

APPENDIX 1: EXTRACT FROM DC COMMITTEE REPORT ON UTT/1000/01/OP

DESCRIPTION OF PROPOSAL

The proposal is an outline application for planning permission for development within the airport boundary that would enable an increase in passenger throughput from 15 to 25 mppa by 2010. Although the application is in outline, there are a number of elements of the development that are fully detailed at this stage and not reserved for subsequent approval as a "reserved matter". The application distinguishes between development that would relate to the increase in throughput from 15-25mppa and the development relating to the current permitted level of expansion to 15mppa, which is not part of the application although is included for information. The applicants have requested that, if outline planning permission is granted, the time limit for the submission of reserved matters should be extended from the usual 3 years to 8 years and that the time limit for implementation be set at 10 years from the grant of permission.

What is being applied for is as follows:

TERMINAL EXTENSION

This would consist of the construction of two additional 36m structural bays to the southwest face of the terminal to provide increased retail, office, passenger and baggage handling, plant, support and storage facilities. Total useable floorspace would increase from 90,000 sqm permitted for 15mppa to 113,278 sqm (26%). Within that total, landside retail floorspace would increase from 4687 sqm to 6406 sqm (37%), and airside from 4752 sqm to 7399 sqm (56%). Full details of the elevations and floor plans of the terminal extension have been submitted for determination at this stage.

AIRCRAFT APRONS

A new apron would be constructed to the southwest of the existing cargo area (designated "Y" cul-de-sac) for use by both international passenger and cargo aircraft. The stands would be configured to accommodate either 8 Boeing 747s or 16 smaller aircraft (or an intermediate combination). All stands would be fitted with fixed electrical ground power and fuel hydrants. 8 x 30m lighting towers would also be provided. The new apron would be connected to the outer (Juliet) taxiway. A layout plan and a pavement cross-section have been submitted for determination at this stage.

CARGO AREA

A 42,400 sqm transit shed would be constructed to the south of the recently completed Federal Express shed, which is located southwest of the original cargo shed. The details of the shed would be a reserved matter, but the applicants indicate that it would follow the general form of the Federal Express building. Some further ancillary office accommodation might be provided to the front (east) of the new building on land currently in use for car parking.

AIRCRAFT MAINTENANCE

A new maintenance facility to the northeast of the diamond hanger is likely to be the subject of an application for approval of reserved matters as part of the existing development to 15mppa. To cater for growth to 25mppa, either an extension to that new facility or a separate building would be constructed, capable of accommodating 2 Boeing 747s. The details would be submitted as a reserved matter, but the applicants state that the height of the building would be no more than 35m (consistent with the limitation imposed by the Secretaries of State when outline planning permission was granted for expansion to 15mppa in 1985).

PASSENGER CAR PARKING

Provision would be made for a total of 42,700 passenger parking spaces within the airport, which is an increase of 50% from the maximum anticipated capacity at 15mppa (28,500). The majority of the extra spaces would be provided in an extension to the long-term car park within the northern boundary of the airport south of Burton End, details of which (including ancillary facilities) would be a reserved matter. The remaining extra spaces would be located within the short-term car park, giving it a maximum capacity of 6,600 spaces, also by way of a reserved matters submission. It is anticipated by the applicants that decking the existing short-term car park would provide the extra spaces. Members will recall that a recent submission of reserved matters for the decking of 2 sections of the short-term car park as part of the development up to 15mppa was refused. Stansted Airport Limited is still considering its options in relation to that refusal.

STAFF CAR PARKING

Provision would be made for a total of 6,100 spaces at 25mppa. The extra and any replacement spaces that are required would be provided on existing car parking land east of Bury Lodge Lane, ancillary facilities such as bus shelters, lighting and cctv columns being provided. The ancillary facilities would be the subject of a reserved matters submission.

ROAD NETWORK

The following improvements to the internal road network to the terminal and cargo areas would be provided, subject to the approval of reserved matters:

- Grade separation of Junction 3 (i.e. “flyunder” of Bassingbourn Roundabout)
- Dualling of Bassingbourn Road from Junction 3 to Pincey Roundabout by the cargo sheds
- Dualling of Thremhall Avenue from Junction 3 to Coopers End (Junction 11), i.e. to a point just before the entrance to the short term car park, and
- An extension and widening of the terminal forecourt to include the provision of kerbside drop-off facilities adjacent to the terminal extension.

BUS, COACH AND RAIL STATIONS

The 2 rail tracks at the rail station under the terminal would be extended eastwards to a point just beyond the current, approved building envelope. In addition, a zone of land beyond this would be safeguarded for a headshunt facility with track crossover capability, should that be required. Additional vertical circulation from the rail station, short-term car parks and bus station would be provided. All these would be subject to a future reserved matters submission.

ANCILLARY FACILITIES

Subject to approval of reserved matters, the following ancillary facilities would be provided:

- A new office building for airport staff and cabin crew immediately southwest of Enterprise House, which is located southwest of the terminal, not exceeding 18m in height
- Additional ground handling facilities within the terminal support zone to the northeast of the short term car park
- A new office building and associated parking at Coopers End (immediately southwest of Endeavour House) for airline staff and other support functions for airline companies. The new building would not exceed the height of Endeavour House (18.3m)
- Additional flight catering facilities with ancillary parking and servicing for Class B1, B2 and B8 purposes on land southwest of the Taylors End estate. These proposals would involve an extension of the existing estate road and a new access onto Long Border Road opposite the aircraft maintenance area
- Provision of an additional fuel tank at the existing fuel farm in the ancillary zone to the north of the airport.

LANDSCAPING

Additional landscaping would be carried out in accordance with the airport landscape master plan. Principally, the new planting would be in the vicinity of the proposed extension to the long stay car park, the M11 and the northeastern end of the short stay car park.

All the proposed development would be within the Airport Development Boundary identified within the District and Deposit Draft Local Plans.

The proposals for expansion from 15-25mppa do not include any further satellite buildings, hotels, or any works to provide a new runway, an extension to a runway or new/extended taxiways other than for access to new stands. The current undetermined application for a standby runway is a separate matter to this further proposed phase of airport expansion. Also as a separate matter, BAA Stansted states that it is committed to submitting a request to the Department of Transport, Local Government and the Regions (DTLR) to apply to Parliament for a review of the PATM limit up to 210,000 per annum, the level it estimates is required for 25mppa.