

# UTTLESFORD DISTRICT COUNCIL

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Chief Executive: Alasdair Bovaird



## TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

**Application No:** UTT/0717/06/FUL

**Proposal:** 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; 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

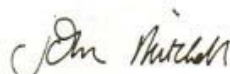
**Location:** Stansted Airport  
Stansted/Birchanger/Elsenham/  
Takeley

**Applicant:** BAA PLC & Stansted Airport Ltd  
Enterprise House  
Stansted Airport  
STANSTED  
Essex

### Town and Country Planning General Development Orders

In pursuance of the powers exercised by them as local planning authority this Council hereby give notice of their decision to REFUSE permission for the said development for the following reasons:

**Signed:**



**Dated:** 30 November 2006

Executive Manager (Development Services)

**R.90A Noise**

1. Inadequate mitigation measures are proposed to address the effects of noise on the local community, to the detriment of the amenity of the occupiers of buildings in the vicinity of the airport, and the cognitive development of primary school children, contrary to policies BIW9 of the Essex and Southend-on-Sea Structure Plan and GEN2 of the Uttlesford Local Plan.
2. The absence of a Quality Of Life assessment means that inadequate consideration has been given to the impact of air noise on the culture and leisure activities of nearby communities, although evidence from consultees suggest these impacts are significant. As a result the effect of the development on local communities is uncertain, and no proportionate mitigation measures can be put forward, to the detriment of amenity and contrary to policies BIW9 of the Essex and Southend-on-Sea Structure Plan and GEN2 of the Uttlesford Local Plan.

**R.90B Quality of Life**

3. The absence of a Quality of Life Assessment means that the effects on the cohesion of local communities caused by the pressures on the nature and character of residential accommodation arising from the presence of a rapidly-growing airport have not been given due consideration. As a result the effect on local communities is uncertain, and no proportionate mitigation measures can be put forward, to the detriment of amenity and contrary to policies BIW9 of the Essex and Southend-on-Sea Structure Plan and GEN2 of the Uttlesford Local Plan.

**R.90C Air Quality**

4. Increased pollution arising from the consequences of the proposed development could give rise to an increased risk of vegetation damage in Hatfield Forest and East End Wood. Insufficient real data is available to ensure an accurate assessment. As a consequence, inadequate contingency measures for mitigation and/or compensation measures have been made, to the detriment of biodiversity and contrary to policies NR5, NR6, NR7 and BIW9 of the Essex and Southend-on-Sea Structure Plan and ENV7 of the Uttlesford Local Plan.

**R.90D Water conservation**

5. Inadequate provision is made for increased efficiency in the use of water, to the detriment of water conservation strategies and contrary to policies NR12 and EG4 of the Essex and Southend-on-Sea Structure Plan and GEN1 of the Uttlesford Local Plan.

**R.90E Surface Access - Road**

6. With the exception of the requirements of the Highways Agency the proposed obligations and conditions do not satisfy the requirements of the highway authorities. Without adequate mitigation measures there could be congestion on the local highway network to the detriment of the free flow of traffic and highway safety, contrary to policies T1 of the Essex and Southend-on-Sea Structure Plan and GEN1 of the Uttlesford Local Plan.

R.90F Surface Access - Rail

7. The mechanisms and measures proposed for rail access improvements are insufficiently clear to enable the local planning authority to have reasonable certainty that they will take place in a proportionate and timely manner, and as a result there could be increased reliance on the use of the private car to the detriment of national and local transport policies and the principles of sustainable development, contrary to policies T1 of the Essex and Southend-on-Sea Structure Plan and GEN1 of the Uttlesford Local Plan.

R.90G Climate Change

8. In the light of the Stern Review, the proposed Climate Change Bill put forward in the Queen's Speech and the increasing evidence of the adverse effects of climate change, it would be premature to grant planning permission in advance of clarification by the Government as to whether its response to the Stern Review and other recent research will include direct implications for the aviation industry beyond the provisions of the Air Transport White Paper.

R.90H Economic Benefits

9. The forecast economic benefits of the proposed development, particularly in the light of the costing of economic consequences of climate change set out in the Stern Review report, have not been demonstrated strongly enough for them to be so over riding as to outweigh all other factors, with or without mitigation, to the detriment of the principles of sustainable development and contrary to policy BIW9 of the Essex and Southend-on-Sea Structure Plan.

NOTES:

1. The numbers referred to are planning code numbers.
2. The Development Plan comprises the Essex Replacement Structure Plan (ERSP) and the Uttlesford Local Plan (ULP).