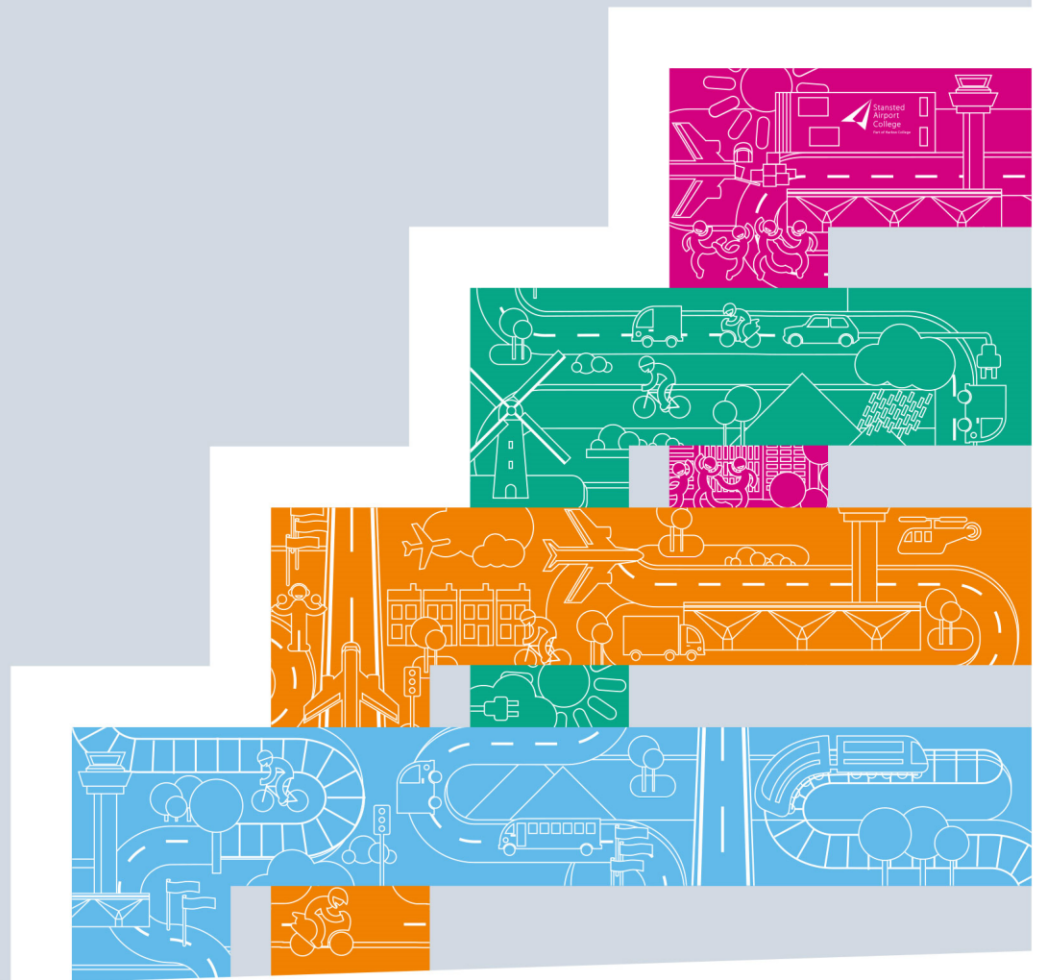


TRANSFORMING LONDON STANSTED AIRPORT

35+ PLANNING APPLICATION

# Planning Statement

February 2018



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# 1 Introduction

- 1.1 This planning statement is in support of the planning application by Stansted Airport Limited (STAL) for works to facilitate making best use of the existing single runway at London Stansted Airport ('Stansted').
- 1.2 MAG's acquisition of Stansted in 2013 saw the start of a new era for the airport. The number of airlines and routes has increased, and passenger numbers have grown to 26 million. Investment has led to more choice, better facilities for passengers and stronger competition in the market. Stansted's contribution to the local economy has increased, with new jobs and better connectivity for local businesses. Stansted is expected to serve 35 million passengers by the early 2020s, and a new runway at Heathrow is at least a decade away. It is crucial that we make best use of our existing capacity in order to meet local demand and double our contribution to the local economy. To do this, we need permission to grow beyond our current passenger limit of 35 million passengers. But we intend to do this without increasing the number of flights we are allowed to handle, and to contain our impact within the environmental limits that have already been set.
- 1.3 This application seeks full planning permission for airfield infrastructure to support growth at Stansted; but with the cap on the number of passengers raised from 35 million passengers per annum (mppa) to 43mppa. The existing limit on the total number of aircraft movements (passenger and cargo air transport movements (ATMs), plus 'other' air movements) of 274,000 a year is to remain unchanged. However, it is proposed that this limit would be a singular limit and not subdivided as per the operational limits contained within the current permission. The existing agreed limits on the aircraft noise envelope are also to remain unchanged.
- 1.4 To make best use of the single runway, additional airfield infrastructure is required to ensure that the efficiency and resilience of the airfield is maintained during peak periods of the operation. This application includes the following airfield infrastructure:
  - Two new taxiway links to the runway (Rapid Access Taxiway (RAT) and Rapid Exit Taxiway (RET));
  - Six additional remote aircraft stands (adjacent Yankee taxiway); and
  - Three additional remote aircraft stands (forming an extension of the Echo Apron).
- 1.5 This airfield infrastructure comprises the proposed development for which STAL are seeking planning permission and to which new planning conditions to control annual passenger and air transport movements should be attached.

## Structure and Purpose of this Planning Statement

- 1.6 The aim of this planning statement is to provide the case for the application and set out the development's compliance with the statutory planning tests, as defined by the Town and Country

Planning Acts, in order that the Local Planning Authority is able to form a balanced planning judgement.

1.7 The structure is as follows:

- **Section 2:** sets the context for the development;
- **Sections 3 & 4:** describe the planning history and details of the application;
- **Section 5:** sets out the relevant statutory Development Plan policies, against which the application will be judged, and other relevant national, regional and local policies and strategies;
- **Section 6:** contains a detailed planning appraisal, the level of compliance with the Development Plan policies, the effects of the scheme and a summary of the likely environmental impacts;
- **Section 7:** then describes the mitigation measures that are appropriate and relevant;
- **Section 8:** describes the benefits arising from the development. The further growth of Stansted is set against a wider range of policies (national, regional and local) and an assessment of how the development will aid delivery of their objectives; and
- **Section 9:** draws together the conclusions in relation to the Development Plan and other material planning considerations.

### Environmental Impact Assessment

1.8 STAL has considered the requirement for an Environmental Impact Assessment (EIA) in accordance with the requirements of Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations'). Having considered the potential environmental impacts of the proposed development, STAL is of the view that the proposed development constitutes EIA development. Submission of a request for a Scoping Opinion to Uttlesford District Council ('the Council') was made in June 2017, and a response was received on 21<sup>st</sup> December 2017. An Environmental Statement (ES) and other technical reports (e.g. a Transport Statement and Statement of Community Involvement) form part of this application, alongside this Planning Statement, to ensure the relevant policies and material issues are considered.

## 2 Making Best Use of Stansted Airport

### A New Era for Stansted

- 2.1 MAG's acquisition of Stansted in 2013 marked the start of a new era for the airport. Under new ownership, STAL's positive commercial approach to working with airlines has brought significant benefits for consumers and the UK economy through increased investment, stronger competition and greater choice.
- 2.2 Overall, this approach has resulted in a rapid increase in Stansted's passenger numbers from 17.8 million in 2013 to 25.9 million in 2017. A reinvigorated Stansted has seen the total number of destinations rise from 150 to 190 over the last five years, and an increase in frequencies to key destinations.
- 2.3 At the same time, new airlines have been attracted to broaden the range of services on offer. Most recently, Emirates announced that it will begin daily services to Dubai from June 2018, complementing the new routes to New York, Boston and Toronto with Primera Airlines from April 2018. These new services are good examples of how people and businesses from the region are sharing in Stansted's recent success, and enjoying the convenience and wider economic benefits of a growing network of routes from their local airport.
- 2.4 Stansted has unrealised potential. Over the next decade Stansted will be the primary opportunity for aviation growth in the South East, with the airport's existing runway having the capacity to serve 43 million passengers per annum by 2030. Stansted is a key strategic asset and making best use of its capacity will deliver further social and economic benefits, and help drive local and regional growth.
- 2.5 To support Stansted's development, STAL is planning to invest over £600 million in new infrastructure and facilities. This will transform the airport, offering a better passenger experience, while ensuring that Stansted plays an important strategic role in improving the UK's connectivity, and continuing to be a catalyst for economic growth and prosperity to the region. Stansted's growth will deliver significant further benefits for consumers and businesses, both in communities around the airport and across the wider region. This includes the social and economic benefits of substantial numbers of new jobs. In particular, the ability for airlines to introduce new services at Stansted will provide greater convenience and consumer choice, and help maintain competition across the London system.
- 2.6 With significant growth to date, and further growth in demand forecast over the next decade, Stansted is at the point where it is right to consider the framework for the airport's growth beyond the current planning limit of 35 million passengers a year. A new framework will provide local communities with clarity around how growth beyond the current passenger cap will be managed, and enable STAL to invest in new transport infrastructure for the region with confidence in its ability to make best use of Stansted's capacity.

2.7 The remainder of this Section addresses:

- Stansted's initial development under BAA;
- changes under MAG ownership since 2013, including a new vision for Stansted, route development, economic and community benefits, investment in facilities;
- the benefits of improved connectivity;
- the future growth in aviation and Stansted's role in the national and regional market;
- the infrastructure needed to support growth; and
- a new planning framework for the next chapter in Stansted's history.

### Stansted Airport's Development under BAA

- 2.8 Stansted has developed as a key component of the UK and the South East aviation market over the last three decades. Following the Government's 1985 decision to approve the phased expansion of the airport, a new 957hectare (ha) masterplan was developed which provided for the transfer of commercial aviation activities to a major new terminal and freight complex to the south of the runway. The first phase of this development opened in 1991. Growth continued in a planned and phased manner up to the initial permitted limit of 15mppa. Subsequent permissions provided for further growth to 25mppa in 2003 (the '2003 Permission') and to 35mppa in 2008 (the '2008 Permission').
- 2.9 Stansted's development has spanned a period of huge liberalisation in European aviation. Most significantly, the opening-up of the European Union (EU) aviation market was the catalyst for the emergence and rapid growth of 'low-cost' airlines. The UK market was one of the first to be transformed by the low-cost revolution, with new airlines opening routes to existing and new destinations at much lower airfares, making leisure and business travel more affordable and accessible.
- 2.10 From the mid-1990s, Stansted worked with low-cost airlines to develop new services to a wide range of new destinations. These airlines saw Stansted as a good way to serve the growing London market, and were particularly attracted by the availability of spare capacity, competitive airport charges and modern airport facilities. This resulted in both Ryanair establishing Stansted as its principal UK base, and significant growth by other airlines including easyJet, Buzz and 'Go'.
- 2.11 Stansted's growth was matched by further phased investment in infrastructure, with terminal extensions and new airfield infrastructure developed in line with the airport's original masterplan and its well defined Operational Area.
- 2.12 Stansted continued to grow strongly until 2007. The Global Financial Crash and the subsequent recession saw a reduction in aviation demand globally, leading to a decline in air traffic at European and UK airports, with Stansted's throughput declining to a low point of 17.4 million in 2012. Stansted's traffic was further impacted by BAA's decision to increase airport charges in 2007

and the resulting breakdown in commercial relationships with major airline customers. The Competition Commission's market investigation of BAA's ownership of the three London airports also contributed to a lack of strategic direction at Stansted, which continued until the airport's sale to MAG in February 2013.

### Stansted Development Under MAG

- 2.13 MAG acquired Stansted in February 2013 and has overseen a strong recovery in the airport's performance. In 2017 Stansted handled 25.9mppa, a growth of 8.1 million passengers in five years.
- 2.14 Prior to acquisition, MAG's confidence in Stansted's prospects was founded on the fundamental strength of its catchment and a view that it had significant unrealised potential. MAG's vision for Stansted was to make it the South East's premier airport for 'low-cost' air travel and develop a wider choice of airlines and destinations so that it could serve as the global gateway for its core catchment covering the East of England and London.
- 2.15 MAG was clear that Stansted's potential could be realised by:
- offering competitive terms to airlines to help develop and sustain a wider route network and a broader choice for passengers;
  - investing to transform the airport's facilities to improve the passenger experience and commercial performance;
  - focusing on improving the efficiency of airport operations to enable Stansted to compete effectively with other airports;
  - adopting a pro-active and strategic role in the growth of the wider region, working with others to help drive economic activity through improved connectivity; and
  - pressing for improvements to the rail services and infrastructure along the West Anglia main line.
- 2.16 MAG's acquisition of Stansted in 2013 saw immediate action on a range of strategic initiatives:
- an £80 million investment in the terminal facilities to provide a new larger security screening area, a rearranged check in zone, a larger departure lounge, new retail and catering facilities, and a range of new car parking products to provide greater choice;
  - the refurbishment of Satellite 1 to provide the standard of facilities required by full service and long-haul airlines;
  - new commercial arrangements with airlines, supported by improvements in the way that Stansted operated; and
  - an enhanced programme of community engagement, with a focus on education, skills and employment to help support and grow the local economy.



- 2.17 In 2015, following public consultation, Stansted published a new masterplan known as the Sustainable Development Plan ('SDP'). The SDP set out MAG's new ambition for Stansted and its approach to the development of the airport. The plan identified the benefits and impacts associated with Stansted's future growth, and established detailed policies and targets across a range of topics, ranging from public transport to community engagement.
- 2.18 The objectives of the SDP are as follows:
- to make Stansted the best London airport;
  - to plan for growth to make full and efficient use of existing capacity;
  - to support economic growth in the region;
  - to manage and contain environmental impacts;
  - to be active and supportive partners in the local community; and
  - to maintain Stansted's position as the best major airport in the UK for access by public transport.
- 2.19 These objectives were widely supported by local people, businesses and other stakeholders. There was particular support for Stansted playing a stronger role in the region's development, recognising the strategic importance of global connectivity to many of the businesses based in the airport's catchment. Since the publication of the SDP, STAL has been working hard to achieve these objectives and progress is reported in more detail below.

### Aviation Development

- 2.20 New ownership has enabled Stansted to compete more effectively to attract airlines and passengers, supported by long term commercial agreements with airline partners. The airport's growth from 17.8 million passengers in 2013 to 25.9 million passengers in 2017 has exceeded our original expectations and demonstrated the extent of Stansted's previously untapped potential.
- 2.21 One of STAL's key objectives has been to increase the range of services on offer, both in terms of destinations served and the number of airlines operating from Stansted. Over the last five years, we have made significant progress. For example:
- in 2017 Stansted served 190 destinations, an increase of 40 over the last five years;
  - 22 airlines operated from Stansted in 2017, an increase of 14 over the last five years;
  - Stansted offered an average of 3,375 services per week in the 2017 summer season, an increase of 841 (33%) over the last five years; and
  - 14% of passengers at Stansted in 2017 were travelling on business, an increase of 633,000 (22%) over the last five years.

- 2.22 Stansted is the best-connected UK airport for flights to Europe, serving more destinations than any other airport.
- 2.23 Ryanair continues to operate the largest number of services, with over 20 million passengers in 2017 (compared with 12 million in 2013). The number of passengers travelling on other airlines has also increased from 4.8 million in 2012 to 5.7 million in 2017, providing greater choice and competition.
- 2.24 Jet2 chose Stansted as its first base in the South East and announced the start of new services in 2017, with seven aircraft operating to 21 destinations. Following the success of its first summer, Jet2 has decided to increase its fleet at Stansted in 2018 to ten based aircraft to provide 60% more seat capacity and services to 33 destinations. British Airways has also added passenger services to its cargo operation at Stansted, with a network of summer leisure routes which has proved popular with passengers.
- 2.25 Stansted has also been successful in developing a range of long haul services, which will save passengers from having to make lengthy journeys to other London airports. Historically, there has been a concentration of long haul flights at Heathrow. However, over the last few years airlines have increasingly recognised the strength of regional demand for long haul services in the East of England and London, and the opportunity to serve these passengers directly from Stansted.
- 2.26 For example, established airlines such as Thomas Cook and TUI now serve long-haul city destinations from Stansted as well as a range of typical leisure destinations.
- 2.27 From April 2018, Danish airline Primera Air will open a new base at Stansted to provide direct flights to New York (daily), Boston Logan (four times a week) and Toronto (three times a week). Primera will be the first airline for nine years to fly scheduled services to the USA. Flights will be operated by Primera Air's brand-new Airbus A321NEO aircraft.
- 2.28 At the same time, WOW Air will also commence services to the USA, via Reykjavik. This will connect to a wide range of onward destinations including New York (Newark), Chicago, Pittsburgh, Miami, Toronto, Boston, Montreal, Washington D.C., Los Angeles and San Francisco. WOW has also announced new routes from Reykjavik to Detroit, Cleveland, St. Louis and Cincinnati (commencing April 2018).
- 2.29 In December 2017, Emirates announced that from June 2018 it would be launching a new daily service to Dubai, the largest hub in the Middle East. The route will be operated by Emirates' new three-class Boeing 777-300ER, with connections through Dubai to its network of global destinations including Hong Kong, South Africa, Shanghai, Singapore and Mumbai (popular business destinations from the region) as well as services to Australasia and the Far East. The aircraft also has significant cargo capacity, which will offer local businesses new trade opportunities and contribute to the profitability of the route.
- 2.30 These new services are significant milestones in Stansted's ambition to provide the region and its economy with the widest possible range of services, and better meet the global connectivity needs

of the 7.5 million people living in its catchment. STAL is confident that Stansted can build on this recent success and continue to expand its network as the airport grows.

## Community and Economic Benefits

- 2.31 Stansted's growth since 2013 has significantly increased the value of its contribution to the regional and national economy.
- 2.32 Stansted now contributes around £1.2bn to the local East of England economy and around £6 billion in wider economic benefits to the UK in terms of direct, indirect and induced benefits, as well as business productivity and tourism. This represents an increase of 49% over the last four years. The airport is already the largest single employment site in the East of England, with 200 companies based at the airport. On-site employment has increased from around 10,200 in 2012 to around 12,000 in 2017. Over 75% of employees live in Essex and Hertfordshire.
- 2.33 The wider economic benefits attributable to Stansted have also grown as the airport has got busier. For example, the expanded route network provides stronger connectivity to and from the region, which in turn will have made the region more accessible, more productive and more competitive. Stronger connectivity also strengthens the region's ability to attract inward investment and visitors – both domestically and internationally.
- 2.34 One of our key aims is to ensure the benefits of airport growth are felt locally. The annual 'Meet the Buyers' event is designed for local suppliers to win business from airport based companies. In 2013, 116 local companies attended and an estimated £1.8m worth of orders were placed locally. By 2017, attendance had increased to nearly 300 companies and £4.7m of contracts were awarded locally.
- 2.35 STAL has also committed to building stronger links with local schools to demonstrate the exciting range of careers in aviation, with a focus on science, technology, engineering and maths. To support this, we opened an on-site Aerozone facility in 2015 which provides a dedicated education centre that inspires young people and will help to create a skilled regional workforce for the future. Since it opened, over 7,000 young people have attended the Aerozone, complementing our wider programme of education, employment and skills development.
- 2.36 Over the last three years, STAL has been working with Harlow College, Essex County Council, South East LEP and Uttlesford District Council to fund and develop an on-site college that will strengthen the region's further education capability. Work on the new £11m college started in late 2017, with the first intake of students due to start in September 2018. It has been developed and funded as a joint initiative by MAG. As part of the 'MAG Connect' programme, the college will provide places for 500 students, delivering the technical skills and education needed for careers in STEM subjects, as well as airport engineering, business studies, logistics, supply chain management, asset management, and many other aviation specific skills, both at the airport and with other local employers.

2.37 With around 200 companies based at Stansted, STAL has created an Airport Community Network to co-ordinate and deliver a wide range of activities in local communities. This enables all companies to contribute to initiatives such as training and mentoring programmes, providing school governors, environmental projects and supporting local voluntary and charitable groups.

### Environmental Improvements

- 2.38 STAL recognises that aircraft noise is an important issue for local communities, and is committed to reducing and mitigating our impacts. Aircraft noise is understandably a key concern for local people. However, aircraft and engine design has improved markedly as aviation has grown over the last decades. This has brought significant reductions in the noise impact of individual aircraft. Stansted's operations are now dominated by some of the most modern aircraft in service. For example, the 90dB(A) noise footprint of a B737-800 (one of the most common aircraft at Stansted used by Ryanair) today is 2.7sqkm compared to a footprint of c.10sqkm for the B737s (737-200 hush-kitted) that were typically operating in the early 2000's.
- 2.39 This trend for each generation of aircraft to be significantly quieter than the previous generation is set to continue. Boeing and Airbus are now producing their next generation of aircraft, which bring two important changes; being both quieter and with lower emissions than aircraft using Stansted today. The 90dB(A) noise footprint of the Boeing 737Max8 (to be used by Ryanair) is predicted to be 1.3sqkm, half that of the current B737-800 variant.
- 2.40 Alongside the improvements in engine technology have been improvements in aircraft performance. We continue to work closely with airlines, air traffic control and our Consultative Committee to encourage early fleet replacement and explore ways in which aircraft can be flown more quietly, such as higher rates of climb (which enables noise to dissipate more quickly) and the ability to more accurately follow specific flight paths.
- 2.41 The key noise measure – the 57 LAeq 16hr noise contour - has reduced from 30.8sqkm in 2007 to 24.8sqkm in 2016. This is well within the permitted noise limit of 33.9sqkm.
- 2.42 One of STAL's objectives has been to address a long-standing community concern about over-flying of villages on one of the main departure routes to the south. In 2017, we introduced 'Performance Based Navigation', which uses technology within the aircraft to enable it to follow a much more precise flight path, and to do so consistently. The majority of departures from Stansted now use this procedure, which has led to an 85% reduction in the number of people overflown in the Hatfield Heath and Broad Oak areas.
- 2.43 Other notable environmental improvements in the last five years have been a reduction in the airport's waste, with only 1% now going to landfill, and 65% of all waste material being recycled or recovered. A comprehensive energy efficiency programme is helping to deliver the target of a 15% reduction in total energy demand in the five years from 2013 to 2018. Stansted is now 'carbon neutral' in respect of airport emissions (aircraft carbon emissions being controlled separately) and has received ACI Europe Carbon Accreditation level 3.

2.44 Managing Stansted's impact on the region means taking an active approach to managing how people travel to and from the airport. We have worked with Government and the rail industry to deliver service improvements in the new franchise, and a range of improvements have now been introduced by Greater Anglia. These include new and longer trains on the Stansted Express, more competitive fares and a range of improved customer facilities. These have all contributed to Stansted's continued success in the use of public transport; maintaining one of the highest public transport 'mode shares' among UK airports with 52% in 2017. Coach travel accounts for around 25% of passenger trips with 16 services per hour in peak periods to a range of London destinations. Over the last 10 years public transport use by staff has increased from 7% to 23% through a Staff Travel Plan, discounted Travelcard and improved services. Alongside regional partners, we will continue to press Government and Network Rail to make major investments in the West Anglia main line infrastructure, to provide greater capacity and more reliable and faster journey times

### Driving & Supporting Regional Growth through Improved Connectivity

- 2.45 Stansted's recent growth has provided a firm foundation for assessing its contribution to regional and national connectivity. Its spare runway capacity, the strength of its catchment and the scale of the route network means it will play an important strategic role in meeting the UK's connectivity needs over the next decade.
- 2.46 As there is limited ability for other airports to grow significantly beyond their current passenger volumes, especially at Heathrow and Gatwick, Stansted's growth will deliver significant benefits for consumers and businesses. In particular, the ability for airlines to introduce new services at Stansted will help maintain competition and keep airfares down across the London system. This gives local communities and businesses the benefit of convenience and avoids lengthier surface access journeys to those congested airports.
- 2.47 Stansted's unrivalled access to European destinations, and its increasing number of long haul destinations, will support growth in international connectivity and trade in the period immediately after the UK leaves the EU. Crucially, Stansted is in the strongest position of all London airports to support a growth in connectivity during the next decade because it has runway capacity to accommodate new services to new destinations. This will make an important contribution to realising the Government's vision for a prosperous and global Britain and delivering the recent Industrial Strategy.
- 2.48 Stansted will reinforce and strengthen the region's economic impact and it features strongly in its regional partners' ambitions for growth, prosperity and regeneration. The airport provides important connectivity for business by supporting the movement of people and goods. It also helps attract inward investment and visitors (for business, leisure and education). The wide and increasing range of air services from Stansted offers the region's residents direct links to cities and region across the world – a valued element of modern life. Stansted's growth over the next decade is

expected to lead to the creation of 5,000 new on-site jobs and billions of pounds in additional economic activity.

- 2.49 The East of England is a fast-growing region, with an expanding population and a growing economy. Cambridge is building on its global reputation for education, science and technology. The regional growth areas are focused on key transport corridors; with Stansted being at the junction of two such corridors the London–Stansted–Cambridge corridor (LSCC) and the A120 Haven Gateway. These two corridors provide crucial inter-regional and international connectivity from Stansted and the Haven ports.
- 2.50 The region has a clear growth agenda, with significant new housing proposed to meet the needs of a growing economy and expanding population. Within the LSCC, population growth is twice the national rate; between 2000 and 2014 the Corridor’s population grew by 19.1% compared with a national average growth rate of 9.7 %<sup>1</sup>. This level of growth is projected to continue at a steady rate. At a local level, the emerging Local Plan for Uttlesford identifies a need to provide for around 14,100 new homes by 2033 to meet the needs of the current and projected increase in population<sup>2</sup>.
- 2.51 Stansted is ideally positioned to provide global connectivity to the world-leading research institutions and technology/life sciences businesses located in the London-Stansted-Cambridge corridor as well as the burgeoning tech clusters in east London. These sectors are amongst the UK’s strongest industrial assets, and they depend on quick and easy access to international markets to compete effectively. A wider network of long haul services has the potential to provide a huge boost to these businesses and help drive growth for an emerging global knowledge region.
- 2.52 Today, Stansted is the third largest air freight centre in the UK, handling around 10% of the UK’s air cargo market. In 2017, 260,000 tonnes of freight, worth over £12bn, were handled on c.12,000 dedicated freighter flights. This helps connect local firms, small and medium sized enterprises in Essex and hi-tech companies in Cambridge, to global markets. In addition to dedicated air freight, the flights of DHL, FedEx, UPS and Royal Mail provide London with an express cargo hub for time critical, often overnight, deliveries.
- 2.53 Long haul services, such as those recently announced to the Middle East and North America, also bring trading benefits through the capacity to carry air freight. Belly-hold cargo is an important factor in maintaining the viability of long haul services, as well as giving local businesses easier access for importing or exporting goods. This new cargo capability will complement the existing ‘all freight’ services to, for example, Memphis and Qatar.
- 2.54 Broadening the mix of flights is designed to provide businesses in the airport’s catchment with the connectivity they need to access global markets for moving people and goods. A network of long haul services to key destinations will help drive the region’s development by providing businesses with direct access to customers, suppliers, investors and research partners around the world. Consumers will also benefit from greater choice, competition and convenience.
- 2.55 Stansted’s growth will be of significant benefit, both directly in terms of employment opportunities, and indirectly by attracting companies and other organisations to invest in the wider region.

Improved connectivity, driving economic growth, can be harnessed to ensure that the economic benefits of a growing airport reach those who will benefit most.

- 2.56 Within Stansted's catchment area are some areas of need where economic and social regeneration is a priority; for example, the north London boroughs of Haringey, Tottenham and Enfield. The airport is well placed to support these aims, with an expanding number of jobs across a wide range of employment types and levels. Two particular challenges are access to employment and skills mismatch. A range of measures have been introduced to make rail and bus access easier and cheaper from these areas and to enable staff to travel to meet early and late shift times.
- 2.57 There is also increasing partnership working between airport businesses and the employment, training and education agencies in those boroughs. Regular jobs fairs have been successful and these residents will be able to take advantage of the new Stansted Airport College alongside the existing Airport Training and Skills Academy.

### Stansted's Contribution to Meeting National and Regional Demand

- 2.58 In 2017, the Government's 'Call for Evidence' for a new aviation strategy set out the case to make more intensive use of existing airport capacity. At para 7.20 it states:

*"The Government agrees with the Airports Commission's recommendation that there is a requirement for more intensive use of existing airport capacity and is minded to be supportive of all airports who wish to make best use of their existing runways including those in the South East. The exception to this is Heathrow, whose proposed expansion is proceeding through the draft Airports NPS process".*

The Government also acknowledge that this policy may involve raising planning limits.

- 2.59 The Government's proposed policy takes forward the Airports Commission's recommendation to recognise the 'crucial importance' of making better use of existing capacity and the 'imperative' of growing the UK's connectivity in the period before a new runway can be delivered at Heathrow.
- 2.60 The Government's latest draft of the Airports National Policy Statement also makes clear that making best use of existing runways complements its policy support for new runway capacity at Heathrow. This is covered in more detail in Section 5.

### Stansted's Role within the London System

- 2.61 Stansted is no longer the 'third London airport'. While it is undoubtedly playing a significant role in providing short haul connectivity for the London and wider South-East market, it is also a critical infrastructure asset for the East of England region. In 2016, 6.5 million passengers from the East of England used Stansted, representing around a quarter of the airport's traffic.
- 2.62 Stansted is well placed to provide capacity for the wider South East and UK markets. As the fourth largest airport in the UK, with a wide range of facilities, excellent ground transport connections, a

strong local market and potential to accommodate significant growth, it is an increasingly attractive opportunity for airlines and passengers; as evidenced by Primaria Air and Emirates. This trend is expected to continue, and new markets are being targeted in the US, Middle East, India and China.

- 2.63 Stansted's importance locally is demonstrated by the fact that over 60% of short haul flights taken by passengers travelling to or from Essex, Cambridgeshire and Suffolk are from Stansted.

### Making Best Use of Stansted's Capacity

#### National Outlook

- 2.64 Air travel is now an essential component of many people's lives. The ability to travel by air has opened-up the world for trade, investment, tourism, sport and education. The social, economic and cultural benefits of air travel are well recognised and understood.
- 2.65 Following substantial growth in UK passenger numbers in the 1990s, the number of passengers at UK airports peaked at 235mppa in 2008. The Global Financial Crisis (GFC) in 2008 triggered a worldwide economic downturn which caused UK passenger numbers to fall by more than 10% between 2008 and 2010 to around 211mppa.
- 2.66 Since 2010, the aviation sector has recovered steadily such that by 2016 UK passenger volumes had reached a new peak of 268mppa; an increase of 17mppa on the previous year, which was itself a new peak. Growth in passenger demand at UK airports in 2017 has also been strong, and materially higher over the last few years than the forecasts produced by the Airports Commission in 2015.
- 2.67 The Government published new aviation forecasts in 2017 which show national demand continuing to rise consistently over the coming decades; the Government's baseline central forecasts show UK unconstrained demand growing to 356mppa by 2030 and 494mppa by 2050.
- 2.68 The DfT has confirmed that the principal purpose of its forecasts is to inform long term decisions on the need for, and timing of, additional runway capacity. They are not a view on the likely growth rates at individual airports. Their forecasts don't take account of important local, commercial and competition factors at the airport level, so the DfT suggest that for individual airport and short term (i.e. 10 years) consideration, then alternative airport specific forecasts should be prepared.

#### Regional Outlook

- 2.69 The London area system (comprising Heathrow, Gatwick, Stansted, London City and Luton) served 163 million passengers in 2016, equivalent to 60% of the UK's aviation traffic. While passenger numbers fell at all London airports between 2008 and 2010, the overall reduction was smaller than for non-London airports and traffic recovered more quickly to pre-recession levels. Over the last five years London airports have seen particularly robust growth, with passenger numbers increasing by almost 30mppa.



- 2.70 STAL's aviation forecasts show unconstrained passenger demand at London airports growing to 206mppa by 2028, equivalent to a compound annual growth rate (CAGR) of 1.9%. This scale of growth highlights the vital importance of making best use of all the runway capacity in the London airport system in order to meet forecast demand for air travel.
- 2.71 Amongst London's airports, Stansted is the largest one that currently has significant spare runway capacity. Heathrow already operates very close to its maximum runway capacity, with limited scope for further growth. Similarly, Gatwick is already the busiest single runway airport in the world and operates at capacity for extended periods.
- 2.72 The Government's preferred option for new runway capacity by 2030 is a third runway at Heathrow. The delivery of this runway will be a lengthy process and is expected to face significant challenges. The Government's chosen delivery mechanism is via a Development Consent Order (DCO) for a Nationally Significant Infrastructure Project (NSIP) under the 2008 Town & Country Planning Act. An NSIP scheme can only be submitted once the relevant National Policy Statement (NPS) has been endorsed by Parliament.
- 2.73 The Government intends to seek Parliamentary approval for the Airports NPS later this year. Allowing for the DCO process, land acquisition, construction and commissioning, the Government expect the new runway to be available by 2030.
- 2.74 On this basis, Stansted is the primary opportunity for aviation growth in the London system for at least the next ten years. The potential to handle up to 43 million passengers a year means it has the ability to contribute more capacity to the London system than any other airport over this period.

### Stansted Outlook

- 2.75 The national and regional outlook described above means that the prospects for Stansted's growth over the next decade are strong, particularly considering:
- the continuing strong demand, both locally and across the wider London region;
  - the availability of significant spare capacity at Stansted;
  - strong and committed airlines looking to grow;
  - capacity constraints biting at other London airports; and
  - the underlying growth of housing and employment in the core catchment area.
- 2.76 As well as serving the Greater London area, Stansted serves the wider East of England region, including the key economic centres of Cambridge (the 'Silicon Fen'), the London-Stansted-Cambridge Corridor, the A120 Haven Gateway, the Cambridge - Milton Keynes – Oxford Arc and the newly announced Cambridge-Norwich Tech Corridor. There is a strong regional growth agenda in this catchment area (explained in more detail in Section 5) and this will increase the demand for air travel for both business and leisure.

- 2.77 STAL's forecasts show Stansted growing to 35mppa by 2023, and to 43mppa by 2028 (subject to permission being granted for the proposed development and a new planning cap). Capacity constraints at Gatwick and Heathrow over this period mean that Stansted's share of passengers in the London system is forecast to increase from 15% in 2016 to 18% in 2028.
- 2.78 STAL has also produced forecasts for aircraft movements at Stansted. In 2016 there were just over 180,000 aircraft movements, with passenger aircraft accounting for around 85% of all aircraft movements. Dedicated air freighters accounted for 14,000 movements, with positioning flights and general aviation representing a further 15,000 movements. The average numbers of passengers per passenger aircraft was 160. This is a product of the aircraft's size (number of seats available) and the percentage of seats occupied (load factor).
- 2.79 By 2028, the number of passengers per aircraft movement is forecast to have risen to 170 (CAGR 0.5%) due to a number of factors:
- airlines upgrading to aircraft with additional seats, including easyJet phasing out A319s (156 seats) in favour of A320s (186 seats) and A321s (235 seats), and Ryanair's transition to the B737MAX 200 (197 seats) from the B737-800 (189 seats);
  - the introduction of long haul services at Stansted with some airlines using larger wide-body aircraft types such as the Boeing 787 and the larger Boeing 777 (to be used by Emirates from June 2018); and
  - a small increase in the average load factor over the forecast period from 87% to 88%.
- 2.80 As a result, passenger volumes at Stansted are expected to grow more quickly (CAGR 4.9%) than passenger aircraft movements (CAGR 4.3%), which are forecast to increase from 152,000 in 2016 to just over 253,000 movements by 2028.
- 2.81 Stansted's traffic profile is at present defined by distinct peaks in the morning, lunchtime and in the evening. Of these, the morning peak period is the busiest as based aircraft leave for their first wave of departures. Initially, there will be some modest increase in the peak periods, after which growth will 'spill' in to the 'shoulder' period just after the morning peak hours. Beyond this, as a more mixed pattern of arrivals and departure is seen, activity starts to spread across the day. These changes will allow Stansted to make greater and more efficient use of its facilities, as more passengers and aircraft can be handled by the same facilities and infrastructure.
- 2.82 A further market trend relates to the nature of long haul routes. Traditionally, large aircraft flew the long-haul services and smaller aircraft flew short haul routes within Europe. This trend continued with the onset of low-cost airlines using narrow body Boeing 737 or Airbus A319/320 fleets across their short haul networks in the late 1990s and early 2000s.
- 2.83 Improvements in aircraft technology and airline business models mean that smaller, narrow body aircraft are now being used on some long haul flights. For example, airlines including Norwegian Air, WoW and Level are operating flights between Europe and North America using narrow body

fleets. These smaller and more fuel-efficient aircraft have lower operating costs and make it possible for airlines to operate profitable long-haul services with fewer passengers than in the past.

- 2.84 These 'next generation' aircraft are quieter and lower in emissions compared to many of the older aircraft still operating today. They also have more seats than older versions of the same type, increasing the passenger capacity of each flight. For example, the new Boeing 737 Max8 can be configured for up to 210 seats, but the Ryanair specific variant *Boeing 737 Max200* will have 197 seats which is an increase of 8 seats from the Boeing 737-800 (189 seats) which Ryanair currently operate. Larger narrow body aircraft could carry up to 230 passengers from Stansted in the future.
- 2.85 STAL's forecasts suggest that this trend will help drive an increase in the average number of passengers per air transport movement (PAX/PATM) from 160 to 170 between 2016 and 2028. This will enable Stansted to grow its passenger numbers by 77% to 43mppa over the same period, while still being within the current cap on the total number of aircraft movements.

### Infrastructure Needed for Best Use and Stansted Transformation.

- 2.86 From 1991, Stansted has been developed with a comprehensive airport-wide masterplan contained within a strong and maturing landscaped boundary. The airport is laid out to modern standards, enabling it to handle the largest aircraft operating today and support a highly efficient operation.
- 2.87 The masterplan in the original 1985 planning permission was designed to handle two phases of growth: a first phase to 8mppa and then a second phase to 15mppa. However, as Stansted has grown, its traffic has evolved in a way that has meant the operational capability of the airport's facilities and infrastructure has been greater than originally expected. For example, changes in the market, and the highly efficient operations of low-cost carriers, have enabled the existing infrastructure to handle much higher volumes of passenger and aircraft movements. We expect airlines to continue to make ever more efficient use of the airport's existing infrastructure and this will support significant growth over the next decade.
- 2.88 Stansted's design makes it possible to expand its landside, terminal and airside infrastructure in a phased and modular way. Parts of the original long-term plan remain to be implemented over the coming years to enable the airport to make best use of its capacity.

### Stansted Transformation and Investment Programme.

- 2.89 Since 2013, MAG has invested c.£150m in the airport's facilities to handle the growth in traffic and also to meet the ever-changing needs of airlines and passengers. The broadening of the airline market has required improvements to domestic facilities, while the introduction of long haul services needs different check-in and passenger facilities.
- 2.90 MAG's initial investment programme has delivered an £80m upgrade to the terminal building, with major improvements to the security area, the departure lounge and a transformation of Satellite 1 for international passengers. This investment has improved the environment for passengers and helped attract new airline business.

2.91 STAL remains committed to meeting the evolving needs of its passengers and airlines, and the pace of growth over the last five years has brought forward the timing of investment in new facilities and infrastructure. Set out below is a description of the further investment in infrastructure and facilities that is planned.

#### *Runway & Airfield*

2.92 Stansted has a modern and fully capable runway with a full-length parallel taxiway, but it is currently under-utilised both throughout the day and also its potential hourly capacity. To enable best use of runway capacity, some minor taxiway improvements form part of this application and include a new rapid access taxiway and exit taxiway from the runway. These improvements will reduce runway occupancy times and reduce congestion by improving the sequencing of aircraft to and from the runway. These works will enable us to make best of the runway's capacity by enabling a greater number of aircraft movements per hour and increasing the runway throughput from 50 to 55 movements per hour.

#### *Aircraft Parking*

2.93 Completion of the original airfield masterplan will provide most of the necessary space to handle the manoeuvring, parking and passenger loading of aircraft associated with 43 million passengers a year. However, to provide greater resilience and flexibility, nine additional aircraft stands are proposed. These stands will enable the airport to meet forecast peak demand and respond better to unexpected incidents, including bad weather and operational disruption. Together with the taxiway works described above, these works comprise the extent of the airfield development necessary to accommodate growth over the next 10 years.

#### *Terminal Facilities*

2.94 The current terminal has an hourly capacity of 5,250 departing passengers per hour. Recent growth has largely been during the existing peak periods (e.g. morning, midday and evening peaks) and existing facilities are becoming congested during these times. Peak scheduled demand at Stansted reached 97% of the terminal capacity or higher on more than half of days through the Summer 2017 season. This was for both arrivals and departures. Over the same period, peak scheduled demand reached the maximum runway capacity on just 12% of days.

2.95 The projected growth in passenger numbers will require larger facilities, more space and investment to improve customer service and reduce congestion. These improvements are needed both from a capacity point of view and to meet the changing needs of passengers and airlines. The main investment will be a new Arrivals Building on a site adjacent to the existing terminal. This received planning permission from Uttlesford District Council in 2017. The new building will handle all international and domestic arrivals, with significantly more space and its own forecourt and road access. It will have more convenient links to the bus, coach and rail station and the car parks. Once complete, the transfer of all arrivals facilities to this new building will free-up significant space in

the existing terminal to enable us to deliver major improvements and an expansion of the existing departures facilities, including:

- a second security search area;
- more bespoke check in facilities at either end of the building;
- a larger departure lounge with more seating; and
- a wider range of passenger facilities and amenities

2.96 This transformation of the terminal area will result in further major investment by MAG, to the scale of c.£600m over the next 6 years.

### A New Framework for Stansted's Growth beyond 35mppa

2.97 Stansted's growth over the last 25 years has been in defined phases, consistent with the original long-term masterplan. The timing of development has varied to reflect the fluctuations in demand and the changing nature of the aviation market. This approach has provided an opportunity, at each phase, to take stock and reflect future needs in light of the circumstances at the time. As policy, the aviation market and local needs have evolved, so Stansted's operations, development and investment plans have altered to suit.

2.98 Each phase of growth has been an opportunity to assess Stansted's impact, and review, and where necessary update, the way in which environmental concerns need to be addressed. This process has also taken into account the views of local communities and stakeholders and best practice across the industry.

2.99 As a result, Stansted's development has been delivered in a way that explicitly takes into account the local and wider context and priorities. Planning conditions and mitigation have controlled the impacts of Stansted's growth and guided development. Overall, there has been an objective to minimise the impacts on local communities, while maximising the benefits for local people and stakeholders. Growth has taken place without breaching environmental limits, and this will remain the case with this application.

2.100 Stansted has seen significant growth in the last five years, with nearly 26 million passengers handled in 2017 and a CAGR of 8.2%. We forecast further growth in demand over the next decade to 43mppa by 2028, at a CAGR of 4.7%. With this rate of growth, it is clear that Stansted has now reached a point where it is appropriate and timely to establish the framework for its growth for the next 10 years and beyond the current planning cap of 35mppa. This framework for the next 10 years or so will need to take account of:

- emerging national policy and the benefits of making best use of scarce runway capacity at London's major airports;
- the strong desire for regional growth in the East of England, with an increasing population and significant new housing and economic development;

- the role that Stansted can play in meeting market demand and the benefits of improved connectivity for the region's residents and businesses;
- current best practice and the regulatory framework in terms of environmental management at airports, especially in relation to aircraft noise;
- the strategic transport objectives for the East of England and London; and
- Stansted's long-term masterplan as set out in the Sustainable Development Plan in 2015 following consultation.

2.101 There are two key benefits that arise from settling Stansted's future now.

2.102 Firstly, airlines and other businesses make long term investment decisions, and confidence and certainty about the future will help realise the potential benefits that aviation growth can bring. As Stansted approaches its existing planning cap, it is important to be clear about how further growth will be managed and controlled. This will provide certainty and clarity for local communities and all those with an interest in Stansted's operations and development. It enables local people to understand the implications of Stansted's growth beyond 35mppa, and helps shape the appropriate operating conditions and controls which are needed to manage environmental and other impacts.

2.103 Secondly, addressing these issues at this stage will help make the case for long term investments; not just at Stansted itself, but also in the wider region. Planned regional growth, alongside Stansted's expansion, will increase the strength of the arguments for major investment in the transport networks and services serving the East of England.

## Summary

2.104 This section has set the context for this planning application, by outlining:

- how Stansted has steadily grown and evolved to meet changing circumstances; consistent with the principles originally established when it was identified as London's third airport;
- the benefits that growth has brought to the region, in terms of improved connectivity for local communities, more employment and investment and a major stimulus to the local economy;
- the role that Stansted is expected to play in the UK's aviation market in the time before any new runway is built to meet the South East's demands for air travel;
- its current rapid growth means it will reach the current cap of 35million passengers within 5 years;
- the relatively modest infrastructure that is needed to enable the existing runway to be used to its potential, and how this forms part of a wider investment programme; and
- the strategic case for raising the 35 mppa cap to enable the airport to make best use of its existing capacity.

2.105 The remainder of this statement goes on to assess the consequences of growth, and how this fits with aviation, planning, transport and wider policy objectives. In particular, it considers what 'making best use' means for local communities. This includes a summary of the technical assessments that have been carried out into the environmental and transport impacts of growth beyond the current 35mppa planning cap. The Statement also identifies the actions that are proposed to refine and enhance the extensive range of mitigation measures that help deliver the benefits of growth, while aiming to minimise any adverse effects.

### 3 Planning History of Stansted Airport

- 3.1 Since the Government's decision in 1985 to develop London's third airport at Stansted, there has been a considered and staged approach to the evolution of the planning and regulatory framework for the airport. Stansted has developed in distinct phases within the context of the original long-term masterplan. This has created complex layers of planning history and permissions that have a material impact on the consideration of this application.

#### 1985 Permission (8mppa and 15mppa)

- 3.2 Outline planning permission was granted for a major development of Stansted as London's third airport in 1985 (the '1985 Permission') to accommodate growth to around 15mppa. The development was designed to take place in two phases: Phase 1 being growth to 8mppa; and Phase 2 being growth from 8 to 15mppa.
- 3.3 The development to support this growth was underpinned by a site wide masterplan and comprised a new passenger terminal, extensive areas of aircraft parking (new apron), expansion of the airfield and taxiway system, a wide range of supporting facilities and a comprehensive landscaping scheme.
- 3.4 The reserved matters for Phase 1 were approved in 1986 and 1987. The first phase of the development opened in 1991 and comprised (in summary) the new five bay terminal building, new areas of apron, cargo facilities, a hotel, associated facilities and supporting infrastructure, such as roads.
- 3.5 Reserved matters for Phase 2 were approved in 1999 and largely covered additional apron, various airfield taxiway works, terminal extensions (three additional bays, comprising one arrival and two departures bays) and two satellite buildings.

#### Parliamentary Orders on Aircraft Movement Limits

- 3.6 The 1985 Airports Policy White Paper supported a passenger air traffic movement limit *"to provide a means of controlling the rate of expansion at Stansted in the light of developments in the London system as a whole and to assure local residents that an appropriate balance will be struck between aviation and local interests in the use of the airport."*<sup>3</sup>
- 3.7 Consequently, the Stansted Airport Aircraft Movement Limit Order 1987 came into force on 1<sup>st</sup> June 1987 and introduced a limit of 78,000 aircraft movements in any one calendar year. This was increased over several amendments: in 1996 to 120,000 movements and to a limit of 185,000 movements in 1999.
- 3.8 This Parliamentary limit was unique in a UK context and was at odds with the local controls generally in force at other UK airports. Ultimately the Parliamentary limit was revoked by a further Order, which came into force on 16<sup>th</sup> July 2004. This followed the grant of the planning permission in



2003 (outlined below) and a bridging Unilateral Undertaking which created the existing regulatory control mechanism of annual aircraft movements through local planning conditions.

### 2003 Permission (15mppa to 25mppa)

- 3.9 In 2003, the Council granted permission for the growth of Stansted up to 25mppa, and 241,000 aircraft movements a year (the '2003 Permission'). The permission covered a wide range of airport infrastructure and associated development including additional apron, maintenance hangars, car parks, and a two-bay extension to the south-west elevation of the existing terminal to provide additional capacity to accommodate an uplift in passenger throughput from 15 to 25mppa. The application was accompanied by an Environmental Statement and Transport Assessment.

### 2008 Permission (25mppa to 35mppa)

- 3.10 In 2006, BAA Stansted applied to the Council to vary two planning conditions associated with the '2003 Permission'. Firstly, the application sought non-compliance with the annual passenger cap of 25mppa and secondly, it sought to increase the total annual aircraft movement limit from 241,000 per annum to 264,000 per annum. The proposed facilities and development to handle the increased throughput were the same as those granted in the '2003 Permission'. Much of this development has not been built and is no longer part of STAL's thinking. The consent for developments referenced "C" to "S" in that permission has now expired. Permission for developments "A" and "B" remains extant until October 2018, but are unlikely to proceed. Development of site "P" commenced in March 2017.
- 3.11 The application was made under Section 73 of the Town and Country Planning Act 1990 and would, when granted, have had the effect of creating a fresh permission. It was therefore required to be supported by an Environmental Statement, considering the potential environmental effects of the previously approved infrastructure as well as the removal of the passenger cap and increase in the aircraft movement limit. The supporting Environmental Statement covered the following topics:
- Air Noise;
  - Air Quality;
  - Archaeology & Cultural Heritage;
  - Economic Effects;
  - Energy;
  - Ground Noise;
  - Landscape & Visual Impact;
  - Nature Conservation;
  - Surface Access;

- Third Party Risk;
- Waste;
- Water;
- Construction; and
- Traffic Forecasts.

3.12 The Environmental Statement concluded that there were no significant adverse environmental effects arising from the proposed development, taking into account appropriate controls agreed as part of the '2003 Permission' Section 106 agreement and subject to certain additional mitigation measures (subject to a separate 2008 Section 106 agreement).

3.13 The application was recommended for approval but refused by the Council in 2006. Following a Public Inquiry, the application was granted on appeal by the Secretaries of State in 2008 (the '2008 Permission') with new planning limits on passengers and aircraft movements. This permission was lawfully commenced on 10 March 2017 through the implementation of an extension to the airport's fuel farm, and throughput exceeded 25mppa in May 2017.

3.14 The airport is currently operating within the terms of this permission and is subject to the following conditions:

- **MPPA1:** The passenger throughput at Stansted Airport shall not exceed 35 million passengers in any twelve-calendar month period.
- **ATM1:** Subject to ATM2 below, from the date that the terminal extension hereby permitted within Site "A" opens for public use, there shall be at Stansted Airport a limit on the number of occasions on which aircraft may take-off or land at Stansted Airport of 264,000 ATMs (Air Transport Movements) during any twelve-calendar month period, of which no more than 243,500 shall be PATMs (Passenger Air Transport Movements) and no more than 20,500 shall be CATMs (Cargo Air Transport Movements).
- **ATM2:** The limit in condition ATM1 shall not apply to aircraft taking-off or landing at Stansted Airport in any of the following circumstances of cases, namely:
  - (a) the aircraft is not carrying, for hire or reward, any passengers or cargo;
  - (b) the aircraft is engaged on non-scheduled air transport services where the passenger seating capacity of the aircraft does not exceed ten;
  - (c) the aircraft is required to land at the airport because of an emergency or any other circumstance beyond control of the operator and commander of the aircraft; and

(d) the aircraft is engaged on the Queen's flight, or on a flight operated primarily for the purposes of the transport of government Ministers or visiting Heads of State or dignitaries from abroad.

The total number of take-offs and landings by aircraft in categories (a) and (b) above combined shall not exceed 10,000 in any twelve-calendar month period.

- **AN1:** The area enclosed by the 57dB(A) Leq16hr (0700-2300) contour, when calculated and measured by the Civil Aviation Authority's Aircraft Noise Contour Model 2.3 or as may be amended, shall not exceed 33.9sqkm using the standardised average mode from the date of grant of this permission. Any necessary account shall be taken of this requirement in declaring the capacity of Stansted Airport for the purpose of Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at Community airports. Forecast aircraft movements and consequential noise contours for the forthcoming year shall be reported to the Local Planning Authority annually on the 31st January each year.

### Arrivals Building

- 3.15 Planning permission for a new Arrivals Building was granted in April 2017. The Arrivals Building is to be located on land immediately adjacent to the north-east elevation of the current terminal between it and the Radisson Blu hotel.
- 3.16 The new Arrivals Building is designed as an alternative to the previously approved two bay extension to the south-west elevation of the main terminal. Its construction will enable all current arrivals facilities to be transferred from the existing terminal building, which then in turn will be reconfigured to handle all departures activity.
- 3.17 Both schemes will deliver a much improved level of passenger service. The reconfiguration of the main terminal building for departing passengers will provide additional check-in and bag-drop facilities, a second security search area and enhanced departure lounge facilities. It will also provide the ability to develop customised facilities and varied services to be tailored for individual airlines or groups of passengers.
- 3.18 It is anticipated that the construction of the Arrivals Building will commence in early 2019.

### Summary

- 3.19 Stansted's planning history is defined by phases of planned growth that have been proposed, considered and consented through the planning system at a national and local level.
- 3.20 The original intention to establish a planning and regulatory framework that would control the airport's growth has been successful: successive limits have been created and at appropriate times,

new applications have been made with relevant environmental assessments. This has enabled planning judgements to be made on environmental impacts and socio-economic benefits at each stage, and appropriate mitigation and control measures put in place.

- 3.21 The current permission to grow to 35mppa was not regarded as full capacity of Stansted's runway; rather a staging post towards that point. This application maintains the historic approach to growth and is intended to provide a framework for the airport's future: 'growth within limits'. As such, it is consistent with the airport's evolution towards making best use of its capacity.

## 4 Application Site and the Proposed Development

### Application Site

- 4.1 Stansted is located approximately 56km (35 miles) north-east of central London, and 50km (31 miles) south-east of Cambridge. The airport lies in a predominantly rural setting, with its site wholly within the local authority administrative district of Uttlesford in the county of Essex. The airport's operational area extends over approximately 957 hectares (ha).
- 4.2 The land required for the proposed airfield infrastructure is in four separate locations, within the existing airfield, and therefore entirely contained within the current airport Operational Area. Specifically, the gross development area amounts to an area of 8.8ha, of which 7ha is new hardstanding on existing airfield grass.
- 4.3 The red line plan (ref: NK017817-SK309 Location Plan) confirms the application site, which for this application is the Operational Area of the airport. The locations of the proposed airfield works are shown on plan STAL-STAL-001-PLA-001-001 Site Plan Rev 1.

### The Proposed Development

- 4.4 This application comprises the following airfield infrastructure works (illustrated in Figure 1):
  - a) Two new links to the runway (a Rapid Access Taxiway and a Rapid Exit Taxiway);
  - b) Six additional remote aircraft stands (adjacent Yankee taxiway); and
  - c) Three additional aircraft stands (extension of the Echo Apron).

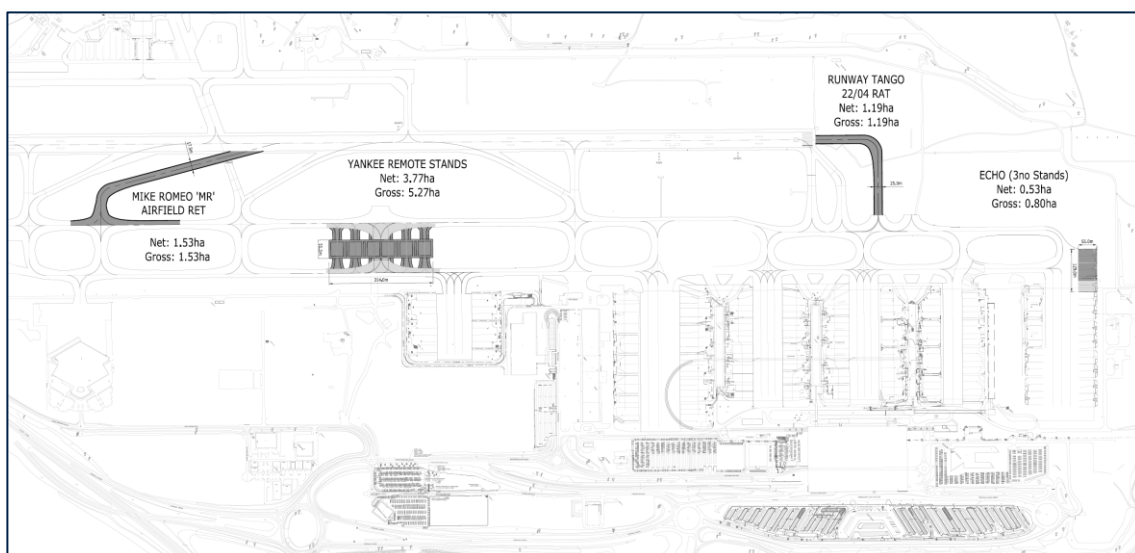


Figure 1: Location of proposed new airfield infrastructure

## Rapid Access and Exit Taxiways and Stands

- 4.5 The locations of the new taxiways are based on operational and regulatory requirements and the performance characteristics of the aircraft using Stansted. This infrastructure will reduce runway occupancy times and increase runway throughput. Two new taxiways are to be provided which will link to the runway, comprising:
- *Mike Romeo* Rapid Exit Taxiway (RET); and
  - *Runway Tango* Rapid Access Taxiway (RAT).
- 4.6 The Mike Romeo RET will provide a new link to the south-west of the runway to facilitate prompt aircraft exit from Runway 22 and will cover an approximate area of 1.5ha.
- 4.7 The Runway Tango RAT will provide a new link at the north-eastern end of the runway to allow for additional taxiing space and a new point of access to the 'start of roll' point on Runway 22 (the predominant south-westerly operation) and will cover an approximate area of 1.2ha.

## Aircraft Stands

- 4.8 The proposed development includes the provision of nine additional stands to accommodate additional aircraft parking which will improve efficiency and ensure sufficient space to meet peak demand, especially for overnight based aircraft.
- 4.9 Six new aircraft stands are proposed to be located in the mid airfield ('Yankee Remote Stands') to provide additional parking for six International Civil Aviation Organization (ICAO) Code C aircraft and will mainly be used by based aircraft for overnight parking. Servicing and loading is likely to occur once the aircraft has been towed to a stand adjacent to the satellite piers.
- 4.10 A further three stands are to be added to the existing Echo Stands (located to the north east of the airport's airfield) to accommodate additional aircraft parking.
- 4.11 The aircraft parking stands will be concrete with an asphalt surface, with inset airfield lighting, drainage, cable ducts and other services as necessary, including Fixed Electrical Ground Power (FEGP), fuel hydrants and stand entry guidance system.

## Relationship of the Physical Works to a Higher Passenger Limit

- 4.12 This new airfield infrastructure will enable the airport to make the best and most efficient use of its existing single runway, which will in turn enable it to increase its passenger throughput to 43 million in line with the objectives set out in the 2015 Stansted Airport SDP.
- 4.13 The previous planning permissions referred to above (principally the 1985 permission) included expansion to the airfield and taxiway layout, including eight remote stands on the Echo apron. These stands are now under construction, and due for completion in winter 2018-19. The remote stands the subject of this application are in addition to the previously approved airfield infrastructure

in order to provide additional overnight aircraft parking to meet peak demands and provide resilience. The proposed RET and RAT works are modifications to the previously approved airfield layout, but in locations better suited to Stansted's current operating pattern.

- 4.14 The proposed taxiway works will lead to an incremental increase in runway capability in peak periods, with a modest uplift of five additional movements in any individual hour. More importantly, the taxiway works will improve the efficiency of the airfield which means that peak airfield operations (taxiing, take-off and landing) can be maintained over longer, more sustained periods without congestion or delays occurring. It is this, coupled with additional passenger aircraft stands, that unlocks the best use of the airfield and enables it to accommodate additional passenger aircraft traffic.
- 4.15 Stansted's runway is 3,048m long and capable of handling large, wide body aircraft (ICAO Code E and F). However, the majority of aircraft that currently operate at Stansted are smaller ICAO Code C (e.g. Boeing 737 or A320) narrow body aircraft. As set out in Section 2 of this Statement, this type of aircraft will continue to be the main component of the fleet mix at Stansted in the future. As such, the taxiway works are located so that smaller aircraft can access and exit the runway quickly and provide for efficient airfield taxiing, including aircraft holding before gaining Air Traffic Control clearance to enter the runway and take-off. This in turn results in an optimised airfield improving the efficiency of the operation, reducing congestion and aircraft delays. These efficiencies will improve aircraft punctuality and reduce fuel-burn while aircraft are waiting to take-off.
- 4.16 Smaller aircraft do not require the full length of the runway, particularly to land, and therefore, exit points are located at appropriate distances to ensure that aircraft vacate the runway as soon as possible. The RET is therefore located at the optimum position to minimise runway occupancy times and maximise the number of ICAO Code C aircraft exiting the runway at the earliest opportunity.
- 4.17 The addition of a further RAT provides optimisation and thus increased capacity, to hold and sequence aircraft before accessing the runway and gaining clearance to take-off.
- 4.18 The taxiway works are laid out specifically for the predominant mode of operation (westerly on Runway 22).
- 4.19 The six additional 'Yankee' stands create remote parking (typically overnight) which allows for more based aircraft to be operational in the peak morning period. The three 'Echo' stands provide remote bus-served stands which will also help to maximise the capacity of the airfield.
- 4.20 Together, these airfield works will accommodate the forecast number of 253,000 passenger aircraft movements for the period to 2028. The figure of 253,000 passenger aircraft movements takes into account expected increases in aircraft size and load factors, which result in a higher number of passengers per aircraft movement (as described in Section 2) and the ability to handle 43mppa over the next decade.
- 4.21 The movements forecast for cargo and 'other' traffic, do not significantly increase or meet previous levels of activity. This traffic therefore does not require any specific airfield improvements to

accommodate their growth and in combination with the forecast passenger aircraft movements, totals 274,000 aircraft movements per year, the same as previously permitted.

- 4.22 Stansted is subject to Night Flight Restrictions set by the Government. The power for the Secretary of State to set night flight restrictions for designated airports is found in section 78 of the 1982 Civil Aviation Act. This application does not seek, or require any alteration to those limits. Instead, the forecast increase in passengers and passenger aircraft movements is contained within the hours of 0600 to 2330 or the 'daytime' period.



## 5 Aviation and Planning Policy Analysis

- 5.1 This section provides a review of the policies that are relevant to the consideration of the application. It starts with the main statutory policies of the Development Plan against which the application has to be judged. It then considers other policies, including a review of aviation, economic and transport policies and relevant local and regional policy matters, all of which are capable of being material considerations in the determination of this application.

### The Development Plan

- 5.2 The following analysis focuses on the statutory Development Plan and land use policies specific to the application site and proposed development. The site is located entirely within the administrative area of Uttlesford District Council. The relevant Development Plan is the adopted and emerging Uttlesford Local Plans. Consideration has also been given to the Local Plans and policies in neighbouring authorities, such as the adopted and emerging Local Plans of East Hertfordshire District Council and Braintree District Council, and also the Minerals Local Plan and Waste Local Plan of Essex County Council and Southend-on-Sea Borough Council.

### Uttlesford Adopted Local Plan (January 2005)

- 5.3 The Local Plan was adopted in January 2005. The majority of policies were 'saved' by the Secretary of State in 2007 and, in line with the National Planning Policy Framework (NPPF), the Plan's policies must now be attributed weight based on their consistency with the NPPF.
- 5.4 The Local Plan vision states that Uttlesford enjoys strong positive attributes which, amongst others, includes *"a growing network of domestic and international air services through Stansted Airport, which is a major employment site its own right"*.<sup>4</sup> The vision goes on to state that the Plan *"seeks to maintain and improve on Uttlesford's positive attributes"*.<sup>5</sup>
- 5.5 Within the Stansted Airport boundary, the Local Plan identifies six separate development zones, accommodating various land uses defined in policies AIR1 to AIR5:
- Policy AIR1 Development in the Terminal Support Area;
  - Policy AIR2 Cargo Handling/Aircraft Maintenance Area;
  - Policy AIR3 Development in the Southern Ancillary Area;
  - Policy AIR4 Development in the Northern Ancillary Area; and
  - Policy AIR5 The Long-Term Car Park.
- 5.6 Other planning policies in the Local Plan that are specific to Stansted Airport include:
- Policy S4 Stansted Airport Boundary;
  - Policy S8 The Countryside Protection Zone;

- Policy AIR6 Strategic Landscape Areas; and
- Policy AIR7 Public Safety Zones.

- 5.7 An overarching requirement for each of the development zones is that individual buildings should be of high quality design, whilst at the same time reflecting their employment function. Furthermore, landscape planting is identified as an essential element of development to provide context to new buildings, roads and planting areas.
- 5.8 The airfield is situated within the Stansted Airport boundary which is defined on the Uttlesford Proposals Map. **Policy S4 – Stansted Airport Boundary** details that *“Provision is made for development directly related to or associated with Stansted Airport to be located within the boundaries of the airport. Industrial and commercial development unrelated to the airport will not be permitted on the site”*.<sup>6</sup>
- 5.9 In addition to the site-specific policy set out above, the Local Plan also contains a series of policies on standard matters, such as access and design, and specific themes such as environment and transport, which are relevant to the proposed development. These are detailed below.
- 5.10 **Policy GEN1 – Access** identifies a series of criteria that need to be met for a development to be permitted. In summary, the surrounding network and access to the main road network must be capable of accommodating the traffic generated by the development safely; the design must not compromise road safety and must take account and be designed to meet the needs of all users and encourage movement by means other than driving a car.
- 5.11 For any building that the public will use, development proposals are required to provide safe, easy and inclusive access for all regardless of disability, age or gender.
- 5.12 The supporting text to the policy states that the impact of development on the road network will need to be assessed and Traffic Impact Assessments may be required, with transport infrastructure improvements to be sought where appropriate.
- 5.13 **Policy GEN2 – Design** details the criteria a development proposal would need to meet to be permitted. The criteria include the need for the design to be compatible with the scale, form, layout, appearance and materials of surrounding buildings; providing an environment that reasonably meets the needs of all potential users; reduces the potential for crime; helps to minimise water and energy consumption and reduces waste production and encourages recycling and reuse; minimises the environmental impact on neighbouring properties through appropriate mitigation measures; and that the design would not have a materially adverse effect on the reasonable occupation and enjoyment of a residential or other sensitive property.
- 5.14 **Policy GEN3 – Flood Protection** states that outside flood risk areas, development must not increase the risk of flooding through surface water run-off. The policy details that a flood risk assessment will be required to demonstrate this. Sustainable Drainage Systems should be considered as an appropriate flood mitigation measure in the first instance.

- 5.15 **Policy GEN4 – Good neighbourliness** identifies that developments will not be permitted if noise or vibrations generated, or smell, dust, fumes, electromagnetic radiation, or exposure to other pollutants would cause material disturbance or nuisance to occupiers of surrounding properties.
- 5.16 For developments that include a lighting scheme, **Policy GEN5 – Light Pollution** details the requirements for development to be permitted. The policy states that the level of lighting and its period of use is the minimum necessary to achieve its purpose, and glare and light spillage from the site is minimised.
- 5.17 **Policy GEN6 – Infrastructure Provision to Support Development** details that development will not be permitted unless it makes provision at the appropriate time for required infrastructure, including transport provision, drainage and other infrastructure made necessary by the proposed development. Furthermore, where the cumulative impacts of development necessitate such provision, the policy states that developers may be required to contribute to the costs of such provision.
- 5.18 **Policy GEN7 – Nature Conservation** states that development will not be permitted where it would have a harmful effect on wildlife or geological features, unless the need for the development outweighs the importance of the feature to nature conservation. The policy requires that a nature conservation survey is undertaken where the site includes protected species or habitats suitable for protected species. Mitigation and /or compensation measures for the potential impacts of development will be secured by planning condition or obligation.
- 5.19 **Policy ENV11 – Noise Generators** identifies that noise generating development will not be permitted if it would be liable to affect adversely the reasonable occupation of existing or proposed noise sensitive development nearby, unless the need for the development outweighs the degree of noise generated.
- 5.20 **Policy ENV12 – Protection of Water Resources** identifies that development will not be permitted where it would be liable to cause contamination of groundwater, particularly within protection zones.
- 5.21 With regard to transportation, the Local Plan refers to the Uttlesford Transport Strategy published in 2001 which highlights Stansted Airport as a key area that should be targeted for greater public transport use.

#### Uttlesford Withdrawn Local Plan (2014)

- 5.22 The adopted Local Plan will eventually be replaced by a new Uttlesford Local Plan. Uttlesford District Council consulted on a Pre-Submission version of a Local Plan between April and June 2014; with an Examination in Public of the Plan held in November 2014. The Plan was unable to be declared sound by the Inspector and the Examination was suspended, principally on the basis of housing need and site allocation. The Plan was subsequently withdrawn. Proposed policies relating to the

airport, of the now withdrawn plan, were however examined and considered 'sound' by the Inspector.

- 5.23 The proposed 'District Vision' recognised Stansted Airport as a regional interchange centre for bus, coach and train, allowing people to change easily from one mode of transport to another. The Plan also stated that by 2031 the impact of the airport will have been minimised so that its presence is recognised as an asset to the District which attracts people to live, work and visit.
- 5.24 The Local Plan set an objective to accommodate development at the airport that equates to a passenger throughput of 35mppa and provide for the maximum number of connecting journeys by air passengers and workers to be made by public transport.
- 5.25 The Local Plan provided for the airport's growth in **Policy SP4: Land at the Airport**. This policy supported airport related development on land within the airport boundary, with the land to be used efficiently, whilst protecting the environmental assets of the site and avoiding unnecessarily prominent structures.

#### Uttlesford Emerging Local Plan (2017)

- 5.26 Since the withdrawal of the previous replacement Local Plan in January 2015, Uttlesford District Council commenced work on a new replacement Local Plan, with consultation taking place on an Issues and Options version of the Plan between October and December 2015.
- 5.27 The Local Plan Issues and Options Consultation Document (2015) sought views on the District Vision and Development Strategy to 2033. The consultation documents stated that the vision and development strategy should set a positive context for how growth and development will be managed over the plan period, and that appropriate items might include the role and function of Stansted Airport.
- 5.28 Consultation on the Regulation 18 Local Plan (the 'draft' version of the Local Plan) took place between 12 July 2017 and 4 September 2017. The Draft Local Plan builds on the 'Spatial Vision' set out in the Issues and Options consultation document (2015) and details that London Stansted Airport will *"form a pivotal part of the highly successful London Stansted Cambridge Corridor; the environmental impact of London Stansted Airport will be effectively managed"*.<sup>7</sup> The Spatial Vision is supported by a series of Themes and Objectives. 'Theme 2 – Support Sustainable Business Growth' is particularly relevant to the airport and is supported by objectives to enable growth and investment (2a) and London Stansted Airport (2c) through the provision of opportunities for employment growth related to the airport and to accommodate development by:
- *"Utilising the permitted capacity of the existing runway and provide for the maximum number of connecting journeys by air passengers and workers to be made by public transport; and*
  - *Ensuring that appropriate surface access infrastructure and service capacity will be provided without impacting on capacity to meet the demands of other network users"*.<sup>8</sup>

5.29 The draft **Policy SP2 – The Spatial Strategy 2011-2033** specifies that the growth of London Stansted Airport will be *“supported subject to conformity with the environmental and transport framework set out in Policy SP11 – London Stansted Airport”*.<sup>9</sup>

5.30 The Local Plan identifies London Stansted Airport as making *“a positive contribution to the delivery of the Spatial Strategy due to the continued expansion, economic growth and increase in passenger numbers”*.<sup>10</sup> The draft **Policy SP11 – London Stansted Airport** details that the growth of the airport will be supported and it is designated as a Strategic Allocation in the Local Plan. The policy states that proposals for the development of the airport and its operation, together with any associated surface access improvements, will be assessed against the Local Plan policies as a whole. The policy includes a series of criteria which proposals for development will be assessed against and development will be supported where proposals:

*“1. They are directly related to airport use of development;*

*2. They contribute to achieving the latest national aviation policies;*

*3. They are in accordance with the latest permission;*

*4. Do not result in a significant increase in Air Transport Movements that would adversely affect the amenities of surrounding occupiers or the local environment (in terms of noise, disturbance, air quality and climate change impacts);*

*5. Achieve further noise reduction or no increase in day or night time noise in accordance with any imposed planning condition or otherwise cause excessive noise including ground noise at any time of the day or night and in accordance with the airport's most recent Airport Noise Action Plan;*

*6. Include an effective noise control, monitoring and management scheme that ensures that current and future operations at the airport are fully in accordance with the policies of this Plan and any planning permission which has been granted;*

*7. Include proposals which will over time result in a significant diminution and betterment of the effects of aircraft operations on the amenity of local residents and occupiers and users of sensitive premises in the area, through measures to be taken to secure fleet modernisation or otherwise;*

*8. Incorporate sustainable transportation and surface access measures in particular which minimise use of the private car, maximise the use of sustainable transport modes and seek to meet modal shift targets, all in accordance with the London Stansted Sustainable Development Plan; and*

*9. Incorporate suitable road access for vehicles including any necessary improvements required as a result of the development.”*<sup>11</sup>

- 5.31 The policy goes on to state that development proposals at the London Stansted Airport Strategic Allocation will ensure that appropriate strategic landscaping will be provided both on and off site and that the height and design of buildings will reflect the site's setting and its visibility from the surrounding countryside.
- 5.32 The draft *Policy TA1 – Accessible Development* sets out that development and transport planning will work towards reducing the need to travel by car and increase the use of public transport and sustainable travel. All new development should:
- Be easily accessible to the main road network, without causing congestion;
  - Improve road safety;
  - Be located where it can be linked to services via public transport;
  - Support and improve public transport; and
  - Promote cycling rights of ways.
- 5.33 Draft *Policy TA2 – Sustainable Transport* provides that sustainable modes of transport should be facilitated through new developments to promote accessibility and integration into both the community and transport network. Developers should prioritise cycling, walking and public transport, whilst encouraging community transport schemes and facilitate charging facilities for plug-in and other ultra-low emission vehicles.
- 5.34 Draft *Policy EN16 – Air Quality* expands on this stating that development will only be permitted if it is demonstrated that it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air. Additionally, where development is a sensitive end-use, it must be demonstrated that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality.
- 5.35 Draft *Policy EN18 – Noise Sensitive Development* of the draft Local Plan outlines that development will be permitted unless the occupiers of surrounding land or the historic and natural environment are exposed to adverse levels of noise and/or vibration (as defined within Uttlesford District Council's Noise Impact Technical Guidance – as detailed below). Potentially noisy developments will be located in areas where noise will not be a significant consideration or where its impact can be minimised by mitigation.
- 5.36 Draft *Policy SP12 – Sustainable Development Principles* details that development which ensures the prudent and sustainable management of the District's towns, villages and countryside will be supported. Schemes should achieve this by:
- Employing best practice in sustainable design and construction;
  - Encouraging the redevelopment of previously-developed land which is unused or under-used for uses which are sustainable and protect the natural environment in that location;

- Minimising the amount of unallocated greenfield land that is developed;
- Retaining and enhancing the character, appearance and setting of those areas, settlements or buildings that are worthy of protection;
- Reducing, to an acceptable level, any pollution that may result from development;
- Reducing, to an acceptable level, any impacts arising from known or potential contamination both on development sites and on sites which affect development sites;
- Locating development on land identified as being at low risk of flooding and taking into account any potential increased risk of flooding from new development;
- Promoting development that minimises consumption of and protects natural resources including water;
- Promoting development that makes provision for waste recycling; and
- Promoting development which is located and designed to be energy efficient.

5.37 In addition to the airport specific objective on climate change, **Objective 3b** requires development “To minimise demand for resources and mitigate and adapt to climate change by: Promoting sustainable *design and construction in all development; Encouraging renewable energy production in appropriate locations; Ensuring development is located and designed to be resilient to future climate change and the risk of flooding; and ensuring new development promotes the use of sustainable travel*”.<sup>12</sup>

5.38 The adopted Local Plan and emerging Local Plan are supported by a range of guidance documents developed at the district level that provide further detail on specific topic areas. The paragraphs below focus on those documents relevant to planning and land use; other specific policy and guidance documents are referred to in the accompanying ES chapters.

#### Uttlesford Statement of Community Involvement

5.39 Uttlesford adopted its Statement of Community Involvement (SCI) in May 2016, although a new SCI is currently under preparation by the Council with consultation having closed in November 2017.

5.40 The current adopted document sets out the Council’s objectives for community involvement in the planning process. Specifically, it sets the Council’s principles on the consultation process for planning applications and the Local Plan. The Council’s key principle is to provide everyone with the opportunity to know what is going on and how they can get involved if they want to. The Council state they aim to achieve this by:

- *“involving people where the issue is relevant to them;*
- *at a time in the process where their views can influence outcomes;*

- *by a method appropriate for the purpose and issues being discussed and the people involved; and*
- *at a suitable and accessible venue*".<sup>13</sup>

5.41 The SCI identifies that the Council "*encourage community participation through effective consultation and engagement and improving community forums to reflect closer working with all sectors of the community*".<sup>14</sup>

## Uttlesford Noise Assessment Technical Guidance

5.42 The Noise Assessment Technical Guidance (2017) has been prepared in relation to the Council's Local Plan policy on noise and is designed to take account of Planning Practice Guidance, British Standards, National Policy and other guidance to ensure "*developments achieve the highest possible standards without compromising the health and well-being of people that live and work within Uttlesford District Council*".<sup>15</sup> The document provides guidance for applicants, developers and acoustic consultants in relation to noise in a planning context to encourage good acoustic design. It is principally aimed at new residential development. The ES Chapter 7 Air Noise (Appendix 7.2) references it where appropriate to the assessment.

## National Planning Policy

### National Planning Policy Framework

5.43 The NPPF, issued in March 2012, replaced over 1,300 pages of planning guidance with a single concise document setting out the Government's planning policies for England and how these are expected to be applied when drawing up planning policy and determining planning applications. It sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, which itself is clarified as being composed of three dimensions: economic, social and environmental. These dimensions should be considered jointly and simultaneously.

5.44 To achieve sustainable development, the NPPF sets out 12 core principles of the planning system. These include inter alia:

- a system that is genuinely plan-led;
- proactively driving and supporting sustainable economic development;
- allocating land for development that is of a lesser environmental value; and
- focusing significant development in locations that are or can be made sustainable.

5.45 In a specific reference to development at, and of airports, the NPPF states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities or transport investment which support the growth of airports.<sup>16</sup> It explains that when



planning for airports, plans should take account of their growth and role in serving business and the Government Framework for UK Aviation.

5.46 When planning for airports and airfields that are not subject to a separate national policy statement, the NPPF details that plans should take account of their growth and role in serving business, leisure, training and emergency service needs.<sup>17</sup> The NPPF specifies that such plans should take account of the principles set out in the relevant National Policy Statements and the Government's Aviation Policy Framework.

5.47 The following specific paragraphs of the NPPF are relevant to this application:

- Air Quality - Paragraph 124 of the NPPF refers to air quality and identifies that planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.
- Climate Change – The NPPF states that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure (paragraph 93). Local Plans are required to take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape (paragraph 99).
- Ecology - Paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains to biodiversity where possible.
- Flood and Drainage - Paragraph 100 requires that development is directed away from areas at highest risk of flooding.
- Noise – Paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by, inter alia, preventing both new and existing development from contributing to or being put at unacceptable risk from, or by being adversely affected by unacceptable levels of soil, air, water or noise pollution or land stability. More specifically, the NPPF states that planning policies and decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development; to mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions; and recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established (Paragraph 123).
- Health and Wellbeing – Paragraph 69 recognises that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.

- Transport – Paragraph 34 details that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

5.48 The NPPF encourages community involvement in the planning process, with an emphasis on applicants engaging in pre-application consultation with local communities. Specifically, the NPPF states:

*“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community”.*<sup>18</sup>

5.49 This guidance has helped inform the consultation and engagement plan that has been embraced through a wide public consultation programme for this application.

5.50 The Department for Communities and Local Government (now the Ministry of Housing, Communities and Local Government) has indicated that consultation will take place in early 2018 on new policy measures alongside a draft of a new NPPF, with the revised NPPF to be published before the end of summer 2019.<sup>19</sup>

## National Aviation Policy

### Aviation Policy Framework

5.51 In 2003, the Government adopted the Future of Air Transport White Paper, updated by the 2006 Progress Report. Since the production of the 2003 White Paper much has changed in terms of Government policy, the economy, the aviation market and the needs of passengers and airlines.

5.52 Following the Coalition Agreement in 2010, the Secretary of State issued in March 2011 a Scoping Document that concluded that whilst there was widespread agreement regarding aviation’s economic contribution and its local and global environmental impacts, there was still considerable uncertainty about where, or if, new capacity to retain the UK’s aviation hub status should be provided. The Government withdrew its support for new runways in the South East and set up the independent Airports Commission in September 2012 to advise on future runway capacity (see para 5.58). The Aviation Policy Framework (APF) was issued in March 2013 and wholly replaced the 2003 Aviation White Paper as the formal statement of Government policy.

5.53 The measures set out in the APF aim to achieve a *“balanced approach to securing the benefits of aviation”*. It clearly states that the role of aviation in supporting the long-term economic growth of the country is unequivocal, but recognises that it is essential that the aviation sector continues to make a significant and cost-effective contribution towards reducing global emissions.

- 5.54 The APF sets out a strategy for a vibrant aviation sector focusing on the short term to around 2020 and endorses making better use of existing runways at all UK airports. Specifically, the strategy is focussed on measures for:
- *“making best use of existing capacity to improve performance, resilience and the passenger experience;*
  - *encouraging new routes and services; supporting airports outside the South East to grow and develop new routes; and*
  - *better integrating airports into the wider transport network”.*<sup>20</sup>
- 5.55 The Framework contains a chapter relating to planning; explaining its interaction with existing planning guidance and policies. It cites the NPPF’s advice to local planning authorities to prepare local plans with regard to policies and advice issued by the Secretary of State, including the APF, which may also be a material consideration in planning decisions.
- 5.56 The Framework goes on to suggest that all proposals for airport development must be accompanied by clear surface access proposals which demonstrate how the airport will ensure safe and reliable access for passengers and minimise congestion and other local impacts.

### Airports Commission

- 5.57 The Airports Commission was established in 2012 with a remit to examine the location, scale and timing of any requirements for additional capacity to maintain the UK’s position as Europe’s most important aviation hub and to identify and evaluate how any need for additional capacity should be met in the short, medium and long term. The intention of the Commission’s work was to lead to a political consensus and overcome the previous obstacles to establishing a settled long-term plan for aviation.
- 5.58 The Commission published an interim report to Government in December 2013. It set out the evidence for the measures needed to maintain the UK’s global hub status, its recommendations to improve the use of existing airport capacity, and a short-list for new runways in the London area in the period to 2030. The final report of the Commission, published in July 2015, recommended Heathrow as the preferred option for the location of a new runway. The report is clear that the *“position of the UK within the global aviation market is critical to its economy: it is central to ensuring increased productivity, growth and employment opportunities”*.<sup>21</sup>
- 5.59 The Commission was also clear in its support for the necessary infrastructure development (including transport links) and spending to achieve the best use of current infrastructure. The Commission recognised the strategic importance of Stansted to the wider London airport system and considered that there would be a case for reviewing the Stansted planning cap, if and when, the airport moves closer to full capacity. The Final Report of the Commission notes that the airport has seen rapid growth since its purchase by MAG, which if sustained over a longer period, would bring the airport to full capacity in the 2020s.

## Future Aviation Policy

- 5.60 The Government recognises that aviation is an important vehicle for driving economic growth and crucial to building a strong economy.<sup>22</sup> The high level of growth over the past five years is recognised as putting significant pressure on existing infrastructure, especially in the South East which is the busiest region in the UK aviation market.
- 5.61 Given the long lead-time for new runway capacity at Heathrow, the Government recognises that it is vital the UK continues to grow its domestic and international connectivity during the intervening period, and that this objective can only be achieved through more intensive use of existing airport capacity.
- 5.62 The Government is currently reviewing its wider aviation policies and is looking to update the overarching strategy for the sector, in order to better respond to future challenges and opportunities.
- 5.63 In a written statement to Parliament, The Rt Hon Chris Grayling (Secretary of State for Transport) announced plans in February 2017 for a new UK aviation strategy.<sup>23</sup> The statement detailed that the strategy:
- “...will champion the success story of the UK’s aviation sector. It will put the consumer back at the heart of our thinking. The strategy will also explore how we can maximise the positive role that our world class aviation sector plays in developing global trade links, providing vital connections to both the world’s growing economies and more established trading partners. Connections that will only grow in importance as our trading network expands”.*<sup>24</sup>
- 5.64 The Government issued a Call for Evidence on a new strategy in July 2017. The consultation document ‘Beyond the Horizon - The future of UK aviation: A call for evidence on a new strategy’ sought views on the approach the Government is proposing to take and the issues it has identified in relation to aviation.<sup>25</sup>
- 5.65 The Aviation Strategy will set out the Government’s vision for the wider aviation sector and will eventually replace the 2013 APF. Over the course of 2018, the Government is expected to publish a series of Green Papers focused on specific topics, including airport safety, security, competitiveness, consumers, regulation and capacity. Subsequently, it is anticipated that Government will publish a final White Paper setting out a new Aviation Strategy. Taken together, the Aviation Strategy and the Airports NPS (see below) will provide Government’s policy in respect of the aviation sector.
- 5.66 The Call for Evidence notes that strong growth in passengers over the past five years (including in the south east), is putting significant pressure on existing infrastructure. The Government acknowledge (para 7.20):

*“We are aware that a number of airports have plans to invest further, allowing them to accommodate passenger growth over the next decade using their existing runways, which may need to be accompanied by applications to increase existing caps.”*

5.67 It goes on to accept the Airports Commission’s recommendation of the need for more intensive use of existing airport capacity. Thus, as part of the preparation of the new Aviation Strategy, and in advance of it considering other topics, the Government is:

*“minded to be supportive of all airports who wish to make best use of their existing runways including those in the South East. The exception to this is Heathrow, whose proposed expansion is proceeding through the draft Airports NPS process”.*<sup>26</sup>

5.68 The Government go on to advise that airports with planning restrictions that wish to take forward plans to develop their airport and increase the utilisation of existing runways beyond those restrictions will need to submit a planning application. Those applications should be judged on the application’s individual merits. This will include considering environmental issues along with the other issues that led to the current restrictions. Evidence and views in relation to this policy were sought by the Government, which considers that *“Due to the recent rise in growth, the government believes that this issue cannot wait until the publication of a new Aviation Strategy”*.<sup>27</sup> The Government’s response to the Call for Evidence consultation is expected in February 2018.

#### Draft Airports National Policy Statement

5.69 Following the Government’s announcement<sup>28</sup> that a Northwest Runway at Heathrow was its preferred scheme to deliver additional airport capacity in the South East, a draft Airports National Policy Statement (NPS) was published for consultation between February and May 2017. Ultimately, the Airports NPS will provide the primary basis for decision making on a DCO application(s) for a Northwest Runway at Heathrow Airport.

5.70 The consultation document stated that the Airports NPS *“does not have effect in relation to an application for development consent for an airport development not comprised in an application relating to: the Heathrow Northwest Runway”*<sup>29</sup> and other associated terminal capacity and reconfiguration of Heathrow Airport’s central terminal area.

5.71 However, the draft NPS recognised the importance of aviation to the UK economy and states that the *“international connectivity, underpinned by strong airlines and airports, is important to the success of the UK economy”*.<sup>30</sup> Furthermore, the draft NPS recognised that the sector benefits the UK economy through its direct contribution to Gross Domestic Product (around £20 billion of economic output in 2014) and employment (direct employment of c 230,000 in 2014), facilitating trade and investment, manufacturing supply chains, skills development, tourism and leisure.

5.72 The draft NPS is clear there is a need for new airport capacity and that the UK faces a significant capacity challenge, particularly in the South East, emphasising that all London airports will be full by 2040 unless action is taken now. Specifically, the NPS states that *“The Government believes*

*that not increasing capacity will impose costs on passengers and on the wider economy*".<sup>31</sup> The draft Airports NPS was subsequently withdrawn on 24 October 2017 and superseded by the Revised Draft Airports NPS (October 2017).

- 5.73 A further period of consultation on a Revised Draft NPS<sup>32</sup> was undertaken between 24 October 2017 and 19 December 2017 to take into account revised Government aviation demand forecasts and the impact of the Government's final 2017 Air Quality Plan which were not published at the time of the initial consultation; broader government policy changes; and responses to the February consultation.
- 5.74 Since the publication of the initial Draft Airports NPS in February 2017, the Government has published the call for evidence on the new Aviation Strategy. This included a firm commitment to the development of a *"new policy framework for the sector which will provide clarity on the future of aviation policy across the whole of the UK"*<sup>33</sup> whilst also looking to address wider aviation policy to 2050. It was necessary therefore, for the Government to align both documents and the revised draft NPS makes references to the Aviation Strategy and recognises the complementary nature of the policies. Specifically, the revised draft NPS reiterates that the Government is minded to be *"supportive of all airports who wish to make best use of their existing runways, including those in the South East"*.<sup>34</sup>
- 5.75 The revised draft NPS also provides clarity on the applicability of the NPS and how airports wishing to make more intensive use of existing runways are able to do so<sup>35</sup>. In particular, it identifies that with regard to the more intensive use of existing infrastructure, that it may be possible for existing airports to *"demonstrate sufficient need for their proposals, additional to (or different from) the need which is met by the provision of a Northwest Runway at Heathrow"*.<sup>36</sup>
- 5.76 The final NPS is currently expected to be laid before in Parliament during the first half of 2018.

### Airspace Policy Consultation

- 5.77 A Government consultation on UK Airspace Policy was undertaken between January and May 2017 in support of airspace modernisation to deliver benefits for the UK economy, passengers and communities. The proposed development, subject of this application, does not require an airspace change.
- 5.78 The aim of the consultation was to outline the policy principles that will guide such decisions and offering greater flexibility to three of London's major airports, including Stansted, to adapt their noise management to the needs of local communities. It is the noise management issues that are of relevance to this application.
- 5.79 A range of supporting documents were published in support of this consultation, of which the following are germane:
- Draft Air Navigation Guidance: Guidance on Airspace & Noise Management and Environmental Objectives; and

- Survey of Noise Attitudes (SoNA 2014).

5.80 The UK Airspace Policy and NPS consultations raised proposals to introduce an Independent Commission on Civil Aviation Noise (ICCAN) and changes to the night noise regime.

### Night Flight Restrictions

5.81 The Secretary of State has the power to set night flight restrictions for designated airports under section 78 of the 1982 Civil Aviation Act. Since 1971 Stansted Airport has been designated, along with Heathrow and Gatwick. The previous night noise regime for these airports was set in July 2014 and ran from October 2014 to October 2017.

5.82 In January 2017, the Government published a consultation document on night flight restrictions at Heathrow, Gatwick and Stansted for 5 years commencing October 2017. It proposed modified controls on noise during the night quota period (23h30 to 06h00) which aimed to ensure that communities around the three controlled airports would not be subject to unlimited 'exempt' aircraft. In general terms this resulted in the creation of a new quota category to capture the majority of aircraft, but that even 'quota exempt' aircraft count in the movement limit. The proposed five-year regime to October 2022 therefore adjusted Stansted's movement limits but not the noise quota limit; the effect being that to utilise the movement limit, the average noise quota per movement would have to reduce.

5.83 Following the consultation period, the Government announced a continuation of controls for all three airports, subject to the changes originally proposed but with deferral of the quota category until October 2018. The Government recognised the need for continued intervention and acknowledged that night time operations involve a careful balancing of local environmental impacts and economic benefits that they bring.<sup>37</sup>

## National Economic Policy

### Industrial Strategy: Building a Britain Fit for the Future

5.84 The Government's white paper 'Industrial Strategy: Building a Britain Fit for the Future' (2017) sets out a long-term plan to boost productivity and the earning power of people throughout the UK. The Prime Minister's foreword states that a *"successful free-market economy must be built on firm foundations: the skills of its workers, the quality of the infrastructure, and a fair and predictable business environment"*.<sup>38</sup> The Strategy establishes five foundations of productivity: ideas; people; infrastructure; business environment; and places.

5.85 With respect to infrastructure, the Government's approach is to invest in infrastructure to drive growth across the UK, and to create *"a new high-speed rail network that connects people to jobs and opportunities, regenerate our stations and airports, and progressively upgrade our road network"*.<sup>39</sup> The Strategy seeks to provide the right infrastructure in the right places to boost the earning power of people, communities and businesses.

- 5.86 The Strategy outlines that with a more strategic approach to infrastructure investment, *“a priority will be to strengthen growth and accelerate the creation of economic opportunities throughout the UK”*.<sup>40</sup> Key to this are the UK’s international gateways, which the Strategy identifies as connecting markets and people and attracting inward investment, keeping the UK globally competitive.<sup>41</sup> The Strategy also states that the UK has the third largest aviation network in the world and points to the development of a new Aviation Strategy to *“build on our strengths to create a safe, secure and sustainable aviation sector for a global, outward-looking Britain”*.<sup>42</sup>
- 5.87 The Strategy’s approach to people is to ensure that *“everyone can improve their skills throughout their lives, increasing their earning power and opportunities for better jobs”*.<sup>43</sup> Specifically, the Strategy recognises that people and the skills they have are a key driver of productivity, and furthermore that there are currently not enough skilled people in science, technology, engineering and maths. Reference is made in the strategy to the Government working with Harlow College to open a new Advanced Manufacturing Centre and a base at Stansted to train local workers in the skills required. The Strategy sets out a series of key policies to support the generation of good jobs and greater earning power for all.

## National Transport Policy

### Transport Investment Strategy: Moving Britain Ahead

- 5.88 The ‘Transport Investment Strategy: Moving Britain Ahead’ (2017) provides an overview of the Department for Transport’s priorities and approach for future transport investment decisions. The Transport Investment Strategy identifies that high performing infrastructure can enable the delivery of the Industrial Strategy and that by *“maintaining and upgrading our transport infrastructure – an integrated network that underpins not only our daily lives but our economy too – we can connect communities and businesses and help deliver balanced growth across the country”*.<sup>44</sup>
- 5.89 The Strategy identifies the importance of Britain’s international gateways and that *“our success is closely tied to our connections with the rest of the world, made through our airports and seaports”*.<sup>45</sup> It is recognised by the Strategy that the majority of airports are owned and operated in the private sector, but that Government has a responsibility for ensuring they are connected up to the existing national networks and that such networks can handle the road and rail traffic they generate.
- 5.90 A well-managed and maintained transport network is identified as a powerful national asset and a cornerstone of Britain’s prosperity: this has informed the Government’s approach to fundamental decisions about the future capability of the transport network, including taking steps to secure Britain’s status in the global aviation market. The Strategy states that *“while we currently have the third largest aviation network in the world, London’s airports are filling up fast and will all be full by 2040 unless we take action now, limiting the new international connections we can make”*.<sup>46</sup> Furthermore, the Strategy suggests transport underpins effective international trade and that the ability to trade freely depends on the speed and reliability of the global connections made possible by airports and ports. In terms of the Government’s role, the Strategy states:



*“While the private sector invests to enhance our ports and airports, Government has a key role to play, working with industry, to assess the demand for and constraints around road and rail access to ports and airports. Around a quarter of businesses cite the quality of domestic connections to international gateways as a barrier to exporting”.*<sup>47</sup>

## Strategic Road Network Initial Report

- 5.91 Highways England’s Strategic Road Network Initial Report (2017) comprises the first stage of developing the Second Road Investment Strategy (RIS2) which will be delivered between 2020 and 2025. The First Road Investment Strategy (RIS1) covered investment in England’s motorways and major roads (the strategic road network (SRN)) during the 2015 to 2020 period, outlining a multi-year investment plan for over 100 major road schemes.
- 5.92 The Initial Report sets out Highways England’s views and recommendations on the key challenges and investment priorities for the SRN in Road Period 2.
- 5.93 The Initial Report identifies four economic roles that the SRN and Highways England can play in supporting the economy:
- Economic Role 1: Supporting business productivity and competitiveness, and enabling the performance of SRN-reliant sectors.
  - Economic Role 2: Providing efficient routes to global markets through international gateways.
  - Economic Role 3: Stimulating and supporting the sustainable development of homes and employment spaces.
  - Economic Role 4: Providing employment, skills and business opportunities within our sector.
- 5.94 The report recognises that road improvements have a profound positive economic impact, particularly as UK businesses are dependent on the SRN to transport goods between sites, ports/airports and to clients.<sup>48</sup>
- 5.95 The Department for Transport undertook consultation on Highways England’s Initial Report between December 2017 and February 2018.<sup>49</sup> Feedback on the consultation will inform the development of the RIS2 document which is due to be published in 2019.

## Connecting People: A Strategic Vision for Rail

- 5.96 ‘Connecting People: A Strategic Vision for Rail’ (November 2017) provides the Government’s strategic vision for the railways and details how this is to be achieved, focusing on: investing in upgrades to the network to deliver faster journey times, more capacity and support economic growth; improving the customer experience; and bringing the organisations that run the track and trains closer together to deliver better services for passengers. In the near term, the document sets a vision for *“better customer service and delivering planned upgrades, with the industry getting a*

*grip on cost*".<sup>50</sup> Looking forward, the vision for 2019-2024 (Control Period 6) is for a "more reliable, efficient and modern railway delivered by joined up local teams".<sup>51</sup> For the period 2024-2029, the vision is for a "step change for rail, with current reforms and HS2 delivering better journeys, better services and support for the economy".<sup>52</sup> Beyond 2030, the Government's vision is for a "world-class railway, working as part of the wider transport network, bringing new opportunities for the nation".<sup>53</sup>

- 5.97 The report recognises the potential for rail services to unlock housing growth as part of a wider transport network. In particular, reference is made to supporting housing in the Cambridge - Milton Keynes – Oxford corridor and also Cambridge South. An opportunity is recognised that a new station at Cambridge South could provide direct rail links between one of the largest bio-medical campuses in Europe which is being consolidated in Cambridge with Central London, Stansted Airport and regional housing development sites. The Government is committing £5m to develop proposals, working in partnership with local stakeholders.<sup>54</sup> Further to this, it is detailed that a new East West Rail company is being established to lead on the delivery of a new rail link along the strategically important Cambridge- Milton Keynes – Oxford corridor.<sup>55</sup>
- 5.98 On Crossrail 2, a proposed new railway stretching from Surrey to Hertfordshire through Central London, the report notes that it "could relieve crowding and support the capital's growth. It could offer travellers on national rail lines a new route into London, helping free up capacity, and relieve pressure on the Tube network, while unlocking new homes along the route".<sup>56</sup>

## National Noise Policy

### Noise Policy Statement for England

- 5.99 The Noise Policy Statement for England (NPSE, 2010) does not set out specific noise level guidelines for noise sensitive development; these are covered in other statutory documentation. The overall aim of the NPSE is to:

*"Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development".<sup>57</sup>*

- 5.100 The NPSE outlines three main aims:

- The first aim of the NPSE is to avoid significant adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development.
- The second aim of the NPSE is to mitigate and minimise adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development.

- The third aim of the NPSE is where possible, contribute to the improvement of health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development.

5.101 The above aims of the NPSE should be interpreted in line with a set of shared UK principles that underpin the Government’s sustainable development strategy, these being:

- Ensuring a Strong Healthy and Just Society
- Using Sound Science Responsibly
- Living Within Environmental Limits
- Achieving a Sustainable Economy
- Promoting Good Governance

5.102 The NPSE defines “significant adverse” and “adverse” impact in line with the World Health Organisation’s definitions: NOEL – No Observed Effect Level. This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise. LOAEL – Lowest Observed Adverse Effect Level - This is the level above which adverse effects on health and quality of life can be detected.

5.103 By extending these concepts for the purpose of the NPSE leads to a third category: SOAEL – Significant Observed Adverse Effect Level - This is the level above which significant adverse effects on health and quality of life occur. However, it is not possible to have a single objective noise-based measure that defines SOAEL that is applicable to all sources of noise in all situations. Consequently, the SOAEL is likely to be different for different noise sources, for different receptors and at different times.

## Regional Policy

### Local Enterprise Partnerships

5.104 The airport is within two Local Enterprise Partnership (LEP) areas: The South East LEP and the Greater Cambridge/Greater Peterborough (GCGP) LEP. A key element of growth for both LEPs is to strengthen the competitive advantage of strategic growth locations within the LEP areas; Stansted Airport is one such location.

5.105 The ‘South East LEP Strategic Economic Plan’ (March 2014) set out proposals for the renewal of the physical and intellectual capital of the area. Alongside upgrades to infrastructure, the plan also put forward aims to raise educational and skills attainment to develop a workforce poised to grasp the new business and high-level job opportunities presented. The plan recognises that “*in Stansted Airport, the LSCC has a key economic asset with significant potential to catalyse growth areas across the corridor and beyond*”.<sup>58</sup> Furthermore, the Plan recognises that the “*growth opportunities astride the A120 are in Braintree, Colchester and Tendring and are generated both from ready*

*access to Stansted Airport and the ports of Harwich and Felixstowe*".<sup>59</sup> The plan recognises that there is a need to commit investment in infrastructure targeted at key sites within Essex's strategic growth corridors, including the West Essex M11 and A120.

- 5.106 The South East LEP is currently preparing for the next phase of funding and investment by refreshing the Strategic Economic Plan.
- 5.107 The 'Greater Cambridge and Greater Peterborough LEP Strategic Economic Plan' (2013) aims to release the area's significant potential for continued economic growth, through a targeted range of interventions. The plan promotes improvement to transport services and connections, and connectivity to improve economic growth. The Plan recognises Stansted as strategically important infrastructure giving access to Europe and the rest of the world and identifies that the airport contributes "*significantly to the LEP area and wider economy*".<sup>60</sup> In addition, the plan states that "*in the short term we know that London Stansted Airport has 50% more capacity within its approved operating parameters. We want to ensure that maximum use of [sic] made of this potential to develop long-haul routes that support our businesses*".<sup>61</sup>
- 5.108 To the east of the airport lies the Hertfordshire LEP area. In 2017 the Hertfordshire LEP published a refreshed version of its Strategic Economic Plan. The 'Perfectly Placed for Business: The Refreshed Strategic Economic Plan: 2017-2030' (July 2017) sets out a 'route map' for Hertfordshire which has been refreshed to chart what the LEP and its partners are seeking to achieve along with the priority interventions that are needed to make this happen. The Plan identifies three radial corridors that cross the county which present substantial opportunities. This includes a key radial axis to the eastern boundary of Hertfordshire and connects London with Harlow, Stansted Airport and Cambridge. The Plan identifies that Stansted "*has growth capacity and, under the ownership of Manchester Airports Group, growth ambition*".<sup>62</sup>

#### Essex County Council - The Economic Plan for Essex (EPfE)

- 5.109 In April 2014, Essex County Council (ECC) published its Economic Plan, setting out its vision for the County's sustainable economic growth for the benefit of the local communities over the next seven years (2014-2021). This strategy is based on improving skills across Essex, establishing a pipeline of £1bn of infrastructure investment and enhancing productivity across five growth sectors.
- 5.110 The EPfE recognises that the development within this period will come from the private sector, with the public sector creating the right conditions for growth. The location of Stansted Airport is acknowledged as having a direct and substantial impact on the economic growth potential, indeed the plan recognises the airport as a "*key economic asset with significant potential to catalyse growth along the corridor [LSCC] and beyond*".<sup>63</sup> Furthermore, the Plan details that "*Essex supports Stansted to grow to its current capacity limit of 45m passengers per annum (45mppa)*"<sup>64</sup> and states that "*It is clear that Stansted is, and can continue to be, a major driver of growth in Essex*".<sup>65</sup>

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<sup>i</sup> At the time of the Strategic Economic Plan's publication, the airport was operating at around 17.5mppa.

5.111 Across the County, the EPfE poses key challenges: enhancing the workforce; unlocking growth on strategic corridors; enhancing productivity; developing the County's reputation; removing resistance to development and the capacity to support growth.

### Essex Corporate Plan and Organisation Strategy

5.112 The Essex Works Corporate Plan 2012-2017 sets out ECC's vision, priorities and outcomes for the period. The plan details a number of priorities including: securing the highways, infrastructure and environment to enable businesses to grow; and enabling every individual to achieve their ambitions by supporting a world-class education and skills offer in the county.<sup>66</sup> The plan details that enabling business to grow matters because:

*"private enterprise creates jobs, generates wealth and improves lives. In a time of austerity it is more important than ever that Essex is a place where business can flourish, providing employment opportunities for local residents and, by creating wealth, helping to fund the public services we use".<sup>67</sup>*

5.113 Further to this, the plan recognises that a *"highly skilled workforce provides a foundation upon which our future economic growth and prosperity can be built".<sup>68</sup>*

5.114 The Essex Organisation Strategy: Our Four Strategic Aims 2017-21 outlines ECC's areas of focus over the four year period and outlines how better outcomes will be achieved for Essex. The Strategy outlines four strategic aims:

- enable inclusive economic growth;
- help people get the best start and age well;
- help create great places to grow up, live and work; and
- transform the Council to achieve more with less.

5.115 To enable inclusive economic growth, the Strategy sets three Strategic Priorities: help people in Essex prosper by increasing their skills; enable Essex to attract and grow large firms in high growth industries; and target economic development to areas of opportunity. The strategy recognises the importance of the international gateways in Essex, such as Stansted, in enabling inclusive economic growth, alongside the *"major economic engines in Chelmsford, Harlow, Basildon and Colchester".<sup>69</sup>*

### Essex Transport Strategy: The Local Transport Plan for Essex

5.116 The Essex Local Transport Plan (2011-2026) (LTP3) summarises the Highway Authority's transport strategy, outlining its approach to all travel modes for the period of 2011-2026. The LTP3 divides Essex into four areas, for which specific priorities will be identified via dedicated area plans. The transport priorities for West Essex are identified as:

- *"Improving access to and from the M11 corridor;*

- *Tackling congestion and improving the management of traffic in Harlow town centre;*
- *Providing the transport improvements needed to support housing and employment growth;*
- *Improving the attractiveness of bus services;*
- *Improving cycling networks and walking routes and encouraging their greater use;*
- *Improving the attractiveness of public spaces and their ease of use;*
- *Working with Transport for London to improve the journey experience of Essex residents using the Central Line underground services; and*
- *Improving access to Stansted Airport by low carbon forms of transport”.*<sup>70</sup>

5.117 The LTP3 outlines 15 transport policies, many of which are relevant to the airport site and proposed development. These policies cover key issues such as integrating land-use and transport planning, public transport, connectivity, carbon reduction, promoting sustainable travel choices, the historic built environment, access to services, and cycling and walking.

#### East of England Route Strategy

5.118 Highways England’s East of England Route Strategy (March 2017) provides a statement on the current performance, and perceived pressures on, the East of England’s major A Roads (forming part of the SRN) to inform the planning of future investment. The East of England’s route is formed of the A11, A12, A47 and A120. The A120 stretches from Puckeridge in Hertfordshire to the port of Harwich in Essex and passes to the south of Stansted, providing one of the main access points into the airport site.

5.119 The Strategy states that the A120 is *“strategically important to the local and regional economy, on account of its connection to the shipping industry”*<sup>71</sup> but the lack of capacity on the route can lead to longer trips, negatively affecting growth in the surrounding area.

5.120 The Route Strategies (18 in total, plus 6 strategic studies) will inform the development of Highways England’s RIS2 Investment Plan.

#### Hertfordshire Local Transport Plan

5.121 The current Hertfordshire County Council (HCC) Local Transport Plan 2011-2031 (LTP3) sets the framework for achieving a vision for better transport for all. The plan is built on the foundations of LTP1 and LTP2 and focuses on delivering the shared priorities of tackling congestion, improving accessibility, providing safer roads, improving air quality and improving the quality of life for residents.

5.122 HCC consulted on the Local Transport Plan (LTP4) for Hertfordshire between October 2017 and January 2018. The new LTP4 will provide a framework to guide future transport planning and

investment and is due to be adopted in Spring 2018. The draft Plan identifies that Hertfordshire benefits from a good level of connectivity, with particularly good connections to London and international airports, but that *“passenger transport access to airports at Luton and Stansted requires improvement”*.<sup>72</sup> As such, one of the objectives of the Plan is to *“Improve access to international gateways and regional centres outside Hertfordshire”*.<sup>73</sup>

- 5.123 The Plan recognises that Stansted has the highest proportion of passenger transport trips of any airport in the UK using alternatives to the car and includes a policy specific to airports. Policy 11: Airports states:

*“The county council, working in partnership with neighbouring local authorities and airport operators, will seek improvements to surface access to Luton and Stansted Airports and promote and where possible facilitate a modal shift of both airport passengers and employees towards sustainable modes of transport”*.<sup>74</sup>

- 5.124 Overall, the policy seeks the delivery of sustainable airport growth with negative impacts on the local road network, environment and quality of life minimised.

#### London Stansted Cambridge Corridor (LSCC)

- 5.125 The London Stansted Cambridge Consortium (LSCC) was launched in June 2013 as a strategic partnership of public and private organisations covering the London-Stansted-Cambridge-Peterborough Corridor. The Consortium subsequently set up the LSCC Growth Commission.
- 5.126 The London Plan (March 2016) defines the London Stansted Cambridge Corridor regional growth areas as a *“development corridor to the east and west of the Lee Valley through north London and Harlow and north to Stansted, Cambridge and Peterborough”*.<sup>75</sup> London Plan Policy 2.3 (Growth Areas and Co-ordination Corridors) states that the Mayor of London will engage with relevant agencies beyond London to identify and develop capacity and linkages across nationally recognised growth areas which include parts of London, such as the London Stansted Cambridge Corridor.
- 5.127 In July 2016, the LSCC Growth Commission published a report titled ‘Findings and Recommendations of the London Stansted Cambridge Corridor Growth Commission’<sup>76</sup>, which outlines a 20-year vision for the Corridor to become one of the top ‘knowledge regions’ in the world and identified the growth of Stansted Airport as being crucial to the economic development of the corridor. Specifically, the final report identifies that *“London Stansted Airport has the capacity to expand and could be a big part of the solution to the aviation needs of the Corridor, London and the Greater South East”*.<sup>77</sup> The report also recognises the importance of Stansted as an employment centre, with improvements to transport services providing opportunities for job creation as well as benefiting international passengers.<sup>78</sup>

## Harlow Enterprise Zone

- 5.128 Harlow Enterprise Zone occupies a strategically significant site along the LSCC, with its proximity to Stansted making it a premier business location. The 51 hectares site is divided into three specific areas that focus on providing high quality, modern business space for the information communications technologies, advanced manufacturing and life science sectors. It will be the home of Anglia Ruskin University Med Tech Campus – one of the world’s largest health innovation spaces, delivering research and development services to businesses working in the health and life sciences sectors.
- 5.129 Over the next decade the Enterprise Zone is looking to attract over 100 businesses and create 2,500 jobs with the potential to create more than 5,000 jobs over a 25-year period, driving inward investment along the corridor and West Essex sub region.

## North London Boroughs - Upper Lee Valley Opportunity Area Planning Framework

- 5.130 The Upper Lee Valley Opportunity Area covers 3,884 hectares shared between the London Boroughs of Enfield, Haringey, Waltham Forest and Hackney. The planning framework, adopted in July 2013, sets the goals of the regeneration plan which includes development and redevelopment opportunities along the A10/A1010 Corridor, in particular the Tottenham High Road Corridor and Northumberland Park in North East London; the creation of over 15,000 new jobs by 2031 across a range of industries; a green industrial hub creating greater learning and employment opportunities and over 20,100 new homes by 2031.
- 5.131 In June 2014, the Mayor of London also announced that Tottenham Hale – a key gateway to Stansted Airport – will become one of 20 new housing zones and benefit from additional funding to help kick-start housing on brownfield sites across London.

## Haven Gateway Partnership

- 5.132 Stansted Airport is a key member of the Partnership, formed to drive economic growth along the A120 corridor between the airport and the ports of Harwich and Felixstowe. The corridor has the potential to attract significant housing and business growth over the next decade and is highlighted as a key growth area in the South East LEP Strategic Economic Plan. The Partnership’s A120 campaign to dual key sections of the A120, will dramatically improve road access between the airport and ports to unlock wider growth in the region.

## Cambridge - Milton Keynes – Oxford Arc

- 5.133 ‘Partnering for Prosperity: A new deal for the Cambridge – Milton Keynes – Oxford Arc’ (2017) sets out the National Infrastructure Commission’s recommendations for securing the long-term economic success of the Arc, delivering improved infrastructure and new homes to create places where people will want to live and work. The report suggests the Cambridge-Milton Keynes-Oxford



Arc must be a national priority so that its *“world-class research, innovation and technology can help the UK prosper in a changing global economy”*.<sup>79</sup> It is suggested that a new deal is required between central and local government to align public and private interests behind *“delivery of significant east-west infrastructure and major new settlements, and which seeks commitment to faster growth through a joined-up plan for jobs, homes and infrastructure”*.<sup>80</sup>

- 5.134 The report suggests that the arc could provide a *“strategic economic and transport link, connecting towns and cities in East Anglia to the west of England and South Wales”*<sup>81</sup>, and sets out a series of recommendations to achieve the potential of the Arc.

### The London Plan

- 5.135 The London Plan (March 2016) sets out the spatial development strategy for London and provides a consolidated version of the plan to include alterations made since the publication of the 2011 plan. Support is provided by The London Plan for the development of the London-Stansted-Cambridge-Peterborough growth area which is recognised as a nationally important growth corridor.
- 5.136 **Policy 2.3 Growth Areas and Co-Ordination Corridors** identifies that the Mayor will, along with other partners, engage with relevant agencies beyond London to identify and develop (inter-alia) *“linkages across, and capacity of, nationally recognised growth areas which include parts of London (the Thames Gateway and London-Stansted-Cambridge-Peterborough)”*.<sup>82</sup>

### Local Policy

#### Uttlesford District - Economic Development Strategy 2016-2018

- 5.137 The airport sits within Uttlesford District. The Council’s Economic Development Strategy 2016-2018 sets its intention to increase the percentage of Uttlesford businesses exporting; to promote and attract inward investment, including foreign direct investment and expansion of existing businesses; and increase tourism in Uttlesford. The Strategy acknowledges that the locational benefits of the airport in relation to the district are vital in meeting these aims and is fully supportive of this objective.
- 5.138 The District’s Strategy recognises that there is a local work force with high-level skills, a high employment rate, excellent connectivity and that the airport employs around 1 in 12 residents. Despite this, there is a comparatively low enterprise culture, economy size and businesses that trade internationally, which are threats to the district’s economic future. In addition, an imbalance in the range and mix of skills, as well as rural geography limiting access to employment, provide distinct local challenges.

## East Hertfordshire Local Plan

- 5.139 To the east of the airport lies the area of East Hertfordshire Council. The East Herts Local Plan Second Review was adopted in April 2007. The majority of policies in the Local Plan were 'saved' by the Secretary of State in 2010 and form part of the Development Plan for East Herts. The Local Plan aims to *"ensure that development in East Hertfordshire is the most sustainable in form as current knowledge and practicalities permit"*.<sup>83</sup>
- 5.140 The Local Plan identifies that whilst Stansted is located in Essex, the airport has an impact on East Hertfordshire, in particular on transport, environment and economic development and employment.
- 5.141 The emerging East Herts District Plan Pre-Submission Consultation (2016) is currently at examination and once adopted will replace the saved policies of the adopted Local Plan (2007). Whilst outside the district, Stansted is recognised by the Plan as having *"strategic implications for the area"*.<sup>84</sup> The District Plan incorporates the Vision for the London Stansted Cambridge Corridor Core Area and states that *"together with Stansted Airport, the local authorities [The Councils of Broxbourne, East Herts, Epping Forest, Harlow and Uttlesford] will deliver sustainable growth which supports the economic ambitions of the LSCC and UK"*.<sup>85</sup> Further to this, the vision states:
- "The Core Area supports the development and sustainable growth of Greater Harlow and key growth locations at Broxbourne, Brookfield and Bishop's Stortford together with Stansted Airport growing to its full permitted capacity and as a business growth hub. These centres, with proportionate growth throughout the wide area, and the right investment, would create an economic powerhouse"*.<sup>86</sup>
- 5.142 The District Plan recognises that the proximity of Bishop's Stortford to Stansted Airport and the M11 makes it an attractive place for businesses and new employment opportunities in the town. With regards to economic development, the plan identifies that East Herts *"is not a self-contained economy and in economic terms it plays a supporting role in relation to the adjacent urban centres and Stansted Airport, particularly in terms of labour supply"*.<sup>87</sup> In addition, the plan identifies that the district's business base of predominantly small and medium sized firms has links to companies in the sub-region, to London or with Stansted.
- 5.143 With respect to noise pollution and air quality, the District Plan identifies that any increase in activity associated with the airport combined with the existing road network may exacerbate the potential for traffic related noise pollution and impact air quality.

## East Hertfordshire Council Economic Development Vision

- 5.144 Stansted Airport is located immediately adjacent to East Hertfordshire District. The Council's 2016, Economic Development Vision sets out the economic priorities for the coming years. This includes, the identification of Bishop's Stortford as a key area for future growth nationally, linked to Stansted Airport and the LSCC.

## Stansted Airport Policy

### MAG Corporate Responsibility Strategy

5.145 Stansted Airport reports on progress against the MAG Corporate Responsibility Strategy (2015)<sup>88</sup> on an annual basis as part of the London Stansted Airport Corporate Social Responsibility Report.<sup>89</sup> The Corporate Responsibility Strategy details the vision for the Group and sets out a series of strategic objectives to achieve this:

- **Our Environment:** We will make best use of natural resources and minimise the environmental impact of our operations.
- **Our Community:** By building enduring relationships with our local communities, we will seek to understand the issues that are important and to use our combined skills and resources to work together for our mutual benefit.
- **Our Colleagues:** Keeping them safe at all times, we will support and develop our people so that they can consistently deliver high performance.
- **Our Business:** Working in a spirit of partnership, we will maximise our social and economic contribution in the regions we serve.

5.146 The strategy recognises the importance of responsible growth and the airport's desire to be a trusted neighbour. It is founded on sustained engagement with the whole community, focusing on growing the business at the same time as supporting job creation and prosperity.

### Stansted Airport Sustainable Development Plan

5.147 Government policy<sup>90</sup> requires airport operators regularly to publish long term masterplans. These are intended to set out the nature of future growth and development and measures to deal with the consequences and impacts of that growth. Such masterplans will be given greater weight if they are prepared in consultation with all those having an interest in the airport. In 2014, the airport consulted widely on a draft masterplan – the Sustainable Development Plan (SDP) - which was to replace the previous 2007 BAA Masterplan. The final SDP was published in 2015 and sets out a series of guiding principles, which are to:

- support Stansted in becoming the best London airport;
- proactively plan for growth to make best use of existing capacity;
- support prosperity and economic growth in the region;
- actively manage and contain environmental impacts;
- be active and supportive partners in the local community; and
- maintain Stansted's position as the best airport in the UK for public transport.

5.148 In relation to making best use of Stansted's existing capacity, the Land Use Plan identifies:

*"the land, the uses and the facilities required to support the maximum capacity of the airport's single runway, up to annual throughput of between 40-45 million passengers and over 400,000 tonnes of cargo. It identifies the principal elements of airport infrastructure required, the sequencing of development, and sets out a policy for the use and the development of airport land".*<sup>91</sup>

5.149 The SDP identifies that the airport can grow within the current boundaries and physical constraints as a result of improvements to the way in which the airport operates and facilities are now used, and states:

*"The exact capacity will be a product of our route network, aircraft size, the spread of traffic through the day and year and the capacity drivers described in our Land Use Plan".*<sup>92</sup>

5.150 In terms of future airfield requirements to support the best use of the single runway, the SDP Land Use Plan states:

*"Improvements can be made to the taxiway network, assisting the efficiency of aircraft queuing and sequencing and taking into account the different spacing required from aircraft types. The envisaged future improvements to the taxiway network are minor in scale and have limited potential impact as development would only involve some removal of airfield grassland which has limited ecological value".*<sup>93</sup>

5.151 The extent of improvements required to the taxiway network to support the best use of the single runway are the subject of this application and details are set out in section 4 of this statement.

### Stansted Noise Strategy and Action Plan 2013-2018

5.152 In line with the Environmental Noise Directive, Stansted Airport developed and consulted upon its first Noise Action Plan in 2009, which has since been updated to cover the period 2013-2018 (Adopted 2014). The Building on a Sound Foundation: Stansted Airport Noise Strategy and Action Plan Revised for 2013-2018 (2014)<sup>94</sup> includes actions which relate to developing the airport within its current planning permission and in line with the guidance provided by DEFRA.

5.153 Nine key themes are identified which the Noise Strategy and Action Plan seeks to address over the lifetime of the Plan. These are:

- Control of noise generated from departing aircraft;
- Control of noise generated from arriving aircraft;
- Control of aircraft noise generated by ground operations;
- Night noise restrictions;

- Mitigation schemes;
- Monitoring and reporting;
- Policy and planning;
- Continuous improvement; and
- Communication.<sup>95</sup>

5.154 The Noise Strategy and Action Plan for Stansted will be updated later this year in line with DEFRA timescales.

### Summary

5.155 The above review demonstrates that there is a wide range of policies, both general and specific, nationally and locally, that apply to the proposed works. The above policies have been given due regard in the planning assessment of the proposed works, and are discussed in the following section.

## 6 Planning Appraisal

- 6.1 The approach to any planning appraisal is provided for and required by Section 70(2) of the Town and Country Planning Act and Section 38(6) of the Planning and Compulsory Purchase Act 2004. These state that, for the purpose of determining a planning application, the determination must be made in accordance with the Development Plan unless material considerations indicate otherwise. The plan-led system for the determination of applications is further supported by paragraph 14 of the NPPF.
- 6.2 The NPPF describes, in paragraphs 215 and 216, the weight that should be afforded, in the decision-making process for planning applications, to a Local Plan that has been adopted since 2004, to the NPPF and to any emerging replacement plan. Uttlesford's Local Plan was adopted in 2005 and therefore, a judgement is required by the decision maker as to the weight afforded to policies, 'according to the degree of consistency' with the NPPF<sup>ii</sup>. Furthermore, emerging plans may have weight in the decision-making process, depending on their stage of preparation and the extent of unresolved objections<sup>iii</sup>.
- 6.3 This section of the planning statement examines the extent to which the proposal is in accordance with the Development Plan and, given their importance as 'material considerations', the NPPF and the emerging Draft Local Plan (Regulation 18) for Uttlesford. The following section of this statement (Section 7) sets out those benefits arising from the proposal which are material to any decision.

### Fall Back Position

- 6.4 In 2008 planning permission was granted to enable Stansted to grow up to a new planning cap of 35mppa and 274,000 air transport movements. This was a variation to an earlier permission (in 2003) which permitted large scale built development at the airport (in line with the original masterplan) but with a cap on passenger numbers of 25mppa. The limit for air transport movements was 241,000. Details are set out in Chapter 3. The 2008 permission has been commenced, and Stansted is currently operating under its terms, along with the attendant S106 obligations. An important further limit is that the size of the daytime 57 LAeq 16hr noise 'footprint' shall not exceed 33.9sqkm.
- 6.5 This existing planning permission thus enables Stansted to grow until it reaches the passenger, air transport and noise limits. On current forecasts, the passenger limit would be reached in 2023, beyond which operations would continue but within the relevant cap.

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<sup>ii</sup> Consideration has been given to the report '*Uttlesford Local Plan 2005 - National Planning Policy Framework Compatibility Assessment (Ann Skippers Planning, July 2012)*'.

<sup>iii</sup> At the time of writing this statement the Regulation 18 Draft Local Plan for Uttlesford has unresolved objections, as is reasonably expected given the stage of its preparation. This Planning Statement addresses compliance with the draft policies as published in July 2017, unless specifically stated otherwise.

6.6 There is, therefore, an important 'fall back' position, which is a relevant material consideration in respect of the current application. Firstly, the previous planning permissions grant consent for various pieces of airfield infrastructure, which, while approved, have not yet been built. Secondly, even without the proposed development, Stansted has permission to grow from its current throughput of 25.9mppa to a figure of 35mppa; from 189,921 air transport movements (2017 figures) to 274,000 movements and to a noise footprint of 33.9sqkm. As already noted, this application does not seek to change the total number of air transport movements that are allowed; nor will the 33.9sqkm noise footprint be exceeded. Thus, an important comparison when judging this current application is between the planning impacts and benefits that arise from the 35mppa already permitted and those from the new cap of 43mppa: an increase of 8 million passengers a year.

### The Environmental Statement

6.7 The planning application is accompanied by an Environmental Impact Assessment (EIA) which has been undertaken in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). The results of this assessment are reported in the accompanying Environmental Statement (ES) and summarised in the Non-Technical Summary (NTS). The assessment of the proposed development's accordance with Development Plan policy and other material considerations draws substantively from the assessment and conclusions within the ES.

6.8 The EIA process is intended to be an iterative process starting at the project inception stage and continuing through to the final operational stage. This ensures that any likely significant environmental effects are either 'designed-out' at the planning stage or can be mitigated, managed and controlled to acceptable levels.

6.9 The operational effects of the proposed development (the increase in annual passenger throughput and associated effects) are the most relevant to the application. For this reason, the focus of the ES is on changes in surface access traffic, air noise, ground noise, air quality, socio-economic conditions and human health. The ES also considers other secondary effects such as surface access noise, carbon, climate change and water resources. The ES has been written in consideration of a Scoping Report and the Council's formal 'Scoping Opinion' received on 22 December 2017.

6.10 In accordance with established practice for EIA, the assessment of environmental effects from the proposed development is based on measuring the difference between how the airport would develop in the future under its existing planning permission (termed the 'Do Minimum' scenario in the ES) and how it would grow with the new infrastructure in place, together with the 8mppa uplift for which planning permission is sought (termed the 'Development case' in the ES). As detailed in the accompanying ES and NTS of the ES, the technical chapters within the ES use the following forecasts to develop a baseline and assessment scenarios:

- 2016 – Baseline conditions;

- 2021/2022 – Construction Year;
- 2023 – Do Minimum 35mppa full capacity;
- 2023 – Development Case 36mppa;
- 2028 – Do Minimum 35mppa full capacity; and
- 2028 – Development Case 43mppa full capacity.

- 6.11 The ES identifies the environmental effects, both positive and negative, of the proposed development that would be brought about by its construction and operation in terms of the level of significance expressed as major, moderate, minor or negligible.
- 6.12 Further detail of the EIA Methodology adopted is provided in *Chapter 3: EIA Methodology* of the ES.

### Principle of Development

- 6.13 The principle of development is determined in the first instance, by the proposed development's compliance with the main provisions of the Development Plan.
- 6.14 As set out in the planning history section of this Statement (Section 3), the airport has been established in its current form since the early 1990's. The core infrastructure, land boundary and landscape masterplan that created the extent of the present airport (i.e. the operational area) date from this time. The 'red line boundary' of this application is consistent with that original and enduring boundary and the development proposed will all be accommodated within the current airfield.
- 6.15 The Development Plan does not specify any particular policies for the airfield, unlike some of the landside areas of the airport in AIR1 -5. However, it is covered by Policy S4 which defines the extent of the airport site, in line with the original masterplan. Airport related development is permitted within this designated site. The emerging draft Local Plan sets out a more detailed airport policy in SP11. This draft policy supports development of the airport subject to a number of criteria, of which the first element is where proposals 'directly relate to the airport use of development'.
- 6.16 The infrastructure proposed would lie within the current airfield, replacing airfield grass and some existing hard surface, and therefore its development, as a matter of principle, is an acceptable use of land, in compliance with Policy S4 and the first criterion of draft Policy SP11.
- 6.17 Insofar as compliance with draft Policy SP11 is concerned as a whole, all criteria are required to be met. The remainder of this section addresses those criteria where appropriate.

### Socio-Economic Impacts

- 6.18 Access to air services provides global connectivity which creates economic and social benefits through encouraging business investment, including from overseas; supporting business growth



and increased productivity; facilitating trade in goods and services and supporting tourism. These benefits are a constant thread presented and endorsed throughout successive national policy documents, both aviation (e.g. APF) and planning (e.g. NPPF).

- 6.19 Socio-economic benefits are also a long-standing, underpinning theme of the policy debates around aviation and are to the fore in the Airports Commission's recommendations, the Government's draft Airports NPS and the recent Call for Evidence for the new aviation strategy.
- 6.20 The proposed development, by enabling best use of Stansted, will create such benefits and the socio-economic effects of the proposed development will extend not only to the users of the airport, but will also be felt across the region and beyond, through the airport's role as a driver of economic activity. The growth of Stansted to the proposed new passenger limit will also generate a higher level of employment and economic impact than would otherwise be the case, creating significant additional benefits for the regional and local economy.
- 6.21 A full assessment of the Socio-Economic Impact of the proposed development is detailed in *Chapter 11 (Socio Economic Impacts)* of the accompanying ES. This details that by 2028, at 43 mppa, there will be 6.3 million business passengers and 36.7 million leisure passengers using Stansted, compared to 3.6 million and 22.3 million respectively today. Of the additional UK passengers, where the place of residence is known, it is forecast that 79% will live in the East of England and London.
- 6.22 Additional passenger capacity and increased connectivity would be brought about by the proposed development. Such benefits align directly with two of the three dimensions of sustainable development as defined by the NPPF: economic and social benefits. The planning system, through the NPPF, encourages the provision of infrastructure to underpin '*thriving local places that the country needs*' and '*respond positively to the wider opportunities for growth*'<sup>96</sup>.
- 6.23 The proposed development will deliver these objectives through:
- improved access to overseas markets;
  - meeting a higher share of local/regional aviation demand;
  - improved potential for attracting inward investment and productivity growth;
  - promoting trade and tourism;
  - providing increased numbers of jobs; and
  - improving skills and opportunities in the local labour market.
- 6.24 **Improved access to overseas markets** occurs through the additional passenger capacity (i.e. 43mppa) providing potential for greater frequency of flights, a greater choice of the times of day that passengers wish to fly and through an expanded route network and a wider range of destinations (both direct and through new routes to large connecting hubs such as Dubai with the new Emirates service). Increased competition between airlines will also lead to flights being made available at competitive prices and at the quality of service demanded by passengers.

- 6.25 **Meeting a higher share of local & regional demand** can be achieved through increased capacity thereby reducing the need for passengers and business to use other less convenient airports. This will save passengers time and money, something which will be of real value to business passengers. The key interrelated benefit of reduced travel time for users, and the environmental benefits associated with avoiding longer travel distances to Heathrow and Gatwick for flights to destinations not presently served by Stansted, also results from the proposed development.
- 6.26 **Inward investment and productivity.** The proposed development will enable an additional 1.2million business passengers to travel through the airport, with the majority having an origin or destination in the study area<sup>iv</sup>. This will enable the airport to directly contribute to the attractiveness of the region and its sustainable growth. This is in line with the growth strategies, in particular, for the LSCC, the Greater Cambridge and Greater Peterborough LEP and A120 Haven Gateway growth corridor. Furthermore, the wider impacts on business efficiency and productivity from the proposed expansion at Stansted would produce an increase in annual UK GVA of between £1.2bn<sup>v</sup> and £5.6bn<sup>vi</sup>. At the London and East of England levels, this ranges between £0.95bn and £4.4bn. On this basis, the proposed development is considered to have a major beneficial socio-economic impact.
- 6.27 **International tourism** is a major worldwide industry and air travel is a key facilitator of the UK tourism industry. The proposed development will enable more leisure trips to be made through Stansted, both inbound and outbound. The additional foreign leisure visitors using Stansted in 2028 as a result of the proposed development will be of significant benefit to the UK economy. We estimate that an additional 2.2 million foreign leisure passengers per year will be attracted as a result of the increased capacity, resulting in an estimated 1.1million additional foreign visits to the UK via Stansted in 2028. This is an increase of 2.9% compared to the level in 2016. Applying the average spend of overseas visitors to the UK by air (around £700 per visit), this equates to an estimated spend by the additional visitors of £779million in 2028. Further to this, an additional 4.6million UK leisure passengers will be able to make international trips in 2028 enabled by the proposed development, equating to around 2.3million additional trips. Consequently, the proposed development has the potential to have a major beneficial impact on international tourism.
- 6.28 **International trade** is an important mechanism for promoting economic growth and in raising standards of living. Access to air services is a key factor in encouraging business investment and facilitating trade, including inward investment from overseas. Stansted supports regional manufacturing and service sectors by moving people travelling on business, and high value and time critical goods, across the world. In 2016, goods with a value £6.3bn were exported through Stansted to non-EU destinations, while goods with a value of £6bn were imported. Aviation plays an important role in the export of UK services. Much of the service sector operating out of the UK is made up of highly globalised firms that work with clients throughout the world. This includes financial services, insurance and the creative industries, many of which are located within Stansted's

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<sup>iv</sup> As defined in *Chapter 11: Socio Economic Impacts*

<sup>v</sup> Based on Oxford Economic Forecasting as detailed in *Chapter 11: Socio Economic Impacts*

<sup>vi</sup> Based on Oxera forecasts as detailed in *Chapter 11: Socio Economic Impacts*

catchment area. The proposed development would enable an additional 800 tonnes of cargo to be carried through the airport. This would reinforce Stansted's role in the London airports system as a base for the main logistics operators and integrators. This represents a 0.2% increase compared to the 'Do Minimum' scenario and as such is assessed as a minor beneficial effect.

- 6.29 The proposed development will result in a series of direct, indirect and induced **employment** benefits. During the twelve-month (2021-22) construction period of the new airfield infrastructure, it is estimated that a total of almost 300 jobs will be created (200 direct and 100 indirect or induced) supporting a GVA of £23.4million. Relative to the number of people working in the construction industry in the study area, the construction employment associated with the proposed development is very small and as such it is considered the effect of the proposed development would be negligible.
- 6.30 In terms of employment effects associated with the operation of the airport, the proposed development is estimated to support additional employment of 5,400 and GVA of £357million in the operational study area in 2028 when compared to the 'Do Minimum' scenario. Within the study area, it is forecast that in 2028 there will be 269,600 more people available for work than there will be jobs. The proposed development will therefore contribute to reducing this shortfall in jobs, and reduce the need for out-commuting and also contribute to the achievement of the jobs target set out in the Economic Plan for Essex<sup>97</sup>.
- 6.31 Overall, the operational employment effect of the proposed development is assessed as beneficial. The additional jobs would represent 3.4% of the forecast increase in labour supply in the study area between 2015 and 2028 and would reduce the growth of the shortfall of jobs by 21%. Therefore the employment effects are considered to be moderate beneficial.
- 6.32 Whilst the ES has not identified any significant adverse effects requiring mitigation, the airport will continue to develop and enhance the existing skills, education, training and community initiatives to maximise the socio-economic benefits of the proposed development. Such initiatives include the Stansted Airport Employment and Skills Academy, with a focus on attracting employees from disadvantaged areas such as Harlow, Braintree and other parts of Essex and London. By 2028, the aim is to increase employment of local people by 700 per year, as part of wider airport employment growth. Furthermore, the new on-site Stansted Airport College will provide a purpose-built training facility for 500 young people to gain industry recognised qualifications and work experience around the airport, ensuring that students have the skills needed to take advantage of the employment opportunities at the airport and the growth sectors in the local economy. This can reduce the need for commuting outside the area by local people.
- 6.33 The airport's surface access strategy (as set out in the SDP) provides the framework for promoting sustainable employee travel alongside a focus on improved connections to target workforce areas, such as the North London Boroughs. Initiatives such as the Airport Travelcard, providing significant savings on standard fares, encourage employees to access the airport by public transport.

6.34 The proposed development will generate economic and social benefits through encouraging business investment and growth, tourism, trade and jobs growth and directly contributing to a strong, responsive and competitive economy. As a consequence, it is considered that the development aligns with the economic and social principles defined by the NPPF. The proposed development supports the socio-economic aims of the emerging Uttlesford Local Plan, in particular the Spatial Vision Theme 2(a) (reflected in turn in policy SP1 1) in supporting the local economy and growth corridors like the LSCC. These benefits also align with current and emerging national aviation policy and the Government's Industrial Strategy.

### Noise: Air, Ground and Surface Access

6.35 The accompanying ES undertakes a full assessment of the proposed development and the effects of noise arising from the air, ground and surface access. The following section summarises each of the effects in turn.

#### Air Noise

6.36 Air noise is associated with the flight phase of an aircraft, namely from start of roll (when the aircraft produces maximum thrust for take-off), the onward flight, and the landing at the airport until the point of exiting the runway.

6.37 Air noise is already controlled at Stansted, both by a limit on the total number of aircraft movements and by a planning condition limiting the size of the 'noise envelope'. These controls arise from the 2008 Permission and work independently of each other. Specifically, the limit on the total number of aircraft movements is set at 274,000 per annum and the maximum extent of the noise envelope is set at 33.9sqkm (for 57dB  $L_{Aeq,16hr}$ ).

6.38 This application proposes to retain both the current overall cap on aircraft movements and the current limit on the size of the noise envelope, while enabling the airport to handle a larger number of passengers (43mppa). Further, Stansted will still be subject to the night time noise controls which are set by the Government.

6.39 Under the ES 'Do Minimum' scenario, the passenger throughput constraint of 35 mppa is reached first and at this point it is forecast that the combined number of aircraft movements would be 249,000. On this basis, the primary ES assessment case is a comparison of the noise generated if the airport was limited to 35mppa (with fewer aircraft in operation than is currently permitted), and 43mppa, when the current aircraft movement limit will be reached.

6.40 A key feature of this application is that the main noise controls that are currently imposed (aircraft movement limit and noise contour area limit) remain in place as the airport grows beyond 35 mppa.

6.41 A second key feature that arises from all the noise assessments is that significant adverse noise impacts do not arise for any properties as a result of the development. The technical measurement

of noise uses decibels (dB). A change of 3dB is necessary in order to be discernible to the human ear. The technical assessments, using various metrics, show that any change in noise levels are small - less than 1dB. Thus while this minor change in noise (1dB or less) may be enough to move a property from one noise zone (e.g. 56.5dB) to the next (e.g. 57.5dB), the change in noise levels that is experienced would be indiscernible to the human ear.

- 6.42 The ES concludes that the proposed development does not result in significant adverse noise impacts. However, we recognise that aircraft noise is the single environmental issue that most concerns people living around airports. For that reason, we have carried out a detailed assessment of the air noise impacts associated with the proposed development and the growth of the airport from 35 mppa to 43 mppa.

#### *Average Noise (LAeq Contours)*

- 6.43 A range of noise metrics are used to measure and describe air noise impacts and these are addressed and described in detail within the ES, Chapter 7. Longstanding convention has been to use the average noise energy ( $L_{Aeq}$ ) noise contours as the primary metric for assessment.
- 6.44 This approach has been reinforced by the findings of recently published research *SoNA 2014: Aircraft Noise*. A key conclusion is that evidence-based decisions about aircraft noise should continue to use the  $L_{Aeq,16h}$  metric for operations on a typical summer day. Whilst there is an acceptance that sensitivity to aircraft noise has increased in recent years, and some people will experience disturbance at lower noise levels, the Government's Aviation Policy Framework (paragraph 3.17) still places emphasis on the 57dB  $L_{Aeq,16hr}$  contour.
- 6.45 The ES considers how this noise contour is influenced by the proposed development. By using this particular metric, a direct comparison can be made between the outcome of the proposed development, the Do Minimum scenario and the current operational restrictions set by the 2008 permission.
- 6.46 The assessment of growth to 43 mppa, in respect of average daytime noise exposure, results in an area of 28.7sqkm within the 57dB  $L_{Aeq,16hr}$  contour. By comparison, the currently permitted noise contour, judged acceptable as a result of the granting of the 25+ permission, extends to 33.9sqkm with the airport operating at 35mppa. Therefore, the proposed development represents a reduction of 5.2sqkm against the currently agreed noise limit, despite the proposed increase in the number of passengers to 43mppa.
- 6.47 For comparison purposes, the 25+ ES Assessment undertook a sensitivity test which predicted that the 54dB  $L_{Aeq,16hr}$  contour would extend to 58.3sqkm with the airport operating at 35mppa. With the proposed development, the same contour area would be 53sqkm, representing a reduction of 5.3sqkm.

#### *Evolving Attitudes to Noise*

- 6.48 As noted above, the proposed development would lead to a smaller area within the 57dB  $L_{Aeq,16hr}$  contour than previously predicted for 35mppa. However, the findings presented in *SoNA 2014:*

*Aircraft Noise* found an increased sensitivity to aircraft noise, with a significant proportion of people reporting annoyance at noise levels of 54dB  $L_{Aeq,16hr}$ .

- 6.49 The results of SoNA are influencing recent aviation policies which now supplement those in the APF. In light of this, there is additional benefit in considering a range of noise metrics that address different aspects of air noise. The ES therefore assesses a number of supplementary metrics that address additional aspects of noise, including frequency of operations. This is intended to provide as comprehensive a picture as possible of the noise impact of the proposed development. The outcomes are summarised below.
- 6.50 One of the concerns raised by some stakeholders in the consultation process was the possibility that removing the 35mppa cap would give rise to a greater noise impact on local communities and a large increase in overflights. The ES explains that the  $L_{Aeq}$  noise contour has two main inputs, which determine the size of the contour:
- the noise made by each individual aircraft (as a single event): the measurement of this is by use of Sound Exposure Level (SEL) or 'single event' contours; and
  - the number of flights or noise events: aircraft movements comprise both arrivals and departures, and they are spread across different departure routes. As a result, a helpful measure is the use of 'Nx' (number above) noise contours.
- 6.51 The key factors driving a reduction in the noise envelope in 2028 are:
- the noise footprint of the typical aircraft at Stansted in the future is roughly half that of today; because the new generation aircraft are generally between 3db and 5db quieter on departure than today's version of the same type;
  - the current overall cap on aircraft movements of 274,000 will remain. In 2028, with the development, there will be around 712 daily aircraft movements in the summer peaks; compared to 640 daily movements without the development. These extra 72 daily movements comprise 36 departures and 36 arrivals. These additional movements will operate across a range of departure routes. For the most intensively used flight path, it would mean a maximum of 25 extra departures between 07.00 and 23.00 – between one and two per hour in the summer peak.
- 6.52 Taking both measures together, a small increase in the number of aircraft movements is more than outweighed by the substantial benefits arising from aircraft fleet modernisation. Both of these metrics are explained in more detail below.
- 6.53 The ICF forecasts show that operations at Stansted will continue to be dominated by smaller, modern and more efficient aircraft that are capable of flying both short and long-haul routes. This reduces the likelihood of operations by heavier and noisier aircraft that were historically required to fly long-haul routes. The ES summarises the noise benefits of fleet modernisation in Table 7.6 of Chapter 7. It shows an aggregate reduction in air noise level of between 3dB and 5dB compared to current versions of the same aircraft. This is a material positive change.

6.54 These next generation aircraft are already beginning to enter service at Stansted and fleet modernisation will take place progressively over the course of the next decade. With the proposed development, the ES predicts that the highest noise levels are expected to occur around 2024 and that noise levels will then decline as fleet replacement continues. For 2024, the 57dB  $L_{Aeq}$  16hr daytime noise envelope is forecast to be 32.0sqkm; still below the current permitted limit of 33.9sqkm.

#### *Single Event Noise / SEL Footprints*

6.55 In addition to the use of average energy, or  $L_{Aeq}$  noise contours, one of the noise metrics presented in Chapter 7 of the ES is the noise 'footprint' of the single operation of a number of different aircraft types. The single event, or Sound Exposure Level (SEL), contours clearly demonstrate the significant noise reduction from new generation aircraft.

6.56 For Stansted's fleet, the most prominent and important comparison is between today's widely used Boeing 737-800 and the future variant of this aircraft. Currently 69% of operations at Stansted are by this aircraft and it is forecast that in 2028 it reduces to 23%. Chapter 7 of the ES presents a comparison between the noise 'footprint' of the current version, the B737-800 and the new variant, the 737-Max8, which is now beginning to enter service and will progressively increase. The ES Chapter 7 (Tables 7.18 – 7.21) demonstrates that the area of the noise 'footprint' is halved, which significantly reduces the number of people experiencing higher levels of noise from each aircraft movement. This highlights the contribution that improvements in aircraft technology are making to reduce air noise impacts.

6.57 With regard to night-time operations, the long-standing convention has been that an SEL contour for 90 decibels (90 dB(A) SEL) is the threshold within which there is a discernible risk of sleep disturbance. It is notable that the new variant of the Boeing 737-Max8 does not expose any houses to this noise level around Stansted with the proposed development.

#### *Frequency of Overflight*

6.58 As noted above, an input to the average ( $L_{Aeq}$ ) noise contours is the number of flights. For a relevant time period (daytime or night-time) the number above contours (Nx contours) describe how many times air noise will exceed a specified value, and show how many aircraft, over this noise level, overfly a specific location or area. This metric is therefore a good descriptor of the frequency with which elevated levels of aircraft noise will be experienced, as they can potentially demonstrate some changes that might not be discernible from average energy, or  $L_{Aeq}$  contours.

6.59 However, there are some limitations to their use because they do not fully describe the actual noise levels experienced at any given location. For example, the day time N65 and night time N60 contours show the number of movements exceeding 65dB and 60dB  $L_{Amax}$  respectively, but they do not show by how much the 65dB or 60dB levels are exceeded. As a result, such contours have limited value on their own and are best used in conjunction with the average noise exposure contours as described above.

- 6.60 Nx contours are plotted for the number of events above the chosen threshold value, usually 65dB daytime and 60dB night-time. In line with the approach used by the CAA in their 2014 study of community attitudes to aircraft noise, the assessment uses frequencies of 25, 50, 100 and 200 on a typical summer day. For daytime, this represents flights at 40, 20, 10 and 5-minute intervals respectively and for the night time, it represents one flight every 20, 10, 5 and 2.5-minutes. The night time intervals are shorter than the daytime intervals because the night-time period is half the number of hours of the daytime.
- 6.61 The ES presents 'number above' contours for a range of different frequencies and noise thresholds. The ES assessment demonstrates that, using a noise threshold of 65dB(A) for daytime operations (an N65 contour), similar conditions will exist with the proposed development compared to both today's baseline conditions and for the previously permitted 35mppa. In all these scenarios the overall shape of the contours is similar, reflecting the most intensively used flightpaths, which remain unchanged from today.
- 6.62 The overall conclusion is that the proposed development is unlikely to result in residents experiencing a material difference in the number of daytime overflights at 65dB(A) or above.
- 6.63 For the night-time period, the 'number above' contours show no discernible change. As set out in Section 5 of this statement, night-time operations will continue to be controlled by the Government and the ES assumes that the current night-time controls are maintained. On a typical summer night, there may be three extra flights per night in 2028.

*Population and Households: Difference Contours*

- 6.64 As identified in paragraphs 5.97 to 5.104 above, the NPSE describes categories of noise exposure. The Lowest and Significant Observable Adverse Effect Levels (LOAEL) and (SOAEL) are the most relevant to this application. The NPSE's first and second aims, reflected in paragraph 123 of the NPPF, seek to avoid development being exposed to or causing noise above the SOAEL and to mitigate and minimise the effects of noise for development exposed to levels above the LOAEL. The LOAEL and SOAEL are expressed using an average energy, or  $L_{Aeq}$  contour. In the context of this application, households exposed to levels above 63dB  $L_{Aeq,16hr}$  (day) and 54dB  $L_{Aeq,8hr}$  (night) are within SOAEL; while for LOAEL the thresholds, in line with Government policy, are 51dB  $L_{Aeq,16hr}$  (daytime) and 45dB  $L_{Aeq,8hr}$  (night).
- 6.65 The number of people exposed to noise within these categories is set out for both the proposed development and the 'do minimum' scenario. With the proposed development, we expect aircraft to continue to use the same flight paths, and thus overfly the same areas as today. These households are already experiencing aircraft overflight and aircraft noise at levels at or close to the threshold. Thus, while the assessment tables (ES Chapter 7 Table 7.14 and 7.15) show an increase in the number of households exposed to noise levels above both the SOAEL and LOAEL during the daytime, the change in noise level that would be experienced at any of the households is less than 1 dB; and being less than 3dB, this degree of change is not discernible to the human ear. The impact assessment using this metric is therefore 'negligible'.



- 6.66 For the night-time assessment, a similar effect is seen. The assessment tables in ES Chapter 7 show an increase in the number of households exposed to noise levels above the SOAEL, and a reduction in the number exposed to noise levels above the LOAEL area. As with the daytime assessment, these properties are already subject to aircraft noise. There is a very small change in night time activity and, again, the technical measurement of the change in noise levels that would be experienced at any of the households in question would be indiscernible to the human ear. Therefore, the impact assessment is 'minor'.
- 6.67 The figures now forecast for 2028, with growth to 43mppa, are lower for both LOAEL and SOEAL than the numbers of people in both these categories assessed as part of the previous planning permission for growth to 35mppa.

#### *Noise Level Change and Summary*

- 6.68 The ES considers all sensitive receptors including community and care facilities. The study area is described in Chapter 7. Residential and non-residential receptors are considered separately, but the degree of change in noise exposure is location rather than receptor specific and therefore it is reasonable to consider changes across the entire community. In 2028, the total assessed difference between the proposed development and operations limited at 35mppa in the daytime, is an increase of between 0.5 to 0.6dB and at night it ranges from a decrease of 0.2dB to an increase of 0.4dB, depending on location (Table 7.21 ES Chapter 7).
- 6.69 Given that a change of 3dB is recognised as being necessary in order to be discernible to the human ear, the overall change in noise levels (using average noise contours) experienced as a consequence of the proposed development would be negligible. As a result, the proposed development would comply with the Local Plan Policy ENV11, and draft Policy EN18, as it would not give rise to adverse effects on the occupation of sensitive noise receptors.

#### *Further Mitigation*

- 6.70 The NPPF and the NPSE aim to reduce noise effects through mitigating and minimising any adverse impacts on health and quality of life. The APF sets out the Government's aim to minimise and, where possible, reduce the number of people significantly affected by noise. Consistent with this national guidance, the emerging local plan for Uttlesford contains similar aims in draft Policy SP11.
- 6.71 While the noise assessment set out in the ES shows that there will be no significant effects requiring specific mitigation, the proposed enhanced measures set out in Section 7 of this statement demonstrates compliance with NPPF, national guidance and the emerging development plan policies.

#### *Ground Noise*

- 6.72 The area around the airport is largely rural where the noise environment is mostly dominated by road traffic noise (for example the M11) and aircraft noise. The main sources of ground noise at

the airport include aircraft taxiing or holding, the use of auxiliary and mobile ground power units and fixed plant and equipment.

- 6.73 *Chapter 8: Ground Noise* of the ES undertakes an assessment of Ground Noise and identifies those locations close to the airport where it may be audible. The level and character of ground noise depends on the proximity of the receptors to the airport and the degree of screening provided by buildings and local topography. Noise from ground operations is typically heard as a relatively steady background noise, and quite often noise levels from reasonably busy nearby roads are high enough to mask airport ground noise, to the point that it is not easy to distinguish it above the general noise climate.
- 6.74 The ES includes a full assessment of the effects of ground noise taking into account the degree of change, how the level compares to the existing background noise and how it relates to appropriate threshold values. For the Development Case scenario, the analysis shows that at all receptor locations assessed, with the exception of Molehill Green, the proposed development is forecast to give rise to no adverse effects during the daytime (07:00 to 23:00) at either 2023 or 2028. At Molehill Green, the change in noise levels resulting from the proposed development is forecast to be indiscernible, but the background noise and the relevant threshold are forecast to be exceeded by the small margin of 1dB. As such the forecast increase in noise levels in 2028 exceeds the 'no impact' thresholds by the smallest of margins, 0.1dB, and a minor adverse effect is determined for this location.
- 6.75 At night-time, no adverse ground noise effects are forecast to arise from the proposed development in either 2023 or 2028 at all locations assessed.
- 6.76 During construction, it is forecast there will be a negligible impact in all assessment cases due to the location of the development, the distance to local receptors and the expectation that construction noise levels will not exceed prevailing background noise levels by a significant margin.
- 6.77 There is currently a significant amount of mitigation in place, including bunds, landscaping and buildings, which all combine to limit the impacts of ground noise from the airport.

#### Surface Access Noise

- 6.78 The assessment of Surface Access Noise in *Chapter 9: Surface Access* of the ES focuses on noise from road traffic. This includes existing roads and the effect of the proposed mitigation works to J8 M11. It is assumed for the purposes of the assessment, that the works currently proposed by the HE and ECC for J8 (the 'improvement works') are in place. Growth of both airport and background traffic are included in the assessment. There is no assessment of noise associated with rail as there is no increase in rail movements that would result from the proposed development.
- 6.79 The ES predicts that changes in noise level, occurring as a result of the proposed development, for growth beyond 35mppa are either zero or less than 1dB at the sensitive receptors. At these levels, the change would be imperceptible and the impact of road traffic noise would be negligible.

- 6.80 Over the long term (i.e. from 2016 to 2028) road traffic noise is expected to increase; but by less than 3dB. This is not perceptible, will be gradual and is therefore 'negligible'.
- 6.81 There is one exception, in that the assessment has shown an increase of 3.8dB on Round Coppice Road (part of the airport's internal road network). This is defined as a 'minor' impact. Again, this is a long-term effect (2016 to 2028) and arises from a combination of growth to 35 mppa and the potential cumulative effects of traffic from the proposed employment at Northside allocated in the draft Regulation 18 Local Plan. The addition of growth from 35mppa to 43mppa makes a negligible difference.
- 6.82 Over a long-term period, such a change does not warrant mitigation. Moreover, the Stansted Airport College building (currently under construction) is located close to Round Coppice Road and includes high performance glazing and mechanical ventilation, due to the building's proximity to the runway. The Novotel hotel sits more than 150m from the road and actual changes in noise level at the hotel, due to road traffic on Round Coppice Road, would be well below 3dBA. Neither receptor would be impacted by this long-term change in surface access noise levels.

### Conclusion on Noise

- 6.83 Overall, none of the noise impacts associated with the proposed development would be sufficient to give rise to significant adverse impacts. Specifically, there is proposed enhanced mitigation for aircraft noise (Section 7) that further aims to reduce the impact of noise associated with the airport's operations. The proposed development is therefore in compliance with NPPF paragraph 123, adopted Local Plan Policy EN11 and draft Policy EN18 of the Regulation 18 Local Plan.

### Air Quality

- 6.84 Aircraft, vehicle traffic and on-airport infrastructure can all influence local air quality. In order to understand the impact of the proposed development, a study has been undertaken to predict the impacts of oxides of nitrogen (NO<sub>x</sub>), including nitrogen dioxide (NO<sub>2</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) ('the pollutants'). This is set out in Chapter 10 of the ES.
- 6.85 Air quality and its management has legal status at European level and has done so since 1996, when the European Commission (EC) published the Air Quality Directive. Since then, and through further Directives, air quality limit values have been set and the UK is required to comply with them. These 'standards' are expressed as annual average concentrations where their impact is due to prolonged exposure, or shorter 24hr or 1hr time based concentration where their impact is more acute, on human health or the natural environment.
- 6.86 Concentrations of the assessed emissions are modelled using the ADMS-Airport (version 4.1) atmospheric dispersion model. This software is widely used for air quality assessments in the UK. Stansted has continuously monitored and reported on air quality around the airport since 2006. Airport data, combined with local authority, DEFRA and weather station data has been used in the modelling to create a detailed understanding of local air quality.

- 6.87 The ES describes the air quality assessment study area of 225sqkm. It includes ‘human receptors’ (houses, schools, care homes and hospitals) and ecological sites (Site of Special Scientific Interest and National Nature Reserve sites, such as Hatfield Forest and Elsenham Woods) that could be at risk from changes in emission concentrations. The study also considers the long standing local air quality issue in Bishop’s Stortford and the existing Air Quality Management Area (AQMA) in the town centre.
- 6.88 Baseline local air quality around Stansted is heavily dominated by the M11 and A120 road corridors and vehicle emissions. Aircraft and airport emissions are very localised and are largely confined within the airport boundary. The collated local monitoring data shows that across the study area, the concentrations of pollutants are well below the relevant standards. Only at one site at Burton End adjacent to the M11, and in Bishop’s Stortford AQMA, are annual NO<sub>2</sub> levels exceeded, and these are clearly a result of road traffic. On a wider basis, the rural background concentrations have been calculated using DEFRA data over a 3000sqkm area, and these similarly are well below air quality standards.
- 6.89 To ensure a robust assessment, a full range of potential emission sources have been considered. These include the full landing and take-off (LTO) cycle for aircraft and their Auxiliary Power Unit (APU) usage when on stand; airfield equipment (e.g. ground power units, ground support vehicles), airport infrastructure (e.g. heating plant, fire training facility) and road traffic (both airport and non-airport). A full inventory of sources and qualifying emissions data is set out in the ES Chapter and Appendices.
- 6.90 The first stage of the modelling process calculates the total estimated emissions over a year and the results are set out in tables 10.4 and 10.5 of the ES Chapter 10. In the 2028 43mppa scenario it is predicted that there would be an increase in total NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions in comparison to the lower passenger throughput scenario of 35mppa in the same year. This is an expected outcome given the increase in activity between the scenarios.
- 6.91 A more useful comparison to the measured 2016 levels reveals that for the 2028 43mppa scenario only predicted PM<sub>10</sub> levels would be higher, but NO<sub>x</sub> and PM<sub>2.5</sub> levels would be lower. Localised particulate matter increases due to brake and tyre wear from aircraft are proportionate to aircraft numbers increasing. But the changes are small and the effects are very localised within the area of the runway. Improvements in aircraft engine technology over this time will have considerable positive impacts on the aircraft NO<sub>x</sub> emissions. The same is true of vehicle engine technology, which has benefits for airport and non-airport traffic in the local area.
- 6.92 Absolute emissions levels are produced to provide input into the ADMS dispersion model that is used to calculate concentrations in the local area, which in turn are measured against EU and UK limits.
- 6.93 The ES concludes that, as a result of the proposed development, for all NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions there would be marginal increases at isolated receptors. Importantly there are no

exceedances of legal limits, and forecast levels are well below air quality standards for human receptors.

- 6.94 With the proposed development in 2028, for all ecological receptors, NO<sub>x</sub> emissions are predicted to remain below the air quality standard and no significant effects are predicted. Predicted change to lower critical load is less than 1% for Elsenham Woods and Hatfield Forest.
- 6.95 Therefore, in respect of local air quality the proposed development will not have any unacceptable impact on health, the natural environment or general amenity, and therefore is compliant with paragraph 120 of the NPPF, Local Plan Policy GEN 7, and draft Local Plan Policy EN16.

### Highway Safety and Accessibility

- 6.96 The application is supported by a full Transport Assessment (TA) which considers the potential effects of the proposed development on all relevant modes of transport (road, rail, bus, coach, walking and cycling) used to access the airport by both passengers and staff. In addition, the environmental impact of the proposed development on the airport's surface access network and surrounding environment is set out in *Chapter 6: Surface Access* of the ES and draws on the conclusions of the TA.
- 6.97 Stansted Airport has the highest public transport mode share for passengers of any major airport in the UK; the most recent surveys indicate that around 52% of passengers travel to the airport using public transport.<sup>98</sup> In the SDP, the future target is to maintain public transport use above 50%. Thus, the TA assumes this same modal split of air passengers in the assessment years.
- 6.98 In addition to air passenger access to Stansted, STAL also actively manages staff travel through various initiatives and a Travel Plan which promotes the use of sustainable modes of transport by staff. For example, the Stansted SDP outlines a target to reduce the number of single car occupancy trips to no more than 65% by the end of 2019.
- 6.99 The profile of surface access trips to the airport for air passengers reflects the daily flight schedule. Typically, passengers arrive up to two hours before a flight departs and leave the airport from one hour after landing. Current demands on the surface access network therefore currently exist at 04:00-05:00hrs for passenger arrival at the airport, 00:00-01:00hrs for passenger departure from the airport and a combined peak at 17:00-18:00hrs. For staff at the airport, there are a variety of shift patterns as well as typical '9-5' working. Staff travel demand on the surface access network is therefore spread across the day.
- 6.100 As the airport grows, the pattern of flights will change and become more evenly spread across the day and less well-defined peaks and troughs. For air passenger demand this results in a corresponding impact on the surface access network. As the airport grows to 35mppa, there will be limited growth in peak demand but greater demand occurs throughout the day instead.
- 6.101 Staff numbers are forecast to increase in the future. Over the period 2002-2015, private car usage by staff has reduced by 23% and it is anticipated that this would reduce by a further 10% by 2028

as a result of the continued effects of the airport's travel planning initiatives. Public transport mode share will increase as a result. The full data analysis of future demand and travel patterns is set out in Section 7 of the TA.

#### Accessibility: Road Network

- 6.102 Section 8 of the TA describes the detailed modelling of the local highway network in order to understand the potential impacts of the proposed development. Background growth (which incorporates housing and economic growth) and airport traffic growth (passengers and staff) have been considered together, in conjunction with planned highway improvements. For completeness, the TA also includes traffic associated with development of the anticipated employment land allocation at 'Northside' (emerging local plan policies SP11 and EMP1).
- 6.103 Since planning permission and appropriate mitigation have already been secured by S106 agreements for airport growth to 35mppa, it is the impact of growth from 35mppa to 43mppa that is the key focus of the analysis, and if necessary, further mitigation.
- 6.104 To enable a comparison of the additional growth to 43mppa, a comparable scenario for the same forecast year (2028) has to be generated for 35mppa. In this respect, the TA shows that for 35mppa the cumulative road traffic growth represents a 'moderate' increase in traffic from the 2016 baseline across the whole study area. This is defined as growth in excess of 10% of daily flows.
- 6.105 In this scenario, traffic growth is at its highest around Priory Wood roundabout primarily as a result of the allocation of employment land in the draft Local Plan.
- 6.106 The average annual daily traffic growth associated with the uplift in demand from passenger growth from 35mppa to 43mppa is modest and is limited to an impact of less than 3% on local roads and no more than 5% on trunk roads. This level of impact is considered to be minimal.
- 6.107 Levels of growth exceeding 10% would only be seen only on Thremhall Avenue, the A120 between the airport and M11, and the short link between Thremhall Avenue to the A120 east bound. In addition, a minor impact is expected on the operation of Junction 8 of the M11. However, in totality, the traffic impacts associated with the proposed development are localised to the airport site and immediate road network.
- 6.108 The traffic impact of 43mppa has also been assessed for the highway network peak hours and the airport surface access peak hour on the local and strategic road junctions and links. This analysis shows that the impact of the proposed development to 43mppa, compared to the already approved 35mppa scenario, is not anticipated to cause any significant change in operational conditions. Similar to the average daily traffic, the main growth of traffic is experienced between the 2016 baseline and the consented 2028 'Do Minimum' (35mppa) scenario.

### *Road and Junction Capacity*

- 6.109 Road capacity assessment shows the impact of traffic growth upon the highway network, and where that additional traffic may lead to congestion. The TA undertakes junction analysis at M11 Junction 8; Priory Wood roundabout; and Round Coppice Road roundabout.
- 6.110 The results show that even in the modelled 35mppa scenario, with all the associated background traffic growth and the planned 'Interim Works', that M11 J8 will be well over capacity with significant levels of congestion. Additional junction mitigation will still be required, regardless of the proposed development and airport growth to 43mppa. The addition of traffic associated with the proposed development to 43mppa contributes further to this situation.
- 6.111 The additional enhancement of J8 necessary to minimise excessive delays caused by road traffic congestion, particularly during peak commuting hours, has already been identified by the relevant highway authorities. Joint working on modelling a long-term comprehensive scheme is underway and a scheme is likely to be necessary beyond 2025, the details of which are presently being developed by the highway authorities.
- 6.112 The airport traffic growth to 43mppa could be mitigated to required 'nil-detriment' levels through smaller scale interventions to J8 (following the construction of the 'Interim Works'), principally involving the slip roads. This is set out in the TA in Section 8 and the appendix.
- 6.113 In addition to the main access points from the Strategic Road Network, the airport is served by two access points from local minor roads via Parsonage Road to the east and Bury Lodge Lane to the west. The data shows that a notable proportion of traffic on some local roads is associated with the airport and the expansion of airport operations will be expected to increase traffic on these roads. The total volume of traffic however will remain low and well within capacity, and any increase would be below the 10% impact threshold. No specific mitigation is identified necessary at this time to address capacity demands.
- 6.114 It is acknowledged that small scale traffic increases will occur and that localised improvements may be required over time as the airport grows. To mitigate any such impacts, it is proposed to establish a Local Road Fund to contribute towards local infrastructure schemes. The allocation of these funds will be determined by the Highways Working Group of the Airport Transport Forum, in conjunction with ECC and HCC (as local highway authorities).

### *Accessibility: Public Transport*

- 6.115 The effect on rail services associated with the 'Do Something' scenario compared with 'Do Minimum' is considered to be negligible on the Stansted Express. With the development, there will be spare seating capacity on Stansted Express in both directions. The increase in seating demand to capacity ratio is below 8% in both directions for all time periods. On the Greater Anglia services to Cambridge, with the development, there will be an additional 177 passengers each way per day which is within the capacity of the service and of a negligible scale.

- 6.116 For most CrossCountry services, in 2028, with the development, the largest increase in demand to Stansted is 12% in the morning peak, and an 11% increase leaving Stansted in the evening peak. Some Stansted to Cambridge PM peak services are likely to operate just above seating capacity; although there will be spare standing capacity. CrossCountry have however consulted on plans to enhance passenger services to meet increasing demands, including an extra 1,800 seats a day on its Birmingham services. Growth at Stansted is likely to be a driver for improved rail connectivity, which would be a positive benefit.
- 6.117 Given that existing and planned services will have sufficient capacity to meet airport demand, with the development, no infrastructure mitigation is required to address the impacts on rail capacity. The airport will continue to commit to and implement Travel Plan initiatives and work with the train operators and the Airport Transport Forum to improve rail connectivity.
- 6.118 Given the level of service currently provided by bus and coach operators, and their ability to respond quickly to new and potential demand to provide new and improved services (in line with the Stansted Bus and Coach Strategy), it is considered that additional demand in the 'Do Something' scenario is likely to stimulate new services and thus be a positive impact.

#### Accessibility: Cycling and Walking

- 6.119 Opportunities for staff and passengers to access the airport by cycling and walking are limited by the rural location, however the airport is committed to promoting this means of access where viable with some notable improvements in recent years. Given the current relatively low walk and cycle mode share (0.6% and 0.4% respectively), the effect of the proposed development is considered negligible, with any improvement to infrastructure and access likely to occur gradually in line with the airport's Walking and Cycling Strategy.

#### Highway Safety

- 6.120 Accident data has been analysed as part of the TA. Over the five-year period July 2012- June 2017 some 73 accidents were recorded; 62 of which were 'slight' and 11 'serious'. No fatalities were recorded. It is judged that both the rate and prominent causes (namely, failed to look properly; careless/reckless/in a hurry; and failed to judge other person's path or speed) are consistent with typical UK statistics. There is no data to illustrate an identified safety problem on the road network.

#### Travel Planning

- 6.121 A travel plan already exists for the airport, its implementation is overseen by the established Airport Transport Forum. The development will be incorporated into this existing approach to sustainable travel and will be maintained through two yearly updates to the travel plan in line with existing Section 106 commitments.



## Summary of Highway Safety and Accessibility

- 6.122 Overall, the assessment detailed in the ES concludes that the impact of the proposed development is minor negative effects on surface access, but that these can be addressed through suitable mitigation measures. Combined with the ambitious mode share targets set out in the SDP, and continued strong performance in public transport use, the application encourages movement by means other than private cars and is therefore in accordance with Policy GEN1 of the Uttlesford Local Plan, Policy TA1 of the emerging Local Plan, paragraph 32 of the NPPF and paragraph 5.11 of the APF.

## Water Supply, Flood Risk & Drainage

- 6.123 This application is supported by a Flood Risk Assessment (FRA) and drainage strategy which together inform Chapter 15 of the ES, *Water Resources and Flood Risk*. This addresses the impact of the development on flood risk, hydrology, foul drainage, surface and ground water quality, and potable water supply.
- 6.124 The potential impacts of the proposed development are two-fold: the drainage and water quality associated with the physical airfield works and the potential for increased demand on water consumption and foul drainage because of increased passenger numbers. These are addressed in turn, below.

## Airfield Works

- 6.125 The development comprises airfield pavement that would result in a 7ha (net) addition to the impermeable area at the airport. It is the duty of the planning system, as defined by the NPPF, that flood risk is taken into account in planning processes and that climate change allowances are factored into the consideration of new development.
- 6.126 The airport is located within Flood Zone 1 with a generally low risk of flooding across the site. Nevertheless, the increase in impermeable area will generate additional surface water run-off and this requires management to ensure that increased risk of flooding and ground water pollution does not occur.
- 6.127 The airport is served by over 80km of drainage pipes and four balancing ponds. The private surface water system is designed to manage both clean and contaminated water and is divided into five distinct catchments: one such catchment is the airfield which includes surface water that contains the glycol based de-icing fluids used on the aircraft.
- 6.128 The airfield works proposed in this application, will be connected to the existing airfield drainage system in order to manage the additional run-off. This increased discharge, including the appropriate allowance for climate change impact, has been calculated in the hydraulic drainage model for the airport and the results set out in both the FRA and Drainage Strategy (appended to the ES Chapter 15). The model indicates that the modest additional discharge can be

accommodated within the airport's current systems subject to some minor capacity enhancements. In turn, the accommodation of the additional discharge within the airport's drainage system will ensure that contaminated water is managed on site, before being pumped to the TTWL system.

- 6.129 The additional airfield works can be effectively drained and would not lead to a risk of flooding or groundwater pollution risk. Therefore, the proposed development would be in compliance with the NPPF paragraph 103 and Local Plan Policy GEN 3, ENV 12 and draft Local Plan Policy SP12.

### Water Usage and Foul Drainage Network

- 6.130 It is anticipated that water consumption will rise with the increased number of passengers utilising the airport. The consumption of water however is not anticipated to be a linear relationship with the rise in passengers, as there are water efficiency measures already in place and more will be introduced as the airport grows. Current measures include low use washroom technology, while water pipework repairs in 2011 reduced the airport's consumption by 33%. STAL is committed to prudent use of resources and water efficiency measures and leakage prevention are contained within current asset plans as part of the airport's mitigation measures.
- 6.131 Scenarios for water consumption, including a worst case linear case, are considered in the ES. Consultation with Affinity Water (the airports' supplier) has revealed that the supplier is more concerned with rate of supply and the resultant peak demands on its water network, as opposed to total volume of consumption. The airport's supply is managed by on-site tanks which self-balance so as to reduce direct mains network supply demands. Current discussions with Affinity Water and STAL are in progress to reinforce the on-site tanks and network to further reduce the peak demands on the mains network. On this basis, the ES concludes a negligible impact on water supply.
- 6.132 Foul water drainage is managed through two private systems on site; both discharge into the Thames Water Utilities Limited (TWUL) system for onward pumping to the Bishop's Stortford Waste Water Treatment Plant (WWTP). The ES describes the potential for increased foul water discharge and although some increase in capacity may occur, like water consumption, it is not a linear relationship to passenger growth. Other sources of foul water exist on site that are not affected by the proposed development and there are also efficiency programmes in place across the airport to reduce foul water flows.
- 6.133 A hydraulic impact assessment is currently being undertaken in conjunction with TTWL, which will assist in further understanding of the likely increase in system capacity requirements. No new connections to the network are likely to be required. From April 2018, it will become TWUL's responsibility to reinforce the network to accommodate demand and charges will be incurred through Infrastructure Charges (i.e. utility billing). This is a change from current practice where new connections and network reinforcement (off-site infrastructure) can be subject of S106 Planning Obligations. If any reinforcement is required, it would be capable of being addressed directly between TTWL and STAL.

6.134 In consideration of the likely demands on the supply and foul drainage networks and taking into account the existing and future mitigation, the proposed development would not have any detrimental impact on water resources; is capable of being adequately drained and will not give rise to any pollution risk. The development would therefore be in compliance with the NPPF, Local Plan Policy GEN6 and ENV 12 and draft Local Plan Policy SP12.

## Environment

6.135 This section considers the assessments undertaken with respect to the proposed development and the environment focusing on the topics of Climate Change; Carbon Emissions; Natural Habitat and Construction Environmental Management.

## Climate Change

6.136 *Chapter 13: Climate Change* of the ES provides detail of the full assessments undertaken to consider, firstly, the in-combination climate change impacts of the proposed development and secondly a climate change resilience assessment.

6.137 The assessment of in-combination climate change impacts considers: surface access and transport; noise; air quality; socio-economic effects; and public health and well-being. The main in-combination climate change impacts relate to the operation of the proposed development, with effects identified for the construction stage. Further to this, no in-combination effects were identified for noise or public health and wellbeing as part of the operational stage. Thus the assessment focuses on the remaining topic areas, namely surface access, air quality and socio-economic effects.

6.138 The key in-combination effects for surface access and socio-economic issues relate to the adverse effects that would arise from increased stress on the existing road and rail network combined with increase in the frequency of extreme weather events impacting surface access and the resultant impacts on direct and indirect job creation during operation. Existing mitigation is outlined in the airport's Climate Change Adaptation Progress Report which includes emergency contingency plans and co-ordination with road and rail operators. In-combination effects on air quality arise from the adverse effects from increased prevalence of hotter and drier weather conditions combined with vehicle and aircraft emissions. These effects are mitigated through the introduction of new, cleaner aircraft fleets and, where air quality targets are not met, an action plan has to be put in place by local authorities. Regular monitoring of the airport's climate change resilience plans, and continued monitoring of trends in weather events, are therefore recommended.

6.139 The climate change resilience assessment considers the hazards associated with high and low precipitation and temperature and strong winds and lightning. During construction, it is not anticipated that the frequency or intensity of the climate hazards will change significantly when compared to the baseline climate. In terms of the operational stage, the airport's Climate Change

Adaptation Report and Works Contract ensures that adequate mitigation is in place to provide resilience, similarly such measures are also applicable to the construction programme.

6.140 To maintain resilience, additional mitigation measures in relation to high temperatures, strong winds and high precipitation are detailed in Chapter 13 of the ES. Subject to continued monitoring of trends in weather events, and the level of risk associated with such trends, there are no residual effects to be addressed. As such, the proposed development is in line with the environmental role of planning as identified in the NPPF to 'mitigate and adapt to Climate Change'<sup>99</sup> and take account of climate change over the longer term (paragraph 99) and the emerging policy SP11 and objective 3b of the draft Uttlesford Local Plan (there are no specific adopted policies in the 2005 ULP for climate change adaptation).

### Carbon Emissions

6.141 A full assessment of the overall effects on carbon emissions forms *Chapter 12: Carbon Emissions* of the ES. It considers those associated with operations (flights, surface access, airport energy plant, and airside) - by far the largest contributor, and construction related effects.

6.142 Total carbon emissions from Stansted for the 'Development Case' scenario are projected to be 4.4 metric tonnes of carbon dioxide equivalent (MtCO<sub>2e</sub>) in 2028 compared with 4.0 MtCO<sub>2e</sub> for the 'Do Minimum' scenario. The majority of the increase is associated with flights (94%), with surface access and energy use accounting for 5% and 1% respectively. Whilst there is an increase in total emissions, there will be an improvement in carbon density (carbon emission per passenger). This reduces from 184kg carbon dioxide equivalent (CO<sub>2e</sub>) per passenger to 176kgCO<sub>2e</sub> per passenger in 2028. This 4% improvement in carbon intensity is largely due to an increasing number of passengers being handled by the same airport infrastructure.

6.143 Between 2028 and 2050, flight emissions are projected to reduce due to improvements in aircraft and engine efficiency; air traffic procedures and the use of sustainable aviation fuels. The annual carbon emissions from flights are projected to fall within the range between 2.5 MtCO<sub>2e</sub> and 3.4 MtCO<sub>2e</sub>. In terms of the carbon footprint, it is projected that under both the 'Do Minimum' and 'Development Case' scenario the footprint would increase between 2016 and 2023, with the 'Development Case' scenario experiencing a steeper increase without the restriction of the 35mppa operating limit. Thereafter, the 'Development Case' would see an increase in carbon emissions, whereas the 'Do Minimum Scenario' would see a slight decrease.

6.144 It is projected that for the 'Do Minimum' scenario, the calculated cumulative emissions between 2016 and 2028 are 47.4 MtCO<sub>2e</sub> compared to the cumulative emissions for the 'Development Case' of 49.2 MtCO<sub>2e</sub>; a difference of 1.8 MtCO<sub>2e</sub> between the two scenarios. The additional emissions would largely occur between 2023 and 2028.

6.145 The construction of the new airfield infrastructure is estimated to contribute 0.021 MtCO<sub>2e</sub>. This includes emissions associated with the manufacture of concrete and steel and the fuel used by construction plant and equipment. This represents 0.5% of Stansted's total annual emissions for

2022 (year of construction) and would only account for approximately 0.001% of the UK's total 3<sup>rd</sup> carbon budget (2018 to 2022).

6.146 STAL is committed to minimising construction-related carbon emissions and reducing operational carbon emissions wherever reasonable. Our carbon plan includes a wide range of activities such as achieving carbon neutral status; investment in low energy and low carbon technology; smart metering; reporting on the airport's emissions annually; and influencing activities such as surface access trips and aircraft movements. The SDP Environment Plan contains a range of targets to reduce energy demand, target BREEAM 'Excellent' rating, and maintain compliance with the Carbon Trust Standard (or equivalent). Given these measures and targets, no further mitigation is required. The construction and operational emissions are compatible with the UK meeting its targets for greenhouse gas emissions and CO<sub>2</sub> from aviation in 2050. Thus, the proposed development aligns with the NPPF core principle of supporting the transition to a low carbon future (paragraph 17).

### Natural Habitat

6.147 Recent surveys of the airfield have identified very limited ecological value for the hardstanding and airfield grassland areas which will be affected by the proposed construction works. However, Common Lizard and one specimen of Great Crested Newt (both protected species) were recorded in a small area of rough grassland.

6.148 Accordingly, mitigation measures will be put in place prior to the commencement of construction in order to avoid harming these species. This will comprise a further reptile survey and, where reptiles are recorded, these will be captured and relocated; and reptile fencing will be erected around the work site area. Adopting this mitigation strategy will ensure there will be no adverse effects on reptiles or any other species due to the construction works.

6.149 As a result, it can be concluded that the development would not cause harm to protected species and therefore the proposed development is compliant with GEN7 of the adopted Local Plan, EN9 of the draft Local Plan and is consistent with the aims of the NPPF (paragraph 118).

### Construction Environmental Management

6.150 The construction of the new airfield infrastructure will be sequenced over an approximate 12-month period, with construction works timetabled to start in 2021 and be completed by mid-2022. *Chapter 5: Development Programme and Construction Environmental Management* of the ES provides further detail of the assessment of effects and details the approach to Construction Environmental Management.

6.151 The detailed construction phasing plan and associated method statement(s) will be developed if permission is granted, and will set out the sequence of works and adherence to the airport's operational requirements and applicable aviation safety standards.

- 6.152 The environmental effects (such as noise, traffic, dust etc.) associated with construction would be temporary in nature and therefore differ from the 'operational effects' of the new airfield infrastructure. The impact of the construction works on environmental receptors, such as archaeology, ground conditions and landscape, are unlikely to be significant due to the location of the works within the existing airfield and also the relatively minor scale and extent of proposed excavations.
- 6.153 It is anticipated that a Construction Environmental Management Plan (CEMP) would be a condition of any consent and require approval of the Local Planning Authority prior to the commencement of construction activities. As a result, and in light of the negligible environmental effects, the proposed development would accord with the draft local plan policy SP12.

### Community Well-being and Health Impacts

- 6.154 Consistent with the latest EIA Regulations, the ES contains a Health Impact Assessment (HIA) of the proposed development's impact on human health, through socio-economic and environmental pathways. The NPPF recognises the role of the planning system in creating healthy communities, and is reflective of the World Health Organisation (WHO) definition that includes social well-being and not just the absence of disease or infirmity.
- 6.155 The HIA follows a source-pathway-receptor approach to identify and assess health impacts. This methodology is designed to identify links between hazards and receptors, as well as magnitude, to understand what level of health impact may exist.
- 6.156 The 'health pathways' of the proposed development are set out in detail in table 14.1 of the ES. The main pathways can be summarised as:
- aircraft and surface access noise;
  - air pollution; and
  - socio-economic benefits, which include increased connectivity, education and employment opportunities and supply chain benefits.
- 6.157 The impacts of the proposed development on air quality are negligible (summarised above) and it is judged highly unlikely that any consequential impacts on respiratory disease will occur as a result of increased passenger throughput.
- 6.158 Noise resulting from the proposed development is assessed in the ES Chapter as being a negligible change. The change in noise is up to 0.6dB in the day and 0.1dB at night. As these are below discernible levels to the human ear, any corresponding impacts on health are negligible. The HIA finds that changes to health outcomes (i.e. ischemic heart disease, stroke or dementia) are for the most part barely measurable. Hypertension, depression or anxiety caused by sleep disturbance is also predicted to be a very small impact. The proposed development will not bring about new night flights, and these are constrained by Government imposed limits. There will be a slight

reduction to the Night contours resulting from quieter aircraft entering service, and a small decrease in those 'highly' sleep disturbed is predicted.

- 6.159 Assessment of air noise at community and care noise-sensitive receptors shows little measurable change in average day- or night-time noise at any of these locations. There would be a 13% increase in the number of daytime noise events above the assessment threshold at the most-affected school, Howe Green; the most-affected church, St Giles in Great Hallingbury; and the most-affected healthcare facility, Falcon House residential care home in Little Hallingbury. Depending on the actual noise levels experienced, the building fabric (including any existing sound insulation) and degree of external noise attenuation, there may be minor potential for increased disruption to learning, to the care environment at Falcon House, or an impact on the quality of life for worshippers at the affected churches.
- 6.160 Some minor impact on footpaths in the local countryside and parts of Hatfield Forest, would be a consequence of the proposed development through overflights; this could affect the enjoyment of amenity and green spaces, potentially impacting on levels of physical activity in the community.
- 6.161 Although some of these impacts on health are predicted to be adverse in the ES Chapter, the scale and magnitude of the impacts are 'minor' and 'negligible' and effective mitigation can be secured to counteract them. Mitigation is discussed in Section 7 of this statement, and is proposed so as to reduce and offset any harm to public health.
- 6.162 Any negative effects also need to be viewed in the balance with the socio-economic benefits arising from the proposed development. These include increased opportunities for employment and stabilisation of employment which provide direct links to healthier lifestyles. Increases in GVA per annum, generated by the airport's impact on the economy, can lead indirectly to increased personal wealth and in turn, facilitate healthier lifestyles. GVA increases can also impact positively on increased public revenues, allowing spending on public health services.
- 6.163 The increased opportunities for leisure trips, as a result of the proposed development, would enable local and regional passengers to maintain social and family connections both domestically (for example longer distances to Scotland) as well as outside the UK. There are also the cultural, recreational or educational experiences that can be gained through travel abroad. In both cases, there are substantial benefits including life satisfaction, happiness, self-reported general health and mental health, all of which contribute to quality of life.
- 6.164 The negative impacts can be mitigated effectively and there are positive health benefits linked to socio-economic impacts. As a consequence, the proposed development is compliant with the aims and objectives of paragraph 69 of the NPPF, Local Plan Policy ENV10 and 13 draft Local Plan policies INF3 and SP11.
- 6.165 The health assessment demonstrates that the application is in accordance with all the relevant policies at a national and local level as well as material technical guidance on specialist topics. As such, there is no conflict with the Development Plan, or emerging plans that would have material

weight in the decision-making process. And the positive health outcomes would support NPPF policy objectives.

### Summary

- 6.166 The Development Plan for Uttlesford is the adopted 2005 Local Plan. It does however precede the NPPF and a new replacement Local Plan is being prepared. As set out in 6.1-6.3 above, the judgement of weight given to the emerging plan and the existing Local Plan's compliance with the NPPF needs to be taken by the decision maker.
- 6.167 Irrespective of the potentially complex Development Plan position; drawing from the conclusions of the Environmental Statement, the above assessment has demonstrated that the proposed development of airfield works to optimise operations and facilitate 43mppa, is in compliance with the relevant policies contained in the Development Plan, the NPPF and the emerging Local Plan.



## 7 Mitigation

7.1 Section 106 (S106) of the Town and Country Planning Act 1990 allows a developer to enter into legally-binding agreements or provide unilateral planning obligations to a Local Planning Authority (LPA) in association with the granting of planning permission. Government advice on the nature and scope of S106 Agreements is set out within the Government's online *Planning Practice Guidance*<sup>100</sup>. The legal regulations on the use of S106 are provided in the Community Infrastructure Levy Regulations 2010 in Sections 122 and 123. Section 122(2) states:

*"A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—*

*(a) necessary to make the development acceptable in planning terms;*

*(b) directly related to the development; and*

*(c) fairly and reasonably related in scale and kind to the development."*

7.2 These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They sit alongside the conditions imposed on a planning permission. They can cover a wide range of matters, including contributions to one-off infrastructure works and public transport services, to controlling the way approved development is managed and operated.

7.3 As part of the "2003 Permission" and "2008 Permission" and the associated planning conditions, the airport is subject to three S106 agreements and a Unilateral Undertaking. The S106 obligations and commitments include a range of measures to mitigate and/or control the impacts of the development granted under the 2003 and 2008 permissions. The matters covered by the obligations include:

- Air and Ground Noise;
- Noise Insulation Scheme;
- Air Quality Monitoring;
- Surface Access, Rail Infrastructure and Train Capacity, and Local Road Network Improvements;
- Economic Performance;
- Employment and Business Forums;
- Community Fund;
- Waste, Energy, Water Efficiency and Nature Conservation;
- Visitor and Archaeological Resources;
- Design and Construction;

- Health; and
- Monitoring.

7.4 Compliance is monitored by Uttlesford District Council as the LPA. All of the obligations have been, or continue to be, complied with.

7.5 However, the multiple layers of agreements, some overlapping provisions and the addition of two sets of planning conditions make for a complex arrangement which makes it more difficult to manage and not easy to understand. Moreover, some of the obligations originate from negotiations and impacts dating from nearly 20 years ago. There is therefore, a case for simplifying, consolidating and updating these measures and controls to produce an up to date package of measures governing Stansted's operations and impacts.

### The Approach to Mitigation

7.6 The approach to mitigation has been informed by:

- reviewing past and current obligations and planning conditions;
- the measures and policies in Stansted's SDP 2015;
- STAL & MAG's corporate policies;
- the feedback from extensive public consultation events and meetings;
- the views of statutory consultees and stakeholders; and
- the conclusions and recommendations of the EIA.

7.7 From this process, a number of mitigation topics have been identified. These have then been considered in the light of the legal requirements governing S106 agreements and Government advice and policy on their scope and extent. The process to arrive at the proposed mitigation package is shown below (Figure 2):

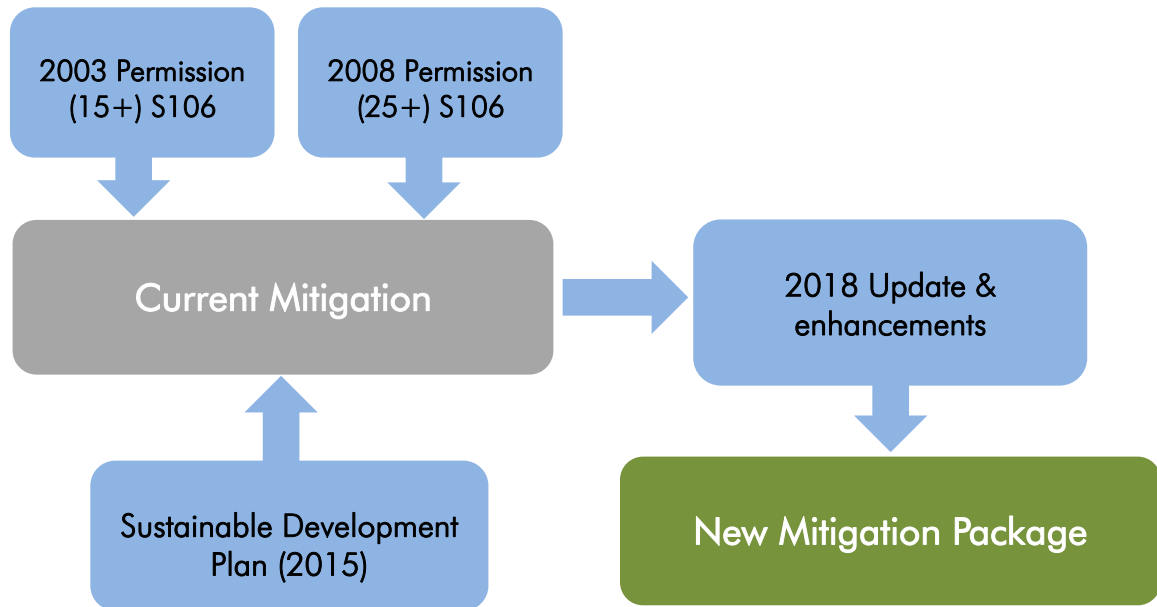


Figure 2: Process for developing the proposed mitigation package

- 7.8 Details of community engagement and the outputs and methodology of the public consultation process and stakeholder engagement are set out in the accompanying SCI.
- 7.9 The key themes and community issues raised through consultation are summarised below. More detail is provided in the SCI:

Theme	Key Issues
<b>Aircraft Noise and Night Flights</b>	<ul style="list-style-type: none"> <li>Some stakeholders wanted to see an improvement in the way the airport handles noise complaints, both in terms of process and time taken to respond and the usability of the website and information provided.</li> <li>Some stakeholders expressed concern regarding the potential for aircraft noise to increase, in particular night noise associated with cargo flights.</li> <li>For some stakeholders, the benefits of an international airport outweigh noise disturbance.</li> </ul>
<b>Road Transport</b>	<ul style="list-style-type: none"> <li>Stakeholders recognised that the airport has the highest public transport mode share of airports in the UK.</li> <li>Some stakeholders expressed concern that the development may result in more road congestion, especially M11 Junction 8.</li> </ul>

	<ul style="list-style-type: none"> <li>• Where improvements are required to the road network, some stakeholders expect the airport to pay its fair share towards mitigation.</li> <li>• Whilst the number of people cycling and walking to the airport has increased over recent years, some stakeholders suggested that improvements could be made to the existing provision.</li> <li>• The strong public transport offer was welcomed and recognised by stakeholders, however some did identify that bus services to some local areas could be improved.</li> <li>• Some concerns raised regarding fly-parking cars being parked on residential roads near the airport.</li> </ul>
<b>Economic Benefits and Community Engagement</b>	<ul style="list-style-type: none"> <li>• Strong stakeholder support for more destinations, especially long haul.</li> <li>• Some stakeholders welcomed the possibility of thousands of jobs being created of all types.</li> <li>• Stansted's commitment to providing apprenticeships was recognised, with some stakeholders supporting the creation of more apprenticeships.</li> <li>• The importance and benefits of the Aerozone and Airport Academy were recognised, but some stakeholders felt such facilities could be better promoted.</li> <li>• Some stakeholders expressed a desire to see a greater variety and choice of airlines at Stansted.</li> </ul>
<b>Passenger Experience</b>	<ul style="list-style-type: none"> <li>• Many stakeholders make use of the Parking and Express Set Down facilities at Stansted, but some raised concern regarding the fees charged.</li> <li>• A number of stakeholders were aware of the Residents' Discount card, but some felt this could be better promoted so more residents could make use of the benefits.</li> <li>• At Stansted's busiest times, some stakeholders identified that queues in the terminal were an issue and that the provision of additional seating would provide an improved passenger experience.</li> </ul>

## Proposed Mitigation

- 7.10 The mitigation measures forming part of this application fall in to two main categories:
- a) A consolidation and continuation of existing S106 obligations, updated to reflect current measures / targets; and
  - b) New measures arising from the process described at paragraphs 7.5 - 7.6 above.

## Current Section 106 Obligations

- 7.11 The current S106 obligations cover an extensive range of topics. A new S106 agreement will reflect the relevant existing obligations, with updates and modifications to reflect changes since the grant of the 2003 and 2008 permissions. The existing agreements have resulted in many positive benefits for the airport, local community and other key stakeholders. Some key successes include:
- the investment and improvements in public transport services and facilities and roads;
  - mitigation measures e.g. Sound Insulation Grant Scheme (SIGS);
  - community benefits e.g. Community Trust Fund and community activity; and
  - economic benefits e.g. job creation and local business support.
- 7.12 The key topics where existing obligations are to be carried forward are:
- monitoring of a range of environmental impacts;
  - operational restrictions designed to mitigate air and ground noise;
  - penalties for off track aircraft;
  - surface access management; staff travel card; public transport levy; and
  - measures to protect sensitive environmental sites and reduce waste, water and energy consumption.
- 7.13 During the consultation process, stakeholders also identified other issues associated with the operation of the airport which STAL is committed to addressing but which do not form part of the application's mitigation package. One such example relates to the noise complaints process. In response, STAL has committed to undertaking a review of the process and response times and will report back on progress to the Stansted Airport Consultative Committee.
- 7.14 Increasing the choice of destinations (in particular long-haul destinations) and airlines was supported through the consultation process; STAL has and continues to work with airlines to grow the route network and bring new operators to the airport (further detail of this is provided in Section 2 of this Statement).
- 7.15 STAL welcomes feedback from passengers on their experience of using the airport and accepts that at peak times queues can be experienced in the core processing areas of check-in, security,

departure lounge and through border control. STAL has invested significantly in facilities in recent years, with major improvements to the security area, the departure lounge and transformation of Satellite 1, and remains committed to meeting the evolving needs of passengers and airlines. As part of the Stansted Transformation and Investment Programme, further investment in infrastructure and facilities is planned to improve the passenger experience (as detailed further in Section 2 of this Statement).

### New Mitigation Measures

7.16 STAL has developed a package of new mitigation measures which are relevant and related to this development, which recognise key community concerns raised during the consultation process particularly around noise and surface access, but also ensuring benefits are felt locally. In response to the key issues raised by stakeholders, as detailed further in the SCI, additional measures are now proposed, which fall under four broad headings and address key issues raised during consultation (as set out in paragraph 7.9):

- Skills and Economy;
- Noise;
- Surface Access; and
- Community.

7.17 The consolidation of the current mitigation and the proposed additions combine to form a new mitigation package as shown below (Figure 3):

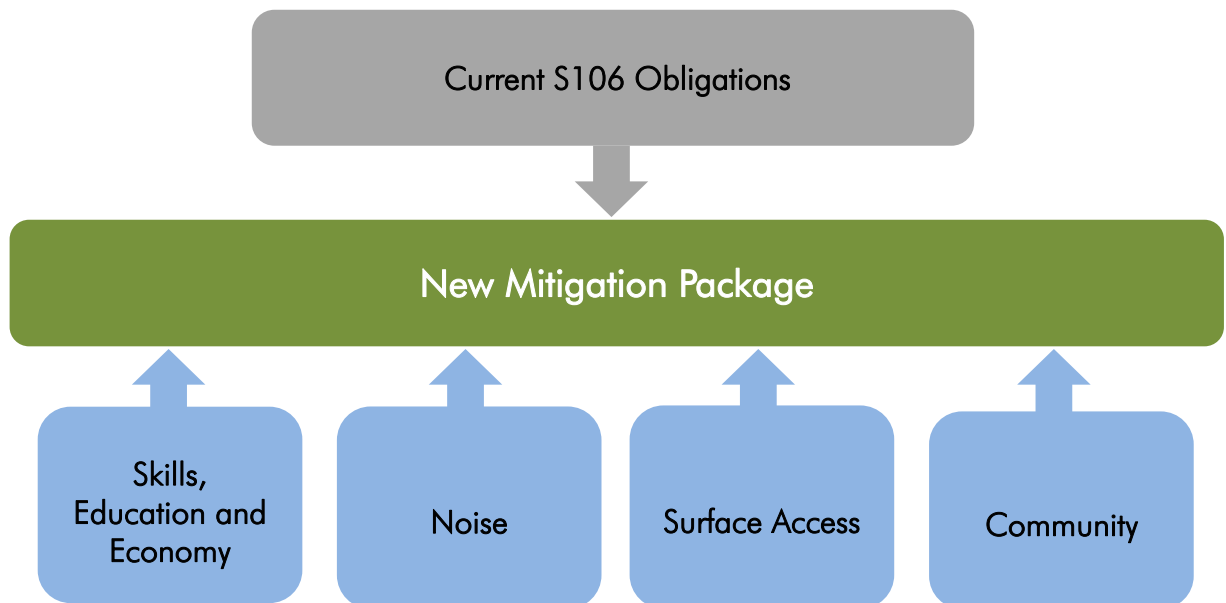


Figure 3: Combined mitigation package diagram

## Skills, Education and Economy

- 7.18 The Socio-Economic chapter of the ES describes the impact of Stansted's growth on the local economy, employment and labour markets. The airport is a major employer in the locality and therefore measures are proposed which build on the success of the existing S106 agreements and new initiatives to support education and skills development and economic growth. These are designed to help capture the employment benefits for the local area.
- 7.19 Proposed measures include:
- **Airport Employment Academy:** funding and support for an on-site skills and employment centre to enable more jobseekers to choose to work at Stansted;
  - **Aerozone:** funding and operation of an on-site education centre for local children to raise standards and attainment;
  - **Stansted Airport College:** funding and support of an on-site Further Education college to ensure a supply of suitably skilled labour; and
  - **Local Supply Chain Support:** including 'Meet the Buyers' events to increase the number of contracts awarded to local businesses.

## Noise

- 7.20 The principal noise mitigation measures stem from the type and specification of aircraft operating at Stansted, along with the operational and air traffic control procedures in force. The ES (Air Noise, Chapter 7) contains details of the existing and future position.
- 7.21 STAL has offered a SIGS since 2005. This provides households subject to the highest levels of noise, financial assistance with the cost of moving. For other households within certain noise levels, the existing SIGS can cover 50% of the total cost of acoustic insulation. To date, over half of all properties eligible for the scheme have taken up the grant offer.
- 7.22 STAL has undertaken a review of schemes at other UK and international airports to establish current best practice. The findings of this review have been taken into account in developing a new and enhanced scheme which forms part of the proposed mitigation package.
- 7.23 A modified and improved scheme is proposed; the main features of which are:
- a larger geographic area of coverage, increasing the number of eligible properties;
  - a scheme now based on meeting one of three different noise metrics: a combined 57dB LAeq (16hr), N65 200 (number above) and the 90 dBA SEL (single event) contour; 55 dB LAeq (16 hour) ground noise contour and being within 600m of the runway.
  - a higher rate of grant, which would not require any matched funding by the home-owner;

- a tiered system which provides the highest funding for the noisiest areas;
- the addition of roof insulation to the scheme; and
- a free home insulation survey and report to establish the most suitable measures.

7.24 This much improved package of measures should prove more attractive, thus increasing the likelihood of local residents taking advantage of the scheme. This will ensure more houses have better protection against aircraft noise, reducing the amount of disturbance felt within properties. Improved noise insulation also brings better insulation in terms of energy loss and thus utility cost savings.

7.25 Feedback from the community has emphasised the need for transparency and better information with respect to aircraft noise. STAL will maintain an on-line aircraft track keeping and noise information system and report on progress against Noise Action Plan targets in the annual Corporate Social Responsibility Report.

### Surface Access

7.26 The Transport Assessment sets out the impacts of the development on surface access networks and services. It shows the likely change in road traffic volumes on the strategic network and local roads. It also describes how Stansted is expected to maintain or improve its current high levels of public transport use for passengers and staff and measures to encourage more sustainable travel. Public consultation has highlighted community concerns about increased traffic and congestion.

7.27 No significant impacts are predicted as a result of the proposed development and, therefore, the view could be taken that no further mitigation is required. This section sets out some of the ways STAL manages the impacts that arise from its operations. This includes existing planning obligations and SDP commitments. In addition to summarising the current control and mitigation measures, the following sets out how they may be enhanced.

7.28 The existing S106 obligations require STAL to fund a range of measures. These have largely been delivered; but the following are outstanding:

- M11 J8 / A120 junction improvements
- contribution to Little Hadham by-pass

7.29 Based on the conclusions of the Transport Assessment, the following additional mitigation measures are proposed in relation to the development:

- **Off-airport Highway Improvements:** focussed intervention on capacity solutions for J8, M11. It is proposed that funding will be provided and works carried out by the Local Highway Authorities;



- **Walking and Cycling Improvements:** this includes the extension of footways and cycleways linking the key areas of the airport with the public transport interchange and off-airport networks;
- **A Local Roads Fund:** this will be set up to deliver localised improvements, traffic management and enforcement measures in conjunction with the Local Highway Authorities; and
- **Local Bus Network Development Fund:** further funding towards supporting new services in the local area.

## Community

- 7.30 The impacts of the development, and Stansted's growth, on local communities are addressed in a number of ES Chapters: for example, noise, air quality, public health and well-being, and socio-economic. Further, public and stakeholder consultation has raised issues which could be described generally as having an impact on quality of life.
- 7.31 The existing obligations provide for a number of measures designed to improve local communities' social and economic well-being and mitigate the adverse impacts which result from Stansted's operations.
- 7.32 Alongside the continuation of some existing measures (some of which are to be updated), it is proposed to introduce additional measures as set out below:
- **Community and Well-being Fund:** a new Trust Fund set up with greater breadth and funding ambitions to provide financial sponsorship towards local community projects that improve cultural and social well-being and healthy lifestyles;
  - **Airport Community Volunteer Network:** provision of volunteering, mentoring and coaching of local young people and practical support for community projects;
  - **Express Drop-Off Discount:** improved discount scheme for use of the airport forecourt by local residents, modified to benefit residents most affected by aircraft noise; and
  - **Rail Commuter Parking Scheme:** reduced costs and updated to reflect and respond to modern commuting patterns.

## Heads of Terms

- 7.22 In accordance with best practice, and the Council's Scoping Opinion for the ES, an outline of the main provisions of a proposed S106 Agreement are included as Appendix D to this Statement.

## 8 Planning Benefits and Other Relevant Policies

8.1 A key consideration in any planning judgment, in addition to matters of Development Plan compliance, is an understanding of the material benefits that are delivered by the proposed development and which need to be assessed in the overall balance. Having regard to the proposed works, and growth to 43mppa, the main benefits can be summarised as follows:

- a) delivering on national aviation policy objectives through making best use of existing airport capacity and being able to accommodate growth in South East demand across the London system;
- b) delivering the economic growth aspirations and improved regional competitiveness through better connectivity for the East of England, London and the UK;
- c) the increased economic impact and employment at Stansted itself, including improving skills and education;
- d) greater choice, competition and the consumer benefits that result, including consumer and environmental benefits of avoiding trips to Heathrow and Gatwick;
- e) substantial benefits can be delivered within a well-established planning framework and with no significant adverse environmental impacts (e.g. on noise or air quality) and the addition of new mitigation measures; and
- f) planning for the future - the benefits of long term certainty and timing in relation to supporting wider policy preparation.

8.2 These planning benefits are reflected and recognised in other policies that do not form part of the Development Plan; they are however capable of being material planning considerations. The following sections describe the planning benefits of this application and how they are aligned to the aims and objectives of other key policies at a national and local level.

### Delivering on Aviation Objectives: Best Use of Existing Airport Capacity

8.3 It will be at least 10-15 years before a new runway at Heathrow is available, and effective utilisation of existing airport capacity will be vital in the intervening period for the benefit of the UK economy. The need to make best use of existing capacity was recognised by Government in its recent Call for Evidence for a new aviation strategy. The Government's proposal to support airports seeking to make best use of existing capacity takes forward the Airport's Commission recommendation on the need to recognise the "crucial importance" of making better use of capacity and the "imperative" of growing the UK's connectivity in the period before a new runway is delivered at Heathrow.

8.4 Stansted is the only major airport capable of making a significant contribution to meeting demand locally and across the London system over the next 10 years. It has spare runway capacity, and the supporting infrastructure to handle that growth is in place or committed. Growth from 35mppa to

43mppa can also be accommodated within existing agreed limits on aircraft movements and the airport's noise footprint.

## Delivering Economic Growth Aspirations and Regional Competitiveness through Improved Connectivity for the East of England, London and UK

- 8.5 Paragraph 7 of the NPPF defines the economic role of the planning system as “contributing to building a strong, responsive and competitive economy by [...] identifying and coordinating development requirements, including the provision of infrastructure”. Paragraph 19 explicitly requires that ‘significant weight’ be attached to supporting economic growth. As above, the best use of Stansted will deliver on UK-wide aviation objectives, and the increased potential of the airport can unlock economic growth and deliver on identified priorities at the sub-regional and local levels.
- 8.6 Section 5 has outlined the wide range of plans and policies which together provide a compelling and consistent aspiration to deliver sustained growth and prosperity. It is widely recognised that improved connectivity, be it road, rail or air is a fundamental driver of wider economic growth. Successful regions are well connected regions. Stansted has a crucial role to play in this respect. Air travel provides the ability to easily access international and domestic destinations. Stansted's growing route network, with an increasing number of long haul destinations, directly leads to improved connectivity, easing the movement of people and goods, and attracting inward investment and visitors. This improves the competitiveness of the region and its businesses.
- 8.7 The regional strategies and policies that will be assisted by this application are:
- national strategies to increase wealth and prosperity, and securing sustainable economic growth;
  - the LEP driven strategies for the London – Stansted – Cambridge Corridor and the Haven Gateway. The LSCC envisages 400,000 new jobs to be created between 2016 and 2036;
  - Economic Plan for Essex – supports the growth of single runway capacity at Stansted and targets investment aimed at securing over 117,745 new jobs in Essex;
  - Hertfordshire LEP Economic Plan - aims to address productivity performance with a target to increase GVA per hour in line with London's productivity growth;
  - Harlow Enterprise Zone – new investment to broaden the economic base and provide employment in an area of need; and
  - Upper Lee Valley Opportunity Area Planning Framework – appropriate investment could deliver cumulative additional GVA of around £10billion by 2031.

## Economic Impact and Employment at Stansted including Skills and Education

- 8.8 Stansted is already the largest employment site in the East of England. It provides direct employment for around 12,000 people, 75% of whom live in Essex and Hertfordshire. There is a well-established

relationship between the growth of Stansted and the growth in jobs on site. This application will enable a growth in employment of over 5,000 jobs over 10 years, at a sustainable location in line with NPPF paragraph 17. This will make a major contribution to the employment needs of the local population and the employment targets of Uttlesford District Council and neighbouring local authorities. These are set out at paragraphs 5.139 and 5.146 in Section 5.

- 8.9 The scale of activity at Stansted also provides a significant stimulus to the local economy through its indirect and 'multiplier' effects. A large number, and wide range, of local businesses and jobs are dependent on Stansted through the provision of goods and services to airport companies. As Stansted grows, so this employment and economic impact will increase. Local people employed at Stansted spend locally, thus indirectly supporting further numbers of jobs and local businesses.
- 8.10 Airports are unusual in the range and breadth of jobs that they support. These range from unskilled to highly skilled; include full time and part time jobs, and seasonal and permanent positions. Stansted therefore meets the diverse employment needs of a very wide range of the local population.

### Greater Choice, Competition and Consumer Benefits & Wider Transport Objectives

- 8.11 The Competition Commission enforced sale of Stansted in 2013 was designed to offer greater choice and introduce more competition into the London market. It was envisaged that this would directly benefit consumers by lowering prices and increasing the likelihood of passengers being able to fly from their local airport. These wider public policy objectives have clearly been met given the evidence of the last five years, with an increasing number of destinations served from Stansted, the introduction of new airlines and new products and growing success in attracting long haul services.
- 8.12 One particular benefit has been the ability of more local passengers to be able to use their local airport rather than making surface access journeys to Heathrow and Gatwick. Destinations such as the USA and the Middle East will now be available from Stansted. This added convenience is not only time saving for passengers and businesses, but also reduces the volume and length of surface access trips to other airports. There is an environmental benefit where this has led to reduced car journeys.
- 8.13 Public consultation has shown that the more that Stansted can meet the travel needs of local people, so there is a more balanced view between the impacts of aviation e.g. aircraft noise and the benefits it brings. Local businesses benefit from improved choice and competition. More direct services from Stansted can reduce the time and cost of business travel, and enable easier access to international markets and customers. The forecasts show 6.3m business passengers using Stansted in 2028 in the 'With Development' scenario. This is an additional 1.2m business passengers compared to the 'Do Minimum' scenario. Most of these have an origin or destination in the local area. The use of Stansted for moving air cargo can also save time and cost and make the region more attractive for inward investment.

- 8.14 There is a clear and well evidenced link between economic success, growth and transport connectivity. Thus, alongside its role as an economic driver and employment hub in its own right, Stansted also performs a role as a key part of the UK and regional transport networks. As a major public transport facility, it provides domestic and international air connections and also acts as a major regional transport hub for local people as well as air passengers and staff. Its near 24-hour rail services to London, Cambridge and beyond is matched by high frequency coach services to key destinations in London and links to other UK cities. Local bus routes have been sustained, and have grown, due to financial support and the increase in passenger demand generated by Stansted. For rural communities this brings social and economic benefits in accessing services.
- 8.15 These represent significant benefits to the local area, and confirm Stansted as a sustainable location for growth and new development, in line with NPPF paragraph 34. In compliance with the Aviation Policy Framework's requirements, a comprehensive Surface Access Strategy has been put in place at Stansted.
- 8.16 The regional growth agenda seeks to exploit the region's key transport corridors and gateways – notably the M11, A120, West Anglia main line railway, the Haven ports and Stansted. The airport is in a unique position, being at the geographical heart of these strategic road and rail corridors. Airport growth strengthens the case for the major investment in transport that is a crucial enabler for the delivery of new housing, new employment and the realisation of the regional growth agenda. This is clear from the regional policies outlined in Section 5. On the rail network, improved journey times, greater reliability and new rolling stock are shared objectives for the regional partners as an important prelude to major infrastructure upgrades such as four-tracking on the West Anglia mainline. This would directly improve Stansted's connectivity from London, reduce journey times and bring benefits to the wider region.

### An Established Planning Framework

- 8.17 As explained in earlier sections, Stansted's growth has taken place in a carefully planned manner, in distinct phases. The original masterplan was designed to provide a well defined reservoir of land, capable of meeting the region's long-term aviation needs. Stansted today operates within well-established boundaries, with substantial landscape screening. The current application fits comfortably within that framework. The environmental impacts of Stansted's operations have also been managed within a well-established and comprehensive system of environmental controls and policies, which are, in many respects, best practice within the industry. These have been reviewed, updated and improved at each stage of Stansted's growth.
- 8.18 The growth now forecast for the next 10 years, and the proposed small addition to the airfield infrastructure, can take place with only modest or minor impacts beyond the site. A comprehensive EIA shows that there will be no substantial adverse environmental impacts beyond the airport's permitted growth to 35 mppa. Indeed, a 43mppa throughput can be achieved with a smaller noise footprint than that currently permitted for 35mppa and with no exceedance of environmental limits.

The proposed development does not conflict with national or local environmental policies, including the national Air Quality Plan 2017. This is a major benefit of meeting the growth in demand for air travel at Stansted.

### Planning for the Future

- 8.19 Airports are long term infrastructure businesses. Successful airports need to plan and invest for the future. This, in turn, requires clarity and a confidence in the long-term prospects of the airport and the regions that they serve.
- 8.20 At the UK level, this requires a clear national policy for aviation. The Airports Commission confirmed the merits of making the best use of the UK's aviation assets and the Government has recently endorsed this view. The suggested national policy support for making the best use of existing airport assets and runway capacity is welcome and complements the Government's support for an additional runway at Heathrow. Moreover, the Government's acknowledgement that air connectivity is a vital component of the UK's future after leaving the EU, confirms the need to plan beyond the short term.
- 8.21 At the regional level, there are plans for substantial long term economic growth and investment, especially along the London – Stansted – Cambridge and other growth corridors. Local authorities, LEPs and other stakeholders have developed a shared long-term vision, part of which relies on, and benefits from, the continued growth and success of Stansted and the connectivity that it provides. This vision both needs, and can help attract, sustained investment in the region's transport infrastructure. Major improvements to the West Anglia rail network and the strategic highway network are shared priorities; the case for which needs to be reflected in the long-term plans of Highways England and Network Rail. Both of those bodies plan and invest over 10 to 15 year periods.
- 8.22 At the local level, Uttlesford District Council and surrounding local authorities are preparing their own vision and strategies. These are ambitious, and set out a strong agenda for growth and to create more prosperous local communities. These plans have a 15 to 25-year horizon and require an assessment of the need for jobs, housing and infrastructure. The future for Stansted, the part it can play, and the impact it will have, is an important component in this strategic planning.
- 8.23 It is against this backdrop of long term planning, that STAL believes it is necessary and helpful to establish Stansted's role and its own 10-year plan. This is in line with Government's advice about the benefits of long term airport masterplans. The 2015 SDP sets out how Stansted could develop and the impacts of that growth. Clarity, certainty and confidence in Stansted's long-term future is especially important given its key role in helping to deliver wider economic growth. This all builds confidence in the region, creating the environment and conditions that make it more likely that both public and private sector investment can be attracted and be successful.
- 8.24 This approach is consistent with the way that Stansted has operated and evolved since the mid-1980s. A long term masterplan provided a clear framework for the development of the airport,

within a well-established landscaped boundary, to provide the facilities and services to support a major international airport. The scale of operation, and the impacts that result, have then been managed through a series of planning permissions with attendant controls and mitigation measures. It is now appropriate to consider the next chapter in that history with a review of Stansted's prospects for the next 10 years.

- 8.25 Stansted can grow to 35mppa without the need for any further permissions. The rate of growth that has been experienced in recent years means that this limit will be reached by around 2023. This application is made in order to provide a clear and up to date regulatory framework for the airport's growth beyond 35mppa. This application is timely, in the context of the long lead times and major infrastructure activities, to plan, build and deliver the necessary investment. MAG's vision for Stansted requires substantial further investment, building on the £150m that has been invested since 2013. This further investment will transform and extend the terminal facilities, with complementary investment in the airfield, site infrastructure and utilities and supporting facilities such as car parking.
- 8.26 It is not just the airport's infrastructure that needs planning ahead. Existing and prospective airlines also need certainty and time to plan, to negotiate longer term agreements for new routes and ensure that those routes are aligned to the needs of the region. They need to plan and invest in aircraft, facilities and staff. In a liberalised market place, airlines need confidence that their investment in new commercial agreements with airports will be sustainable and offer the opportunity for future growth.
- 8.27 Knowing that the airport has the ability to grow to make best use of its capacity for the next 10 years, would increase the prospect of fleet replacement at Stansted, with Ryanair in particular planning to invest heavily to introduce the most modern and therefore quieter new generation aircraft. This will deliver noticeable improvements in the noise climate and enable a growth in passenger numbers to be contained within existing agreed limits on aircraft noise and aircraft movements.
- 8.28 Stansted is targeting further new long-haul routes, building on the launch of the Dubai route – with China, the Middle East and North America being key markets. These routes can take some time to become established and move into profit, due to their higher start-up and operating costs. With the confidence that Stansted can grow beyond 35 mppa, it is far more likely that a larger and more diverse route network will develop, compared to if the airport were constrained, where route development would slow if not cease.
- 8.29 The greater degree of confidence and certainty, the more likely that the airport, the region and the UK are seen as 'open for business'. The ability for Stansted to grow beyond 35 mppa is a more attractive proposition for airlines, as they will feel more confident about their ability to realise market potential. Headroom in the limits also helps competition as it provides scope for new airlines to enter the market; unlike the position at constrained airports where growth rarely continues at a linear rate, but instead is more likely to plateau out as the limit is reached.

## Summary

- 8.30 These benefits associated with the application are material considerations in the determination of the planning application. Although their weight must be ultimately judged by the decision maker, the NPPF describes economic matters as a dimension of sustainable development and one to be judged alongside environmental and social issues. Furthermore, the NPPF promotes the need to build a strong and competitive economy, and achieve sustainable economic growth. The ability to access employment and the creation of jobs, further supports the social role that the planning system should undertake.



## 9 Planning Judgement and Conclusion

9.1 Any assessment of the planning acceptability of the 35+ planning application needs to have regard to:

- a) the degree of Development Plan support;
- b) the extent of any conflict with the Development Plan; and
- c) other material planning considerations.

9.2 This statement has undertaken this exercise in detail, assessing each of the individual elements and thus providing the basis for a planning judgement to be taken. The outcome of this exercise is that the proposed development:

- a) is in compliance with the policies of the adopted Uttlesford Local Plan, emerging draft Local Plan and the NPPF in respect of employment and economy; climate change, flood risk and drainage; carbon emissions and air quality; noise; bio-diversity, ecological impact; and sustainable transport; and
- b) has no areas of conflict with the Development Plan when the material fall-back position of the existing 2008 planning permission is taken into account; and
- c) has material benefits in the form of:
  - delivering on national aviation policy objectives through making best use of existing airport capacity and being able to accommodate growth in demand;
  - delivering economic growth and regional competitiveness through improved connectivity;
  - increased economic impact and employment, including skills and education;
  - greater choice, competition and consumer benefits, including consumer and environmental benefits of avoiding trips to Heathrow and Gatwick;
  - growth being delivered within a well-established planning framework and with no significant adverse environmental impacts and the addition of new mitigation measures;
  - giving clarity about Stansted's future to inform wider policy preparation and investment.

In conclusion, the 35+ planning application is in overall accordance with the Development Plan and represents a form of sustainable development that will bring significant economic and social benefits without causing unacceptable environmental harm.

9.3 A grant of planning permission for the proposed works would therefore be appropriate.

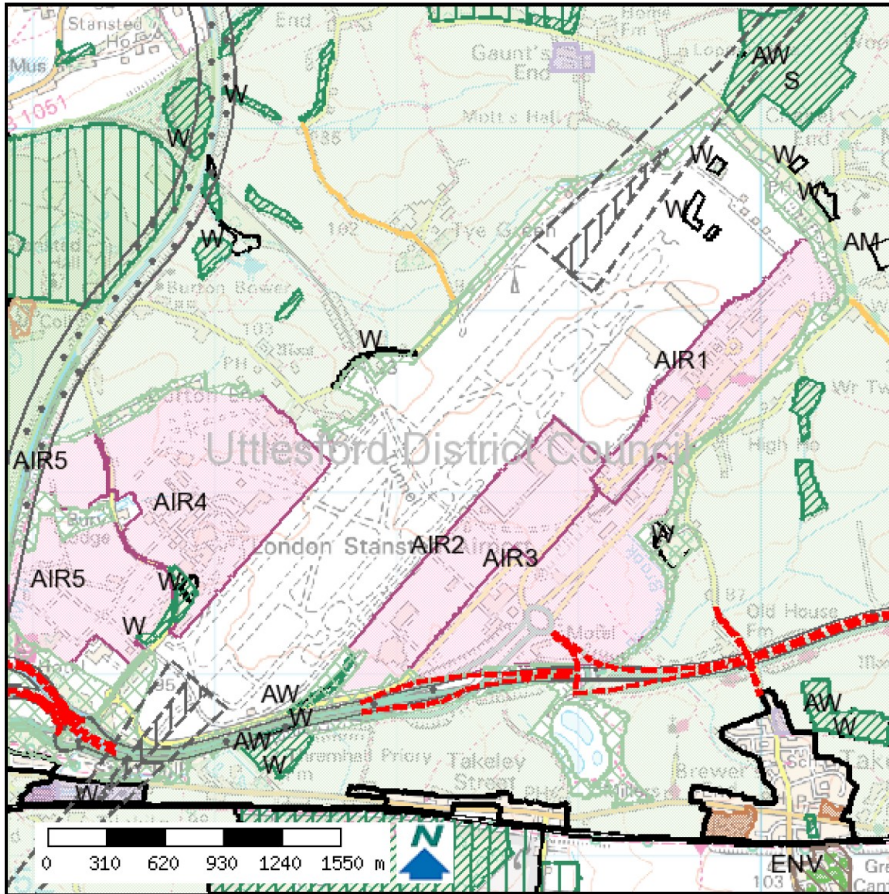
# Appendices

## Appendix A: Glossary

APF	Aviation Policy Framework
APU	Auxiliary Power Unit
AQMA	Air Quality Management Area
ATM	Air Transport Movement
BAA	former British Airports Authority and BAA plc
Bn	Billion
CAA	Civil Aviation Authority
CEMP	Construction Environmental Management Plan
CSR	Corporate Social Responsibility
CTMP	Construction Transport Management Plan
dB	Decibel
DEFRA	Department for Environment, Food & Rural Affairs
DCO	Development Consent Order
ECC	Essex County Council
EIA	Environmental Impact Assessment
EPfE	Economic Plan for Essex
ES	Environmental Statement
EU	European Union
FEGP	Fixed Electrical Ground Power
GCGP	Greater Cambridge / Greater Peterborough
GDP	Gross Domestic Product
GFC	Global Financial Crisis
GVA	Gross Value Added
Ha	Hectare
HCC	Hertfordshire County Council
HGV	Heavy Goods Vehicle
ICCAN	Independent Commission on Civil Aviation Noise
ICAO	International Civil Aviation Organization
Km	Kilometres
LEP	Local Enterprise Partnership
LOAEL	Lowest Observed Adverse Effect Level
LSCC	London Stansted Cambridge Consortium

LTO	Landing and take-off
LTP	Local Transport Plan
MAG	Manchester Airports Group
MPPA	Million passengers per annum
MtCO <sub>2e</sub>	Metric tonnes of carbon dioxide equivalent
NOEL	No Observed Effect Level
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NPSE	Noise Policy Statement for England
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary
PATM	Passenger Air Transport Movement
PAX	Passenger
PD	Permitted Development
RAT	Rapid Access Taxiway
RET	Rapid Exit Taxiway
RIS	Road Investment Strategy
SCI	Statement of Community Involvement
SDP	Sustainable Development Plan
SPD	Supplementary Planning Document
SRN	Strategic Road Network
SOAEL	Significant Observed Adverse Effect Level
STACC	Stansted Airport Consultative Committee
STAL	Stansted Airport Limited
STEM	Science, Technology, Engineering and Maths
S106	Section 106 of the Town and Country Planning Act 1990 (as amended)
TA	Transport Assessment
UDC	Uttlesford District Council

# Appendix B: Extract of the Uttlesford Proposals Map



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**Uttlesford District Council**

## Legend

- Urban/Settlement Expansions
- Employment Land
- Residential Land
- Metropolitan Green Belt
- Countryside Protection Zone
- Employment Land to be Safeguarded
- Special Verge
- Protected Lane
- Town or Local Centre
- AIR1 Terminal Support Area
- AIR2 Cargo Handling/Aircraft Maintenance Area
- AIR3 Southern Ancillary Area
- AIR4 Northern Ancillary Area
- AIR5 Long Term Car Park
- ENV Protected Open Space of Environmental Value
- Lower Street and Church Road, Stansted Mountfitchet
- Development Limits
- Site of Special Scientific Interest (SSSI)
- County Wildlife Site
- Ancient Woodland
- Historic Landscape
- Important Woodland
- Historic Parks and Gardens
- Major Developed Site in Green Belt
- Mobile Home Park, Takeley
- Landscaped Areas
- Public Safety Zone 1:100,000 risk
- Public Safety Zone 1:10,000 risk
- Parsonage Farm, Stansted Mountfitchet
- Conservation Area
- Ground Water Protection Zone
- Poor Air Quality Zone
- National Nature Reserve
- Ancient Monument
- Route of New Road to be Safeguarded

## Appendix C: Policy Compliance Overview

		Development Plan Policy		National Planning Policy
35+ Planning Statement		Adopted Uttlesford Local Plan (2005)	Emerging Uttlesford Plan (Regulation 18, 2017)	National Planning Policy Framework (2012)
Policy Compliance	<b>Principle of Development</b> Refer to paragraphs 6.13 to 6.17	Policy S4	Policies SP11, SP1, SP2, SP12	
	<b>Socio Economic Impacts</b> Refer to paragraphs 6.18 to 6.34		Spatial Vision, Objective 21a, Policies SP11, SP4	Paragraphs 17, 19
	<b>Noise (air, ground and surface access)</b> Refer to paragraphs 6.35 to 6.83	Policies ENV11, GEN 4	Policies EN18, SP11, SP2	Paragraphs 109, 123
	<b>Air Quality</b> Refer to paragraphs 6.84 to 6.95	Policies GEN7, GEN4, ENV13	Policy EN16	Paragraphs 109, 120
	<b>Highway Safety and Accessibility</b> Refer to paragraphs 6.96 to 6.122	Policies GEN1, E3, GEN6	Objective 2c, Policies TA1, TA2	Paragraphs 32, 34, 35, 36
	<b>Water Supply, Flood Risk and Drainage</b> Refer to paragraphs 6.123 to 6.134	Policies GEN3, ENV12, GEN6	Policies SP12, EN11, EN12, EN13	Paragraph 103
	<b>Climate Change</b> Refer to paragraphs 6.135 to 6.140		Objective 3b, Policy SP11.	Paragraphs 7, 93
	<b>Carbon Emissions</b> Refer to paragraphs 6.141 to 6.146			Paragraphs 7, 17, 18
	<b>Natural Habitat</b> Refer to paragraphs 6.147 to 6.149	Policy GEN7	Policy EN9	Paragraph 118
	<b>Construction Environmental Management</b> Refer to paragraphs 6.150 to 6.153		Policy SP12	Paragraph 17
<b>Community Well-being and Health Impacts</b> Refer to paragraphs 6.154 to 6.165	Policies ENV11, ENV13	Policies INF3, SP11	Paragraph 69	

## Appendix D: S.106 Draft Heads of Terms

Existing S106 Obligation <sup>7</sup>	Content
Air Noise	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Adopt operational procedures and practices aimed at achieving ongoing improvements in the levels of, and the minimisation of impacts of, air noise.</li> <li>- Monitoring of the performance of airlines.</li> <li>- Voluntary incentives and controls to reduce aircraft noise.</li> <li>- Pay off-track flying penalties to the Trust Fund.</li> <li>- Noise insulation programme for domestic dwellings and Home Relocation Assistance Scheme [refer to Addition below].</li> </ul> <p><b>Addition:</b></p> <ul style="list-style-type: none"> <li>- Enhanced Sound Insulation Grant Scheme.</li> </ul> <p><b>Exclude:</b></p> <ul style="list-style-type: none"> <li>- Restriction on lobbying for any relaxation of night flight restrictions.</li> </ul>
Ground Noise	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Carry out ground run testing of aircraft engines in the ground run facilities.</li> <li>- Review the Stansted Ground Noise Management Strategy every five years (as part of the Sustainable Development Plan).</li> <li>- Echo Apron restrictions.</li> </ul>
Air Quality	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Monitor air quality in the vicinity of the airport, including monitoring (a fixed monitor and diffusion tube monitoring) within Hatfield Forest (subject to agreement with The National Trust), and associated reporting.</li> </ul>
Surface Access	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Charging a levy for any public or communal use staff car parking. Income from the levy to finance initiatives in accordance with the Surface Access Strategy to promote sustainable travel.</li> <li>- Preparation of a Surface Access Strategy (as part of the Sustainable Development Plan) and monitoring arrangement (including two yearly report on staff travel patterns).</li> <li>- Maintain Airport Travel Plan and Airport Travelcard Scheme.</li> <li>- Reasonable endeavours to reduce the proportion of staff travelling by car and consider means to increase public transport mode share for (non-transferring) passengers.</li> <li>- Maintain Stansted Surface Access Transport Forum.</li> <li>- Contributions to local road schemes [refer to Addition below].</li> </ul>

<sup>7</sup> 2003 and 2008 Section 106 agreements.

	<ul style="list-style-type: none"> <li>- Contributions to further develop public transport links to and from the airport [refer to Addition below].</li> </ul> <p><b>Addition:</b></p> <ul style="list-style-type: none"> <li>- Off-airport Highway Improvements: focussed intervention on capacity solution of junction 8 of the M11.</li> <li>- Walking and Cycling Improvements: including extension of footways and cycleways.</li> <li>- Local Roads Fund: this will be set up to deliver localised improvements, traffic management and enforcement measures in conjunction with the Local Highway Authorities.</li> <li>- Local Bus Network Development Fund: further funding towards supporting new services in the local area.</li> </ul>
Rail	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Monitoring rail patronage.</li> </ul> <p><b>Exclude:</b></p> <ul style="list-style-type: none"> <li>- Requirement for the provision of rail platform extension land and construction.</li> <li>- Improve waiting facilities for rail passengers.</li> </ul>
Passenger Pick Up	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Provide a suitable area for collection by car of air passengers arriving at the terminal building and limit parking in the area to a maximum of 15 minutes [refer to Addition below].</li> </ul> <p><b>Addition:</b></p> <ul style="list-style-type: none"> <li>- Express Drop-Off Discount: improved discount scheme for use of the airport forecourt by local residents, modified to benefit residents most affected by aircraft noise.</li> <li>- Rail Commuter Parking Scheme: reduced costs and updated to reflect and respond to modern commuting patterns.</li> </ul> <p><b>Exclude:</b></p> <ul style="list-style-type: none"> <li>- Provision of a rail car park for season ticket holders [refer to Addition above].</li> </ul>
Nature Conservation	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Scheme for management and maintenance of the airport's biodiversity.</li> </ul> <p><b>Exclude:</b></p> <ul style="list-style-type: none"> <li>- Baseline study at about 160,000 PATMS of current condition of flora and fauna within Hatfield Forest, East End Wood and the Fenn Site.</li> <li>- (2003 Agreement) Within 12 months of terminal extension authorised by the permission being used by 185,000 PATMS † submit to UDC a proposal for a study of the effects of noise, air and light pollution on flora and fauna in Hatfield Forest; and appropriate measures to mitigate any significant effects of the development.</li> <li>- (2008 Agreement) Undertake a study on the effects of noise, air and light pollution on the flora and fauna in Hatfield Forest at 230,000 PATMS; and consider schemes of appropriate measures to compensate for material adverse effects.</li> </ul>
Employment and Education	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Maintain and support the Stansted Airport Employment Forum.</li> <li>- Fund initiatives to support training and employment [refer to Additions below].</li> </ul>



	<ul style="list-style-type: none"> <li>- Review the Stansted Employment Strategy (every four years).</li> <li>- Undertake an employment survey (every five years).</li> </ul> <p><b>Addition:</b></p> <ul style="list-style-type: none"> <li>- Airport Employment Academy: funding and support for an on-site employment centre to enable more jobseekers to choose to work at Stansted.</li> <li>- Aerozone: funding and operation of an on-site centre for local children to raise standards and attainment.</li> <li>- Stansted Airport College: funding and support of an on-site Further Education college to ensure a supply of suitably skilled labour.</li> </ul>
Economic Performance	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Maintain and support the Stansted Airport Business Forum.</li> <li>- Support and facilitate the annual 'Meet the Buyers' event [refer to Addition below].</li> </ul> <p><b>Addition:</b></p> <ul style="list-style-type: none"> <li>- Support the local supply chain, including the 'Meet the Buyers' event.</li> </ul>
Community	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Pay monies annually into a Trust Fund [refer to Addition below].</li> </ul> <p><b>Addition:</b></p> <ul style="list-style-type: none"> <li>- Community and Well-being Fund: a new Trust Fund set up with greater breadth and funding ambitions to provide financial sponsorship towards local community projects that improve cultural and social well-being and healthy lifestyles.</li> <li>- Airport Community Volunteer Network: provision of volunteering, mentoring and coaching of local young people and practical support for community projects.</li> </ul>
Visitors and Archaeological Resource	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Make all archaeological finds discovered during works available to the Saffron Walden Museum for inspection.</li> </ul> <p><b>Exclude:</b></p> <ul style="list-style-type: none"> <li>- Provision of a visitor's centre and aircraft viewing facility.</li> </ul>
Design and Construction	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Using reasonable endeavours to ensure construction practices and the suppliers for goods and services are environmentally responsible and sustainable.</li> </ul>
Waste Management	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Review the Stansted Waste Management Strategy every five years (as part of the Sustainable Development Plan) and report progress.</li> </ul> <p><b>Exclude:</b></p> <ul style="list-style-type: none"> <li>- Provision of a waste recycling facility.</li> </ul>
Energy	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Review the Stansted Energy Management Strategy every five years (as part of the Sustainable Development Plan) and report progress.</li> </ul>
Monitoring	<p><b>Continue:</b></p>

	<ul style="list-style-type: none"> <li>- Commission studies at agreed intervals of the impact on: air noise contours; ground noise measurements; air quality; traffic flows; transport mode shares; employment levels; patterns of the places of residence of persons employed at the Airport; visual impact; waste; water; and energy.</li> <li>- Publish an annual Corporate Responsibility Report.</li> <li>- Reasonable endeavours to implement any reasonable and proportionate measures to mitigate any adverse effects of the Development on the environment.</li> </ul>
Health	<p><b>Addition:</b></p> <ul style="list-style-type: none"> <li>- [As also detailed under Community] Community and Well-being Fund: a new Trust Fund set up with greater breadth and funding ambitions to provide financial sponsorship towards local community projects that improve cultural and social well-being and healthy lifestyles</li> </ul> <p><b>Exclude:</b></p> <ul style="list-style-type: none"> <li>- Consultation with the Primary Care Trust on the appropriateness of undertaking a study on effects on public health.</li> <li>- Take reasonable and proportionate steps to mitigate in accordance with Government guidance regarding noise and air quality any proven adverse effects upon public health being a direct result of the Development as identified by studies carried out.</li> </ul>
Water efficiency	<p><b>Continue:</b></p> <ul style="list-style-type: none"> <li>- Agree detail of water efficiency measures that should be incorporated into the detailed design of Satellite 4.</li> </ul>
Landscape mounding and planting	<p><b>Addition:</b></p> <ul style="list-style-type: none"> <li>- Submission of a scheme for additional planting or mounding to the existing Molehill Green mound.</li> </ul> <p><b>Exclude:</b></p> <ul style="list-style-type: none"> <li>- Planting on the grassed area of Molehill Green mound.</li> </ul>

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