



Uttlesford Local Development Framework  
Uttlesford Core Strategy – Further Consultation on Preferred Options

Sustainability Appraisal of Development Scenarios for Stansted Airport

February 2010

## Introduction

The Local Development Framework is made up of a series of planning documents that are subject to Sustainability Appraisal throughout their development to assess the likely social, economic and environmental impacts.

The Council published its preferred options for the Core Strategy in November 2007. This set out the Council's preferred position in relation to growth at Stansted Airport but the Government Office in its response to the consultation felt that the Council had not properly demonstrated that it had considered other options or assessed how alternative scenarios performed in sustainability terms.

In 2006 the Council commissioned White Young Green (WYG) to undertake the sustainability appraisal of the Core Strategy. The following documents have been published

- Scoping Report (June 2006)
- Initial Sustainability Appraisal of Core Strategy Options (January 2007)
- Sustainability Appraisal of Preferred Options Document (November 2007)

In preparing the above documents WYG has developed a framework of sustainability objectives which integrate social, economic and environmental considerations. These sustainability objectives have been used for the following assessment of three scenarios in relation to Stansted Airport which the Council considers are most likely.

1. Passenger throughput up to 25 million passengers per annum (mppa) – a no growth scenario.
2. Implementation of G1 proposals with passenger throughput rising to 35 mppa using the existing runway
3. G2 Proposals – a second runway and associated infrastructure within an extended airport boundary with passenger throughput rising to 68 mppa within the plan period.

This document accompanies the Uttlesford Core Strategy – Further Consultation on Preferred Options (2010) with particular reference to Chapter 3.

Separate sustainability appraisals have been carried out of the review of the policies; the new settlement (a Comparative Sustainability Assessment) and the options for the delivery of the balance of the housing. All the documents are available on the Council website.

If you have any comments on this or any other of the sustainability appraisal work then please write to the Council at:

**Planning Policy Team  
Council Offices  
London Road  
Saffron Walden  
Essex  
CB11 4ER**

Your comments need to be received before 9 April 2010

### **Summary of findings**

Scenario 1 performs best in terms of the sustainability objectives, followed by Scenario 2. Scenario 3 performs poorly, particularly because of the direct environmental impacts from the land take associated with the extension of the airport and the cut and fill operation to create the second runway, taxiway system, new terminal and associated aircraft stands. Noise impacts associated with an increase in total aircraft movement from 207k in 2006 to 495k in 2030 is another significant area where scenario 3 performs poorly when compared with the other 2 scenarios.

Despite scenario 1 performing best against the sustainability objectives revised demand forecasts suggest the G1 planning permission will be implemented and although the implementation date and achievement of 35 mppa throughput will be delayed it is considered that G1 delivery outlined in Scenario 2 still represents the most appropriate assumption for the LDF.

## Assessment

Sustainability Objectives	Airport Scenarios		
	1. Throughput up to 25 million passengers per annum (mppa)	2. Implementation of G1 proposals with throughput rising to 35 mppa	3. G2 Proposals
Enhance and conserve the countryside	Development physically contained within the airport boundary. Largely located on Stansted Plateau and on slightly lower ground towards the south towards Takeley and Pincey Brook	As Scenario 1	Would extend the airport by 442 ha to the north and east and would have substantial and direct impacts on the landscape. Cut and fill construction to create operational area would drive a cutting through Brown's End Ridge and project into the Chelmer Valley on an embankment up to 8m in height. Higher ground to the north east and west is effectively an elevated saucer landform within which the existing airport sits. When combined with the pattern of woodland and hedgerows the saucer restricts the airport's landscape and visual influence.
Retain and Enhance Biodiversity	Harm to Hatfield Forest, the biodiversity value of which is reflected in its NNR and SSSI status, will occur where NOx levels exceed 30mg/m3. Modelling of NOx in the G1	Even with the effects of G1 proposal considerable improvement on 2004 position expected, although degree of improvement would be less than under scenario 1 and some risk	Removal of Phillips End Wood and its associated woodland, some of which is also ancient woodland, would result from G2 proposals. Veteran trees lost together with

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	environmental statement shows the 30 mg/m <sup>3</sup> contour extending a considerable distance into Hatfield Forest but due to falling background levels the predicted situation in 2014 will be a considerable improvement on 2004	of damage as a result of air quality effects cannot be ruled out. Such harm is unlikely though, having regard to the limited differences between the 25 and 35 mppa cases in the G1 environmental statement and the background of wider improvements in relation to NO <sub>x</sub> and nitrogen deposition.	associated important invertebrate fauna
Conserve the historic built environment	Development physically contained within the airport	As Scenario 1	13 listed buildings demolished 22 historic buildings demolished 2 scheduled ancient monuments lost 105.23 ha archaeological deposits lost
Provide a high standard of design and maintenance for historic buildings and their surroundings	Development to support 25 mppa already exists/has planning permission	As Scenario 1	Stansted Plateau is an historic landscape shaped by elements that have developed incrementally from the around the 7 <sup>th</sup> Century, including Hatfield Forest and the complex pattern of countryside that has resulted from the replacement of forest by agriculture by the end of the 13 <sup>th</sup> Century. The scheduled ancient monument and listed buildings at Takeley

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			<p>Grange are a manorial unit with surviving historic landscape. Waltham Hall is the most substantial manorial group in Takeley to survive expansion of the airport to 25 mppa and is not directly affected by G1. Molehill Green is a failed 13<sup>th</sup> Century market and fair site with high potential for below ground archaeological remains as well as several listed buildings. Bambers Green is an historic settlement type typical of the area. A hamlet along a green lane where the form has changed little since the late 19<sup>th</sup> Century, with historic (some listed) buildings around the green. Landscape north east of River Roding is more varied than the Stansted Plateau but like that area retains at least one large scale land boundary dating from the mid to late Saxon period. Within this area there are three notable sub areas. Tilty with it's grade 1 listed church, scheduled</p>

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			Abbey and listed mill. Great Easton with its church, earthworks and historic settlement plan and the group of grade 2 listed buildings at Flemings Hall, Baldwins, Broxted Hill Farm and Muscombs.
Reduce and Control Noise	57 dBA leq contours provide a starting point for assessing aircraft noise. Population within the 57 dBA leq contour was 2700 in 2004.	G1 Inspector concluded in the context of an increase in air transport movements (ATMs) from 202k to 264k (31%) that noise from the increase in ATMs arising from G1 would be harmful to the living conditions and health of residents and to their quality of life including cultural and leisure activities. Population within the 57 dBA leq contour for G1 is estimated to be 3,550.	82% increase in ATMs from 264k to 480k Population within the 57 dBA leq contour for the development case in 2030 is estimated to be 4,781
Reduce and control pollution of air, water and soil	No breach of Air Quality objectives for protection of health directly relates to scale of activity.  Mitigation in place to reduce risk	Impacts on health due to changes in levels of air pollution likely to be very small.  Risk of water pollution capable of mitigation to acceptable levels	Impacts on health due to changes in levels of air pollution uncertain but likely to be small. (Uncertain effects on AQMAs in Bishops Stortford due to increased traffic.)

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	of water pollution to acceptable level.		Risk of water pollution capable of mitigation to acceptable levels.
Conserve energy and improve the efficient use of natural resources	Large buildings consume energy in heating lighting and air conditioning etc. Renewable energy sources in use. Water efficiency measures with water meters in new developments and development of water management strategy feasible.	As scenario 1	As scenario 1
Deal with threats posed by flooding	Measures in place to reduce risks to flooding posed by the airport to acceptable levels	Risk of flooding capable of mitigation to acceptable levels	Risk of flooding capable of mitigation to acceptable levels.
Reduce waste and increase recycling	Waste strategy in place	Site waste management plan dealing with waste handling, storage, transport and any appropriate treatment measures is feasible	Site waste management plan dealing with waste handling, storage, transport and any appropriate treatment measures is feasible
Encourage the use of passenger transport, walking and cycling	Stansted is a regional interchange centre (RIC). Has the highest air passenger public transport mode share of any UK airport (currently 47.1%)	Mitigation measure to increase the public transport percentage mode share to 43% by 2014. G1 decision assumed rail improvements will come forward.	Additional rail track capacity on West Anglia Main Line is essential part of the G2 surface access strategy but this is not a government commitment yet. DfT Rail are carrying out further study and assessment work. Approach to parking provision is essentially to meet demand on

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			site.
Integrate modes of transport and concentrate development and facilities in town centres	See above – otherwise objective not applicable to airport development		
Improve Rural Public Transport	Journeys to Stansted support rural public transport routes		
Reduce the number of road casualties and ensure ease of pedestrian movement, especially for the disabled	Monitoring scheme of impact of development on local roads. £2m funding made available	£0.5m contribution to local road schemes within 5 miles of the airport including LTP schemes.	Highways Impact Assessment identifies slight but statistically significant risk of increased casualties from road traffic accidents as a result of traffic generation
Reduce the level of violent crime and burglary and fear of crime	Number of cars associated with airport activity inevitably impacts on car crime incidences, although security measures are in place to mitigate risk.		
Reduce vandalism and anti-social behaviour – especially linked to drugs and alcohol	Objective not applicable to airport development		
Improve access to healthcare	Workforce and passengers place demands on healthcare provision. Mitigation measures feasible/in place		
Improved sports and cultural facilities	Community fund is a source of funding for community groups	Further contributions to community fund	Seek further contribution to community fund
Improve services for young people	Community fund is a source of funding for community groups	Further contributions to community fund	Seek further contribution to community fund
Provide housing to meet local needs, especially affordable housing for young people and low paid workers	£2.2m funding provided for delivery of affordable housing	No further obligation	No further obligation expected
Reduce inequalities between	Community fund is a source of	Further commitment to	Seek further contribution to

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areas, promote social inclusion, and support cultural identity	funding for community groups	community fund	community fund
Improve school leavers' qualifications and training	Employment and training strategy in place	Further commitment to employment and training strategy	Seek further contribution to community fund
Help socially and environmentally responsible business growth	Access to air services is one of the factors supporting business activity but no evidence of stimulus to induced employment from 10 years growth		Greater number of low skilled jobs likely to be created in contrast to position in labour market area for Stansted. In 2007 skill mix of employment offered by Stansted and that present in its catchment were negatively correlated. Between 2003 and 2007 airport employment studies show that the skill mix of jobs at Stansted has slipped e.g. % of managers/senior officers/professional occupations has declined whilst the % of elementary occupations has increased. No significant support for G2 from the business community.
Support the rural economy and village facilities	Objective not applicable to airport development		
Ensure the vitality of town centres	Objective not applicable to airport development		

