving the site, in line with table 3.3 of the CIRIA SuDS guide
- Groundwater testing
- A maintenance schedule for all aspects of the drainage scheme

REASON: To prevent the increased risk of flooding, both onsite and offsite, and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control and disposal during and after development, in accordance with Uttlesford Local Plan Policy GEN3 (adopted 2005).

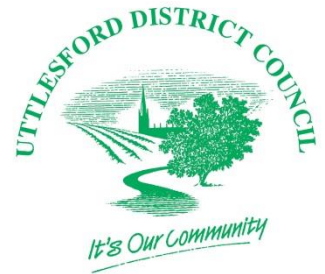
STATEMENT: The pre-commencement condition is necessary as the design of the SuDS system will potentially affect the layout of the site.

7. The reserved matters to be submitted in accordance with condition 1 above shall include the provision of a number of electric vehicle charging point and these associated parking spaces shall be provided within the car park.

REASON: In the interests of promoting sustainable transport in accordance with NPPF paragraph 35.

Application number: UTT/15/1086/OP

Address: Site 500 Coopers End Roundabout Takeley



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Organisation: Uttlesford District Council

Department: Planning

Date: 7 August 2015

SLA Number: 100018688