

EAST HERTS COUNCIL

NON-KEY DECISION – 18/08

REPORT BY EXECUTIVE MEMBER FOR ECONOMIC DEVELOPMENT

STANSTED AIRPORT: APPLICATION UTT/18/0460/FUL TO ENABLE COMBINED AIRFIELD OPERATIONS OF 274,000 AIRCRAFT MOVEMENTS AND 43 MILLION PASSENGERS PER ANNUM, WITH ASSOCIATED DEVELOPMENT

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

- The purpose of this report is to agree the Council's response to Uttlesford District Council on Stansted Airport Limited's application (UTT/18/0460/FUL) to enable combined airfield operations of 274,000 aircraft movements and a throughput of 43 million terminal passengers, in a 12-month calendar period, and associated development.

RECOMMENDATION FOR DECISION: That Uttlesford District Council be informed that in respect of Stansted Airport Limited's planning application (UTT/18/0460/FUL) for Airfield works comprising two new taxiway links to the existing runway (a Rapid Access Taxiway and a Rapid Exit Taxiway), six additional remote aircraft stands (adjacent Yankee taxiway); and three additional aircraft stands (extension of the Echo Apron) to enable combined airfield operations of 274,000 aircraft movements and a throughput of 43 million terminal passengers, in a 12-month calendar period, East Herts Council:

(A)	recognises the Government's policy stance in relation to making best use of existing runways at airports in the South East, including Stansted Airport;
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(B)	supports, in principle, the general economic benefits that expansion of the airport would bring to both East Herts residents and the wider LSCC area;
(C)	reserves its position and defers its response in respect of environmental impact issues until such time as work being commissioned by Uttlesford District Council to assess the evidence submitted by STAL in this respect has been completed and suitable time for this District's consideration of the full environmental evidence base being allowed;
(D)	in light of the apparent absence of use of either the Essex County Council VISUM and VISSIM transport models or Hertfordshire County Council's COMET transport model, reserves its position and defers its response in respect of transport impact issues until such time as Essex and Hertfordshire County Councils, as Transport Authorities, have concluded their assessment of the evidence submitted by STAL in this respect and any further supporting evidence commissioned by the Transport Authorities has been completed, with suitable time for this District's consideration of such being allowed;
(E)	in the event that permission for the planning application should be granted, seeks the inclusion of the mitigation items raised at Essential Reference Paper 'B' within any associated S.106 agreement. Subject to matters (C) and (D) above, East Herts Council further reserves its position in respect of potential amendments to this list; and,
(F)	that any further submissions to Uttlesford District Council in respect of the application be authorised by the Head of Planning and Building Control, in consultation with the Executive Member for Economic Development.

1.0 Background

- 1.1 Stansted Airport Limited (STAL) has submitted an application (UTT/18/0460/FUL) to Uttlesford District Council (UDC) for Airfield works comprising two new taxiway links to the existing runway (a Rapid Access Taxiway and a Rapid Exit Taxiway), six additional remote aircraft stands (adjacent Yankee taxiway); and three additional aircraft stands (extension of the Echo Apron) to enable combined airfield operations of 274,000 aircraft movements and a throughput of 43 million terminal passengers, in a 12-month calendar period.
- 1.2 The consultation documentation is available to view via the link at the Background Papers section of this report. In terms of consideration of the issues raised within the consultation documents, this report largely concentrates on those aspects that could have the most potential impact on East Herts residents.
- 1.3 The public consultation period closes on 3rd April 2018.

2.0 Report

- 2.1 Members will be aware that Stansted Airport has published its aspirations to expand its operations in recent years and has now submitted an application to UDC, as described at paragraph 1.1, above.
- 2.2 It is important to note that UDC is the determining authority for this application as it falls beneath the 10mppa threshold that would occasion following the Development Consent Order (DCO) Process and applying through the Planning Inspectorate.
- 2.3 To provide some context to the current application, it should be noted that Manchester Airports Group (MAG) acquired Stansted Airport from (the then) British Airports Authority (BAA), now Heathrow Airport Holdings Limited, in 2013. Since that time,

STAL has been working with a number of airlines to increase the number and destinations of its services and this greater choice has resulted in a rapid increase in Stansted's passenger numbers from 17.8 million in 2013 to 25.9 million in 2017. As at the end of February 2018, Stansted Airport was operating at 26 million passengers per annum (mppa) and is forecast to reach 29mppa by the early part of 2019.

- 2.4 The total number of destinations has also risen from 150 to 190 over the last five years, along with an increase in frequencies to key destinations. At the same time, new airlines have been attracted to the airport and these are serving to broaden the range of services on offer, with the addition of long-haul flights. These are anticipated to be augmented in coming years; indeed, in the short term, new routes to New York, Boston and Toronto (to be operated by Primera Airlines) will commence in April this year, and Emirates' daily services to Dubai will start in June.
- 2.5 STAL currently has extant permission to raise its operations to 35mppa, which will allow for some further expansion, but considers that it is likely that the airport will reach its permitted capacity at or around 2023. It is therefore, as outlined in its Sustainable Development Plan (SDP) published in 2015, now looking to plan for expansion beyond the permitted limit after it has been reached. It is important to note that such proposals would not involve the construction of an additional runway as STAL's proposals relate solely to maximising the use of the airport's existing single runway.
- 2.6 The airport already has permission for the provision of a new arrivals building, which is anticipated to open in 2020. This facility is required for passengers expected under existing permitted levels, but would also be sufficient to accommodate those numbers planned for under the current application's proposals.
- 2.7 Information accompanying the application states that STAL seeks full planning permission for airfield infrastructure to

support growth at Stansted with the cap on the number of passengers raised from 35mppa 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 further proposed that this limit would be a singular limit rather than being sub-divided as per the operational limits contained within the current permission. The proposals also provide for existing agreed limits on the aircraft noise envelope to remain unchanged.

2.8 In order to make best use of the single runway, additional airfield infrastructure is also required to ensure that the efficiency and resilience of the airfield is maintained during peak periods of the operation. The application therefore includes proposals for the provision of the following associated elements of 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).

2.9 The location of this associated development is illustrated on the plan below:

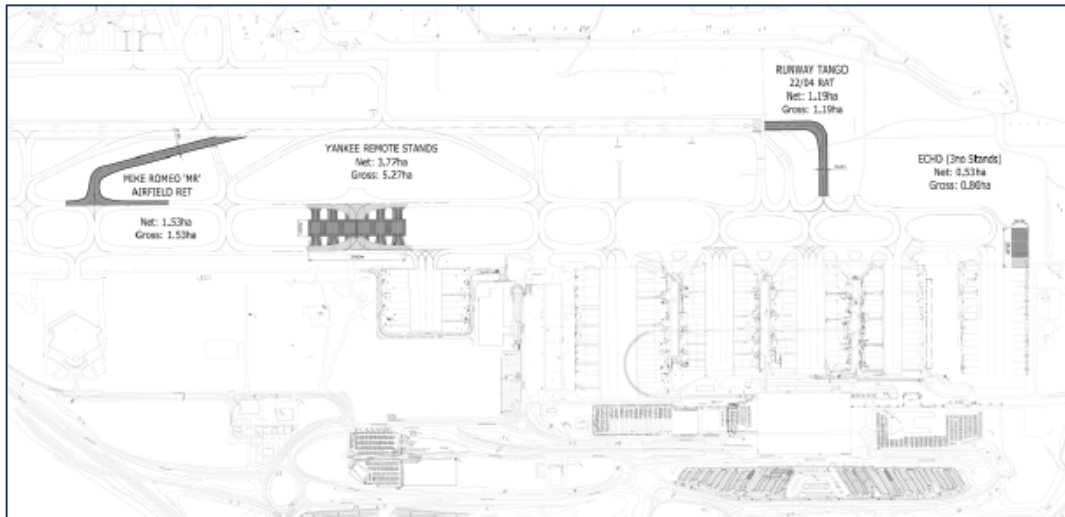


Figure 1: Location of proposed new airfield infrastructure

- 2.10 In order to support Stansted’s proposed development, STAL is anticipating that it will make an investment of over £600 million in new infrastructure and facilities. The transformation proposals are intended to offer a better passenger experience, while playing an important strategic role in improving the UK’s connectivity, and contributing significantly to economic growth and prosperity in the region.
- 2.11 Further benefits are also expected to accrue from the proposals for consumers and businesses, both in communities around the airport and across the wider region including, inter alia, the social and economic benefits of substantial numbers of new jobs.
- 2.12 In terms of environmental considerations, STAL recognises that aircraft noise is an important issue for local communities and has committed to reducing and mitigating its impacts. In this respect, it points to how aircraft and engine design have improved considerably as aviation has grown over recent decades, bringing significant reductions in the noise impact of individual aircraft.
- 2.13 The airport’s operations are now dominated by some of the most modern aircraft in service. It states that, 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 previous models that were typically operating in the early 2000's. This trend is anticipated to continue going forward, with the 90dB(A) noise footprint of the next iteration Boeing 737Max8 (to be used by Ryanair) predicted to be 1.3sqkm, half that of the current B737-800 variant. The new aircraft will also have lower emissions than current planes.

- 2.14 STAL further states that, alongside improvements in engine technology, improvements have been made in aircraft performance. In this respect, the airport continues to work closely with airlines, air traffic control and its Consultative Committee (STACC) 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.
- 2.15 The key noise measure (the 57 LAeq 16hr noise contour) has reduced over time from 30.8sqkm in 2007 to 24.8sqkm in 2016, which is considerably within the permitted noise limit of 33.9sqkm. In 2017, STAL introduced 'Performance Based Navigation', which uses technology within the aircraft to enable it to follow a more precise flight path than traditional navigation methods, and to do so consistently. The majority of departures from Stansted have now adopted this procedure, which has led to an 85% reduction in the number of people overflown in the Hatfield Heath and Broad Oak areas and has helped to address a long-standing community concern about over-flying of villages on one of the main departure routes to the south. However, the corollary of this is that a smaller proportion of residents are more regularly over-flown through the concentrated approach.
- 2.16 STAL states that other environmental improvements in the last five years have included a reduction in the airport's waste, with only 1% now going to landfill, and 65% of all waste material

being recycled or recovered, and a comprehensive energy efficiency programme, which is helping to deliver the target of a 15% reduction in total energy demand in the five years from 2013 to 2018. Not taking into account aircraft carbon emissions, which are controlled separately, Stansted is now stated to be 'carbon neutral' in respect of airport emissions and has received ACI Europe Carbon Accreditation level 3.

- 2.17 In terms of the economy, STAL highlights the importance of connectivity for business that the airport brings by supporting the movement of people and goods and also that it helps attract inward investment and visitors (for business, leisure and education). Stansted's growth over the next decade is detailed as being expected to lead to the creation of 5,000 new on-site jobs and billions of pounds in additional economic activity. For East Herts, there would be obvious economic connections locally. The Planning Statement also notes the growth planned within the London–Stansted–Cambridge corridor (LSCC) and also refers to the A120 Haven Gateway, the Cambridge–Milton Keynes–Oxford Arc, and the newly announced Cambridge–Norwich Tech Corridor growth areas in this respect.
- 2.18 Stansted is currently the third largest air freight centre in the UK, handling around 10% of the UK's air cargo market, with the market due to expand with increased long-haul flights offering more opportunities for 'belly-hold' cargo (as an element of passenger flights) in addition to the more traditional 'all freight' operations. Development of the airport and its activities is therefore seen as providing economic opportunities for air freight, business travel, and by providing benefits both directly in terms of employment opportunities, and indirectly by attracting companies and other organisations to invest in the wider region.
- 2.19 In terms of contributing to the Government's aim of seeking to help meet national and regional demand by making best use of existing runways, including those in the South East, in the

period before a new runway can be delivered at Heathrow, STAL considers that its proposals accord with these aims and it provides information to support that stance. The additional passenger numbers at Stansted would help fulfil demand that, due to other airports operating at or close to capacity, would be unable to be met elsewhere in the South East in the period before development at Heathrow occurs.

- 2.20 Due to a number of operational factors, including an increase in the number of seats per aircraft and the introduction of larger wide-bodied aircraft to the airport, coupled with a predicted increase in average load factor, it is anticipated that this will result in average numbers of passengers per aircraft rising from 160 in 2016 to 170 by 2028.
- 2.21 Therefore, passenger volumes at Stansted are expected to grow more quickly (compound annual growth rate (CAGR) 4.9%) than would passenger aircraft movements (CAGR 4.3%), which are forecast to increase from 152,000 in 2016 to just over 253,000 movements by 2028. STAL envisages that 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 per year (274,000).
- 2.22 STAL states that in 2028, with the development in place, there will be around 712 daily aircraft movements in the summer peaks, as compared to 640 daily movements without the development (i.e. with a cap of 35mppa). The additional 72 daily movements would be split between 36 departures and 36 arrivals and the additional movements would operate across a range of departure routes. For the most intensively used flight path, STAL considers that this would relate to a maximum of 25 extra departures between 07.00 and 23.00 i.e. between one and two per hour in the summer peak.
- 2.23 In terms of proposals relating to night flights, 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. The current application does not seek, or require any alteration to those limits. Rather, the forecast increase in passengers and passenger aircraft movements is contained within the hours of 0600 to 2330 or the 'daytime' period. The 6.5 hour period outside of the 'daytime' period is the same as that which currently operates at Stansted, and mirrors that which is being proposed by Heathrow for its expansion proposals (where that airport currently operates only a five hours night time ban on scheduled flights).

- 2.24 In respect of the national policy context relating to the expansion of airports, a draft Airports National Policy Statement (NPS) was published for consultation between February and May 2017. A further consultation was then undertaken between 24 October 2017 and 19 December 2017. The latter consultation took 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, along with broader government policy changes and responses to the February consultation.
- 2.25 The final version of the NPS will provide the primary basis for decision making on future DCO application(s) for a Northwest Runway at Heathrow Airport; however, the revised draft also confirms the Government's current policy position that it is minded to be "supportive of all airports who wish to make best use of their existing runways, including those in the South East".
- 2.26 In respect of Airspace implications, STAL also refers to the Government consultation on UK Airspace Policy, which was undertaken between January and May 2017 in support of airspace modernisation to deliver benefits for the UK economy, passengers and communities. 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 and the noise management issues that are considered to be of relevance to the current application.

- 2.27 It is further noted that 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. However, it is important to acknowledge that the proposed development, which is the subject of the application, would not require any change to current airspace arrangements.

Issues

- 2.28 In terms of implications for East Herts, there are considered to be five key issues arising out of the proposals, which can be summarised under the headings of: Principle of Development; Economic Growth; Surface Access Implications; Environmental Matters; and Mitigation. These matters are discussed as follows:

Principle of Development

- 2.29 UDC's current adopted Local Plan does not specify any specific policies in relation to the development of the airfield, other than Policy S4 which defines the extent of the airport site and permits airport related development within the designated site, in line with the original masterplan. However, it does include policy provision for any landside proposals within Policy AIR1-5. The emerging draft Uttlesford Local Plan, which will direct development to 2033 (Regulation 18 consultation concluded September 2017), sets out a detailed airport policy at Policy SP11 and its supporting text states that it *"makes provision for the airport to respond positively to future growth opportunities and continue to make significant sub regional and national contributions to economic development, jobs and wealth creation while setting a clear environment and transport framework with which to regulate future growth"*.

2.30 As discussed previously in this report, current emerging national policy clearly points towards making the best use of existing runways at airports in the South East (including Stansted). As such, there is tacit support for the principle of further expansion at Stansted beyond that currently permitted.

Economic Growth

- 2.31 Stansted lies within the LSCC, which has key aspirations for economic growth within the region. Economic growth at the airport is further supported by Essex County Council's 'The Economic Plan for Essex' (EPfE), which details, at paragraph 132, that *"Essex supports Stansted to grow to its current capacity limit of 45m passengers per annum (45mppa)"* and further states that *"It is clear that Stansted is, and can continue to be, a major driver of growth in Essex"*.
- 2.32 Moreover, Harlow Enterprise Zone is located in relatively close proximity in economic terms to the airport and has aspirations create more than 5,000 jobs over a 25-year period, which could result in mutual benefits.
- 2.33 In terms of East Herts specifically, Stansted Airport is located immediately adjacent to the district's boundaries. The East Herts Council Economic Development Vision, 2016, sets out the economic priorities for the coming years including linking Bishop's Stortford with Stansted Airport and the LSCC in respect of being a key area for future growth nationally.
- 2.34 Within emerging East Herts District Plan, Chapter 2: Vision and Strategic Objectives incorporates the Vision of the LSCC in respect of joint working between authorities in the Core Area and further details Stansted's expansion as part of *'capitalising on existing economic sectors and promoting growth of expanding industries'*.

- 2.35 The District Plan further identifies in Chapter 15: Economic Development (at 15.1.2) 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”*. Evidence underpinning the Council’s employment position, in relation to its overall development strategy in the District Plan, also points to the inter-relationship between housing provision and job opportunities at the airport as part of the overall employment offer for the district’s residents.
- 2.36 Therefore, when viewed as a whole, the implications of growth at the airport in terms of offering employment opportunities for East Herts residents, the proposals should be supported in respect of their economic role potential.

Surface Access Implications

- 2.37 Surface access is a key element of consideration for the airport’s expansion proposals. These relate not only to the immediate environs of Stansted, but also have wider implications, which would directly affect East Herts and its residents. In particular these would relate to private and passenger transport modes utilising roads in the district.
- 2.38 In order to understand the likely potential implications for transport specifically arising out of development this needs to be understood in relation to other traffic growth. It is therefore necessary for detailed transport modelling to be undertaken in respect of airport related traffic, in addition to referencing any other background growth and that occasioned by relevant emerging or adopted strategic plans and their policies.
- 2.39 In respect of these, the supporting documents to the application refer to Highways England’s East of England Route Strategy (March 2017) which will inform the development of Highways England’s RIS2 Investment Plan; the Essex Local Transport Plan (2011-2026) (LTP3); and to the Hertfordshire

County Council (HCC) Local Transport Plan documents. These encompass both Hertfordshire's adopted Local Transport Plan 2011-2031 (LTP3) and the emerging Local Transport Plan to 2050 (LTP4), which was the subject of consultation between October 2017 and January 2018 and which has yet to be finalised.

- 2.40 Draft LTP4 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"*.
- 2.41 The application itself is supported by a 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) that would be used by both passengers and staff to access the airport. Additionally, 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.
- 2.42 In consideration of transport issues, STAL points to Stansted Airport having the highest public transport mode share for passengers of any major airport in the UK. It states that the most recent surveys indicate that around 52% of passengers travel to the airport using public transport. The 2015 Sustainable Development Plan envisages that future targets would maintain public transport use above 50% and, therefore, the TA assumes the same modal split of air passengers in the assessment years it uses to support the application.

- 2.43 Section 8 of the TA goes on to describe the detailed modelling of the local highway network that has been undertaken in order to understand the potential impacts of the proposed development. It takes into account both background growth (which incorporates planned housing and economic growth) together with airport traffic growth (passengers and staff), in conjunction with planned highway improvements. STAL further details that, for purposes of completeness, the TA also includes traffic associated with development of the anticipated employment land allocation at 'Northside' (emerging UDC Local Plan policies SP11 and EMP1) within its considerations.
- 2.44 However, while STAL considers that it has presented a robust TA, there is concern around the transport modelling evidence base supporting this. The TA (Steer Davies Gleave) states that its basis is founded on outputs from the TEMPro (v7.2) model; however, given the Pre-application responses from ECC, HCC and Highways England, detailed at Appendix B to the TA, it is questioned whether the highway authorities are satisfied that the work that has been undertaken to date provides the most accurate model of those available for application in this case.
- 2.45 Of particular importance to East Herts is the amount of additional surface access traffic making journeys to/from the airport that will travel through the district and it is important that any modelling should correctly interpret what the effects of airport expansion are likely to be on the road network in the district, especially at peak times. As STAL predicts that its overall passenger numbers will rise by 77% in the 12 year period between 2016-28, even if 50% of those passengers travel by public transport, this would still result in an uplift of around 38.5% travelling by private transport means over and above the 2016 levels.
- 2.46 Furthermore, in terms of future planned developments in local plans up to 2033 in Essex and for the Gilston Area in East Herts, all of the relevant local authorities have relied on the interrogation of ECC's strategic VISUM model. ECC also

maintains a micro-simulation model, VISSIM, which can further interpret more detailed junction arrangements local to M11 Junction 8 and the airport.

- 2.47 For East Herts' emerging District Plan allocations, the likely transport movements occasioned by planned development have been modelled at a strategic level by HCC's COMET transport model, which covers the whole of Hertfordshire.
- 2.48 Both of the county councils' transport models factor in up to date planned growth in the area and, being based on more recent data, are considered to be more reliable than the TEMPro model.
- 2.49 From discussions with transport officers at ECC and HCC it appears that, despite previous offers made by ECC prior to the EIA scoping opinion (under Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017) stage, neither authority has been approached by STAL's transport consultant to utilise any of their VISUM, VISSIM or COMET transport models.
- 2.50 In the absence of such evidence, ECC commissioned consultants, Jacobs, to assess the transport material submitted by STAL to support its application.
- 2.51 Another important aspect to be considered is that STAL's transport consultant appears to base its evidence on the difference between the aspired to 43mppa from the permitted 35mppa level of movement, rather than comparing with levels of movement based on current passenger numbers – a point reflected in the comments made by HCC in its response to STAL's Pre-application engagement. Therefore, it is less easy to assess the true impact of the development above today's scenario. It is understood that ECC's scrutiny of STAL's transport assessment work will also seek to identify differences between current and proposed movement patterns and to establish how their model has loaded the

network to 35mppa and from that to 43mppa. It is considered appropriate that the information supporting the G1 application should be available to use as a comparator and to assess whether the road improvements agreed then would still be deemed sufficient.

- 2.52 It is therefore not considered appropriate for East Herts to comment on the specific transport elements of the application until such time as both transport authorities are in a position to fully consider the implications in light of their own findings. It is therefore recommended that the East Herts position be reserved until it is able to consider the issue on the basis of being informed of the transport authorities' views.

Environmental Matters

- 2.53 STAL states that, in line with the Environmental Noise Directive, it both developed and consulted upon its first 'Noise Action Plan' in 2009. This document has subsequently been updated to cover the period 2013-2018 and was published in 2014.
- 2.54 The 'Building on a Sound Foundation: Stansted Airport Noise Strategy and Action Plan' revised for 2013-2018 therefore includes targets relating to the development of the airport within its current planning permission and in line with the guidance provided by DEFRA. In accordance with timescales set out by DEFRA, STAL details that the Action Plan is due to be updated later this year.
- 2.55 In terms of environmental issues, the current 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 covered by its accompanying Environmental Statement (ES) and area also summarised in the Non-Technical Summary (NTS).

- 2.56 As STAL considers that the operational effects of the proposed development (i.e. the increase in annual passenger throughput and associated effects) are the most relevant to the application, the ES focuses on changes in surface access traffic, air noise, ground noise, air quality, socio-economic conditions and human health. The ES further considers other secondary effects such as surface access noise, carbon, climate change and water resources.
- 2.57 In respect of the consideration of air noise, this is already controlled at Stansted through the 2008 permission by planning condition, which both places a limit on the total number of aircraft movements and also limits the size of the 'noise envelope'. These controls work independently of each other to limit the total number of aircraft movements at 274,000 per annum and the maximum extent of the noise envelope to 33.9sqkm (for 57dB LAeq,16hr).
- 2.58 STAL considers that an important aspect of the current application is that these noise controls imposed by the 2008 permission will remain in place as the airport grows beyond 35mppa. Furthermore, it considers that its supporting evidence demonstrates that no significant adverse noise impacts arise for any properties as a result of the development and also that any change in noise levels would be so small as to be indiscernible to the human ear.
- 2.59 However, apart from the consideration of this part of the issue, it should also be borne in mind that the frequency of flights overhead will increase. Therefore, while STAL's submission seeks to minimise this aspect in its application, stating that the maximum likely increase would be two flights per hour on any single route in the summer months, it should be acknowledged that this would still be at a level above that experienced today.
- 2.60 In respect of ground noise, STAL comments that 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 itself originate from aircraft taxiing or holding, the use of auxiliary and mobile ground power units, and fixed plant and equipment.

- 2.61 Over the long term (i.e. from 2016 to 2028) STAL considers that road traffic noise is expected to increase. However, its view is that the increase would be less than 3dB, would not be perceptible, would be gradual, and therefore would be considered 'negligible' in its effect.
- 2.62 With regard to East Herts specifically, in respect of noise pollution and air quality, the emerging 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. The degree of impact to be expected within East Herts is, however, likely to be less than that experienced close to the airport.
- 2.63 While STAL has submitted its own technical work regarding the environmental implications of the development to support the application, it is understood that UDC is in the process of commissioning independent advice to examine that evidence. In the absence of the ability to scrutinise the results of such an assessment, it is considered that it would not be sensible for this district to come to any position on such issues at this time. It is therefore proposed that a holding response should be sent to UDC on this matter until such time as further evidence is available on which to help inform comments on all environmental implications of the application.

Mitigation

- 2.64 In terms of mitigation, STAL is putting forward various measures that it considers suitable in respect of its expansion proposals. The suggested mitigations 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 in the Planning Statement revolving around the updating of current measures and
 - 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.

The packaging of the proposed mitigations, which involve measures falling within categorisations, is illustrated in STAL's diagram below:

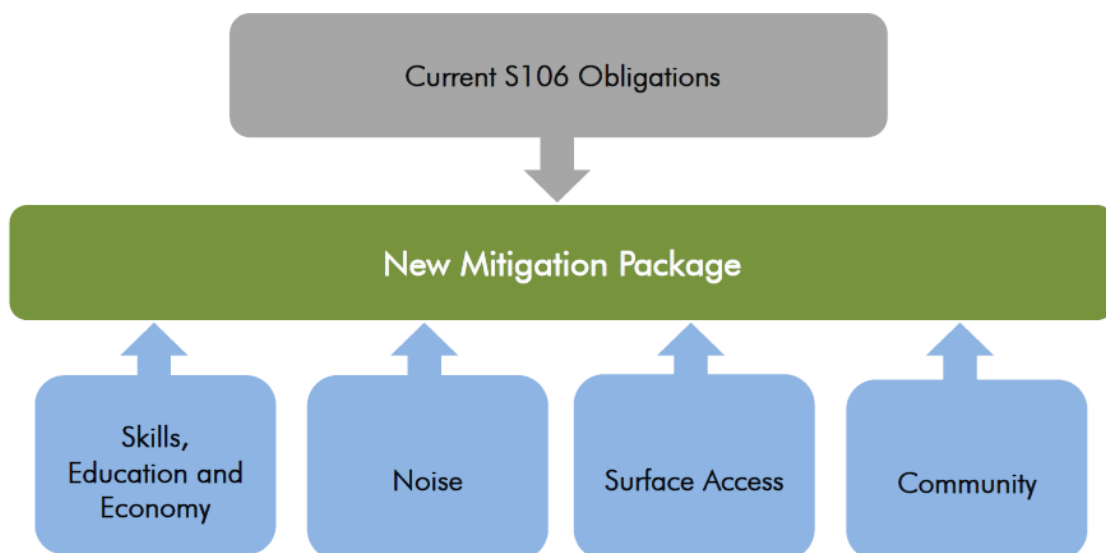


Figure 3: Combined mitigation package diagram

2.65 Some of the measures proposed are quite generic at this stage and would need a greater level of detail going forward.

However, this will be a matter for UDC to determine through the normal processes.

- 2.66 However, to further support the specific areas already identified by STAL, or to raise additional matters for potential inclusion within the overall mitigation package, East Herts Council has the opportunity at this point to set out any particular schemes it would reason appropriate to be incorporated in the event that planning permission be granted. Such schemes, that should have a direct link in terms of impact and relevance to the planning application, must comply with the normal tests associated in such cases, as set out in Section 106 (S106) of the Town and Country Planning Act 1990.
- 2.67 In this respect, a list of suggested proposed measures for incorporation by UDC in any S.106 agreement that it enters into is included at **Essential Reference Paper 'B'**. It should be noted that the raising of some of these measures is also likely to be covered by other statutory bodies or interested parties; however, it is considered sensible to ensure that matters of importance to East Herts are highlighted at this time.

Process Going Forward

- 2.68 Overall, and as detailed above in regard to transport and environmental issue areas, there is currently considered to be a less than full evidence picture available at the moment to enable the Council to provide a fully informed response to the consultation at this time.
- 2.69 An approach was made to UDC to seek an extension of the consultation period to provide the opportunity for this Council to make a more informed response. Unfortunately, this was declined. UDC is tied into a Planning Performance Agreement (PPA) for dealing with this application and therefore requested that it should receive the Council's consultation response by 3 April 2018, although it would accept a provisional response due to requirements around governance prior to receiving an

official response. UDC also explained that the consultation period had been extended from the normal 21 days to take into account expectations that consultees would require longer to deal with the application.

2.70 However, while it is noted that the PPA does detail that a proposed Planning Committee for the consideration and resolution of the application is timetabled for 18th July 2018, and UDC is therefore tied to an ambitious programme, it is considered appropriate that the Council should not respond at this stage in respect of areas where the scrutiny of STAL's evidence by appropriate bodies is outstanding. This is particularly true of transport and environmental considerations.

2.71 Therefore, while it is recommended that a response on the principle of potential expansion and economic growth aspects can be made at this stage, the Council should defer its opinion in respect of transport and environmental matters. Likewise any final list of proposed necessary mitigations will only be able to be confirmed after this evidence is in place.

3.0 Implications/Consultations

3.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper 'A'**.

Background Papers

- Stansted Airport Application UTT/18/0460/FUL:
<http://publicaccess.uttlesford.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=P46U7DQN01O00>
- Stansted Airport 'Building on a Sound Foundation: Stansted Airport Noise Strategy and Action Plan', 2014:
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