

UTT/0717/06/FUL – application scope
Extraordinary Development Control, item 2

Committee: Extraordinary Development Control

Agenda Item

Date: 24 May 2006

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Title: UTT/0717/06/FUL

Extension to the passenger terminal; provision of aircraft stands and taxiways, aircraft maintenance facilities, offices, cargo handling facilities, aviation fuel storage, passenger and staff car parking and other operational and industrial support accommodation; alterations to airport roads, terminal forecourt and the Stansted rail, coach and bus station; together with associated landscaping and infrastructure as permitted under application UTT/1000/01/OP but without complying with Condition MPPA1 and varying Condition ATM1 to 264,000 ATMs,

Stansted Airport, Stansted / Birchanger / Elsenham / Takeley

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Item for information

Summary

1. This report explains the scope of the current planning application, which was submitted by BAA plc and Stansted Airport Limited on 26 April 2006. The report is for information only, and does not contain a recommendation.
2. The scope of the application is explained within a brief setting out of the planning history of the site, particularly the granting of outline planning permission for expansion to about 15 million passengers per annum (mppa) and 25mppa on 5 June 1985 and 16 May 2003 respectively.
3. This Extraordinary Development Control Committee meeting is the first of a series of similar meetings of the Committee that have been set up to look publicly at the issues, hear representations and hold structured discussions. Officers intend to make a recommendation on how the application should be determined at the Committee meeting on 27 September 2006.

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4. Members visited the site in the morning and were given a landside and escorted airside tour.

Background Papers

5. Planning application files UTT/1150/80 (about 15mppa), UTT/1000/01/OP (25 mppa) and subsequent reserved matters submissions. Current application file.

Planning History

UTT/1150/80

6. On 5th June 1985, the Secretaries of State for the Environment and for Transport granted outline planning permission for:

"the expansion of Stansted Airport by the provision of a new passenger terminal complex with a capacity of about 15 million passengers per annum east of the existing runway, cargo handling and general aviation facilities, hotel accommodation, taxiways (including the widening of a proposed taxiway to be used as an emergency runway), associated facilities (including infrastructure for aircraft maintenance and other tenants' developments) and related road access".

7. A number of conditions were imposed by the Secretaries of State. Amongst other things, the conditions required the development to be phased, with the reserved matters for Phase 1 (up to 8mppa) having to be submitted within 5 years and subsequent phases (up to about 15mppa) within 20 years. The Secretaries of State did not impose any conditions restricting either passenger throughput or air transport movements (ATMs).
8. General layout plans for both 8 and 15mppa were approved as reserved matters in April 1986. Dates of detailed approval for the main pieces of infrastructure were:

Phase 1

Terminal (first 5 bays + rail station) and forecourt – 1986

Diamond maintenance hangar - 1986

Long stay car park (approx 8,650 spaces) – 1986-8

Terminal apron and satellite buildings 1 and 2 – 1987

Cargo shed 1 Phases 1–4 - 1988-92

Terminal zone (inc approx 2,230 short stay car park spaces, forecourt access and bus / coach station) – 1989

Enterprise House (terminal support offices) - 1989

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Hilton hotel – 1989
Taylors End Phase 1 (ancillary industrial) - 1990
Airport Fire Station - 1990

All these facilities have been built. The terminal opened in 1991. The new control tower was built under air navigation permitted development rights.

(Note: airport roads were also approved in detail as part of Phase 1, following a separate grant of planning permission by the Secretaries of State).

Phase 2

Endeavour House (airline support offices) - 1998
Terminal (2 additional departures bays) – 1999
Long stay car park (approx 10,000 extra spaces) – 1999-2001
Satellite building 3 and associated aprons – 1999 and 2001 (*subsequent revised design*)
Short stay car park (approx 1,700 extra spaces) – 1999, temporarily until 2007 (*on land allocated for the Radisson hotel*)
Mid stay car park (approx 5,300 spaces) – 2000
M11 slip roads – 2000
Cargo shed 2 (Fed Ex) – 2000
Car rental sites 1-4 - 2001
Radisson hotel – 2002
Express hotel and petrol filling station – 2003

All these facilities have been built.

The following were approved, but have not yet been built:

Terminal (additional arrivals bay) – 1999
Satellite building 4 and associated “echo” aprons – 1999 and 2005 (*revised design – although construction has started on the apron areas to the north east*)
Taxiway / emergency runway – 1999 (*this was superseded by a planning permission for a standby runway in 2001*)
Northern taxiway extension - 1999
Short stay car park (approx 1,300 extra spaces) – 2002 (*decking of Zones A-C*)
Taylors End Phase 2 – 2005

As part of Phase 2, BAA also envisaged a number of landside road improvements for which applications for planning permission would be made at the appropriate time.

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9. On 16 May 2003, the District Council granted outline planning permission for further development at Stansted Airport, namely:

”extension to the passenger terminal; provision of additional aircraft stands and taxiways, aircraft maintenance facilities, offices, cargo handling facilities, aviation fuel storage, passenger and staff car parking and other operational and industrial support accommodation, alterations to airport roads, terminal forecourt and the Stansted rail, coach and bus station; together with associated landscaping and infrastructure.

10. Outline planning permission was granted subject to a number of specific conditions relating to the submission of reserved matters on Sites A-S as indicated on the attached BAA plan 104 PA. Reserved matters are required to be submitted within 8 years. A description of Sites A-S is attached as Appendix 1, taken from the Committee report on UTT/1000/01/OP.

11. In addition, conditions were imposed relating to ATMs and passenger throughput. In particular:

Condition 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 241,000 ATMs during any period of one year of which no more than 22,500 shall be CATMs (Cargo Air Transport Movements)”.

Condition MPPA1

”The passenger throughput at Stansted Airport shall not exceed 25 million passengers in any twelve calendar month period”.

12. The granting of outline planning permission was also subject to a Section 106 / Section 278 Agreement covering a range of issues. Progress on the individual obligations is reported to the Stansted Airport Advisory Panel and the Stansted Airport Consultative Committee on a regular basis. Under the Agreement, BAA has constructed a second ground noise pen at the Diamond hangar and has begun the refurbishment of the bus / coach station.

13. The date for commencement of development is 22 May 2006, with the implementation of terminal forecourt road improvements.

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14. This current application has been submitted by BAA plc and Stansted Airport Limited to remove Condition MPPA1 and to vary Condition ATM1 to allow 264,000 ATMs. No new infrastructure is proposed as part of this application, the applicants intending to roll forward the unimplemented parts of the previous planning permissions. Any further infrastructure that is required would be the subject of future applications for planning permission.
15. The applicants have submitted a considerable amount of supporting information with the application, mainly by way of an *Environmental Statement*, including a proposed airport layout plan. This colour-coded plan sets out what infrastructure the applicants think will need to be provided within the airport boundary in 2 scenarios:
 - i) if planning permission is refused, and the airport remains capped at 25mppa and 241,000 ATMs in 2014 (blue), and
 - ii) if planning permission is granted, allowing expansion to 35mppa by 2014 (green).

Members are asked to refer to their copy of this plan, which is Appendix A4 in the *Environmental Statement Volume 1 – master volume and summary of the environmental effects*. (The supporting information will be considered in more detail at subsequent extraordinary meetings of the Committee). It must be stressed that the applicants are not proposing any replacement mppa limit, even though their supporting information is based on a 35mppa throughput in 2014.

16. Comparison between the 2014 25mppa and 35mppa cases is the applicants' *PRIMARY ASSESSMENT CASE* throughout the supporting information. This primary assessment case represents the differences in facilities and passenger, aircraft and cargo operations between those 25 and 35mppa cases. The supporting information also provides data on the baseline (existing operation) of the airport and the assessment of the growth of the airport to 25mppa in 2010, which was the basis of the 15-25mppa application UTT/1000/01/OP. In addition, sensitivity testing is provided based on fleet mix changes within the 264,000 ATMs in the 35mppa case and on a 40mppa throughput being possible with 264,000 ATMs.
17. Appendix 2 attached to this report explains in more detail the current planning status of the works highlighted in blue and green on the airport layout plan.

Impact

Communication/Consultation	Extensive consultation period underway, with comments requested by 30 June 2006.
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Community Safety	None
Equalities	None
Finance	None
Human Rights	None
Legal implications	None
Ward-specific impacts	All
Workforce/Workplace	Case officers' and Members' time