

Committee: Stansted Airport Advisory Panel
Date 15 June 2004
Agenda Item No: 3
Title: 25 mppa plus planning application
Author: Roger Harborough (01799) 510457

Summary

- 1 This report is intended to help the Panel form its opinion on the process and programme for handling the pre submission stages and the planning application itself.

Background

- 2 Stansted Airport Ltd has advised that it intends to submit a planning application within 12 months to go beyond the 25 mppa capacity limit imposed by condition on the development permitted in May 2003. It is currently expected that this will be submitted in March 2005. This will be a separate application to that expected for a second runway, which Stansted Airport Ltd has said that it will submit in late 2005.
- 3 Stansted Airport expects that it will not need to apply for any major development in order to accommodate an increase in passengers from 25mppa up to full use of the existing runway and that the existing airport site boundary will not need to be extended. The principle of development within the existing boundary is already established in the local plan, and national and regional policy assumes full use of the existing runway in due course. Clearly, though, there would be more air transport movements, surface access trips, infrastructure requirements off airport, and social and environmental consequences.

Scoping Report and the Council's Scoping Opinion

- 4 Stansted Airport Ltd is expected to submit a Scoping Report shortly. This will outline the airport's proposals, the range of likely effects and set out its proposed study programme to assess the effects of the proposals. The studies will then feed into an Environmental Assessment as supporting information to accompany its planning application. The Council will respond to the Scoping Report with a Scoping Opinion offering advice as to the adequacy of the programme. The intention of the Scoping process is to ensure that the studies cover all critical areas of adverse impact or uncertainty. The Council

has 3 weeks to respond with its Opinion although this can be extended by agreement. There are procedures under which the Council can request supplementary information arising out of consideration of the Environmental Assessment, but it is in everyone's interest to ensure that relevant issues have all been comprehensively explored before the Planning Application is made.

Airport Master Plans

- 5 It is not clear yet how Stansted Airport Ltd will respond to the Department for Transport's requirements that it prepare an airport master plan. The guidance covering the preparation of airport master plans has not yet been published. Proposals for a second runway will be essential information to explain the context of its 25 mppa plus application.

Pre Submission Arrangements

- 6 What follows is for discussion and is only indicative at this stage. The timetable in particular may need to be adjusted because actions will partly depend on working with external organisations. This indicative programme has not been resourced, and it would require new resources. It is assumed that there will be close working arrangements with SSE, which will need to be handled carefully, along with many other bodies.

June STAAP	<ul style="list-style-type: none"> • Preliminary discussion as to what should be included in planning application and suggestions as to member and community involvement in the planning process. • What obligations should the Council aim to negotiate? This process can be informally explored without prejudice to the ultimate decision of the Council as to whether or not to permit an application for planning permission. The package of obligations to improve the environmental, social and economic performance of the development, possible conditions, and the extent to which they address the undoubted adverse effects, are likely to be the determining material considerations in any decision.
June '4' Local Authority meeting	<ul style="list-style-type: none"> • To discuss the other authorities' role and requirements in relation to the planning application
July Member Workshop	<ul style="list-style-type: none"> • To discuss all above, • To consider scoping report and opinion, and advise on appropriate response.
September '4' Local Authority meeting	<ul style="list-style-type: none"> • To identify any consultancy work required
September Environment	<ul style="list-style-type: none"> • To decide on Scoping Opinion

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September onwards	<ul style="list-style-type: none"> To decide on any consultants to be commissioned
October	<ul style="list-style-type: none"> To offer to discuss any relevant matters with external bodies
October	<ul style="list-style-type: none"> To offer public meeting/surgeries. In particular, are there good practice techniques we should use for reaching people who are not comfortable with speaking at public meetings or writing representation letters?
November/December	<ul style="list-style-type: none"> Informal 'hearings' involving BAA and its consultants
December	<ul style="list-style-type: none"> Master Plan? This is the date set in the White Paper by which airport master plans should preferably be submitted to the DfT. Preparation should include stakeholder involvement. In practice BAA may regard the White Paper's "as soon as possible" to mean at the time of its 25 mppa plus application, so stakeholder involvement may be invited at about this time.
January (2005) STAAP	<ul style="list-style-type: none"> Take stock Member Workshop?
Planning application process	
March 2005	<ul style="list-style-type: none"> Application submitted? Wide publicity Consultations start
July/September 2005?	<ul style="list-style-type: none"> Mini 'hearings' in public with BAA/consultants and third parties. How should issues raised by third parties be handled?
Some time in 2006!!!	<ul style="list-style-type: none"> Decision, but definitely after 2R application submitted