

APPENDIX 1

Consultations responses received from 5th September 2023

Place Services
Essex County Council
County Hall, Chelmsford
Essex, CM1 1QH
T: 0333 013 6840
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Head of Planning
Uttlesford District Council
Council Offices
London Road
Saffron Walden
Essex
CB11 4ER
Date 14/8/23

Specialist Archaeological Advice

Dear Planning,

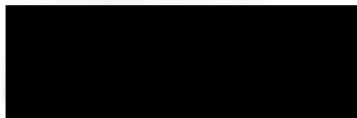
UTT/23/1970/PINS Passenger Terminal Stansted Airport

Thank you for consulting the Historic Environment Advisor on the above application at Passenger Terminal Stansted Airport.

The proposed development area has previously had extensive buildings and alterations and therefore it is likely that any preserved archaeological remains will have been disturbed or truncated. Therefore, no further archaeological recommendations are being made on this application.

If you have any questions, please do not hesitate to contact me.

Yours sincerely



Katie Lee-Smith

Historic Environment Consultant



NOTE: *This letter is advisory and should only be considered as the opinion formed by specialists in relation to this particular matter*





Name: Maria Shoesmith
Uttlesford Planning Office
via E mail to: planning@uttlesford.gov.uk
Ref:UTT/23/1970/PINS

Andrew Simpson
Designing Out Crime Office
Essex Police HQ
Springfield
Chelmsford
Tel: [REDACTED]
Date: 30th August 2023

Passenger Terminal Stansted Airport, Stansted, Essex

UTT/23/1970/PINS Partial demolition of the existing Track Transit System and full demolition of 2 no. skylink walkways and the bus-gate building. Construction of a 3-bay extension to the existing passenger building, baggage handling building, plant enclosure and 3 no. skylink walkways and associated hardstanding

Dear Ms Shoesmith,

The 'Essex Police – Designing out Crime Office' (DOCO) welcomes the opportunity to make comment on the proposed development of the Passenger terminal at Stansted Airport.

Good design and early co-ordination, incorporating 'Crime Prevention Through Environmental Design' (CPTED) principles, can avoid the conflicts that may be expensive or impossible to resolve once the construction phase is complete.

Essex Police considers that it is important that, if approved, this construction project is designed incorporating the maximum achievable benefit of CPTED for which Secured by Design (SBD) is the preferred enabler. This reflects sections 112, and 130 of the National Planning Policy Framework (NPPF).

We have fully engaged with Manchester Airports Group during previous planning proposals and iterations for the extension of terminal facilities. We respectfully request that similar partnership working is embedded through the implementation of a planning condition, into this planning application at the earliest opportunity.

When designing community amenities, it is imperative to consider crime as a material consideration. The perception of crime and the fear of crime can be an influential factor in determining the synergy and ongoing sustainability of the wider community. Essex Police would recommend that Manchester Airports Group consider the foreseeability of crime and maximise on the opportunity to design such

issues out, so as to prevent the need for bespoke situational crime prevention measures in the future.

It is important that design and security specifications are risk commensurate and provide an effective and realistic level of physical security that is commensurate with the risk.

From a designing out crime perspective we have the following concerns and observations detailed below:

We understand that the planned development will continue the theme of the original terminal designed by Sir Norman Foster but would like to understand the proposed layout of the interior of the new extension to the terminal and any proposed changes to the existing building.

We seek to positively influence the design to reduce the opportunity for acts of crime or terrorism and consequently are keen to under the following areas: -

- Clarity of understanding regarding passenger movement on ground floor; artistic impressions illustrate passengers congregating on ground floor – level 00 Airside (see image 1 below.) This will allow us to understand passenger management and movement so that potential security risk can be considered.
- Clarification of use across the various floors.
- Use of space within the new area - consideration for designing out “void” areas that may result from interior design should be given. For example, retail outlets that may be free-standing may create gaps between the fabric of the building and the retail structure’s walls.
- Airside vehicle portal use – deconfliction between vehicles & pedestrians (See image 2 below)
- Application of Industry Approved Physical Security Standards regarding the 2 new buildings (Baggage/Plant)
- Landscaping proposal across the development.
- General Crime Prevention detail regarding retail security.
- Additionality of any CCTV aligned to the current system utilised by the Airport Operator
- Construction site security.

Image 1



Image 2



Whilst we recognise the level of complexity and challenges the proposal offers, we view this as an opportunity for this Business District and surrounding community to thrive whilst ensuring that all spaces (inclusive of public realm) are created for the benefit for all, whilst being safe and secure.

We would therefore welcome the opportunity for engagement with the design team to discuss the aforementioned aspects relating to the security design of the development, to ensure provision of a safe and secure environment for the future.

If you have any further queries relating to the above or regarding means to adopt designing out crime practices, please contact the team via email designingoutcrime@essex.pnn.police.uk.

We look forward to hearing from you to discuss this matter.

Yours sincerely,

Heather Gurden AD Cert ED&CP, LCGI, MSyl, CAS

Strategic Designing Out Crime Manager
Local Policing Support Unit
Essex Police HQ

Environmental Health Consultee Comments for Planning

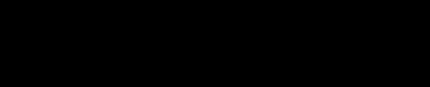
Application Number: UTT/23/1970/PINS
PINS reference:S62A/2023/0022

PROPOSAL: Planning permission for partial demolition of the existing Track Transit System and full demolition of 2 no. skylink walkways and the bus-gate building. Construction of a 3 bay extension to the existing passenger building, baggage handling building, plant enclosure and 3 no. skylink walkways and associated hardstanding.

LOCATION: Land at London Stansted Airport Bassingbourn Road Stansted Essex

Lead Consultee

Name: J Mann
Title: Senior Environmental Health Officer



Date: 30 August 2023

Comments

I have considered the application and have the following comments:

It is noted that Planning Permission has already been granted for expansion of the airport to 43 million passengers per annum and a maximum of 274 000 aircraft movements in 12 months under UTT/18/0460/Ful granted on appeal ref APP/C1570/W/20/3256619.

Section 1.5 of the Planning Statement says.

"In anticipation of passenger numbers rising steadily to those limits over the coming years, the proposed terminal extension would be the physical means of accommodating and processing the passenger volumes already approved. It follows that the application proposal will not result in any change to the associated environmental effects of airport operations that a rise in passenger numbers and air movements would create. Any potential effects arising from the proposed terminal development would be limited to the impact of the building itself, rather than the consequences of its operations within that building."

It is in this context that the application has been considered.

Land Contamination

The site has been used for industrial purposes with infilled land etc. It is imperative to ensure that any contamination risks that may be present on site are identified, assessed and where necessary remediated to a suitable standard. The applicant has submitted a Preliminary Risk Assessment Report dated July 2023 and a Contamination Desk Based Assessment by Mott McDonald dated July 2023 this service is in agreement with the findings and recommendations for further intrusive investigations in section 6 of the Desk Based Assessment.

I would recommend that the following conditions are attached to any planning consent granted for the application as proposed.

1. Land Contamination

The following works shall be conducted by competent persons and in accordance with the Essex Contaminated Land Consortium's 'Land Affected by Contamination: Technical Guidance for Applicants and Developers' and The Environment Agency Land Contamination Risk Management (LCRM) and other current guidance deemed authoritative for the purposes. The development hereby permitted shall not commence until the measures set out in the approved report have been implemented.

A. Site Characterisation

Notwithstanding the details submitted with this application, no development shall commence other than that required to carry out additional necessary investigation which may include demolition, site clearance, removal of underground tanks and old structures until an investigation and risk assessment has been submitted to and approved in writing by the local planning authority. The risk assessment shall assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:

- (i) a survey of extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - Human health,
 - Properly (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - Adjoining land,
 - Groundwaters and surface waters,
 - Ecological systems
 - Archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

B. Site Remediation Scheme

The development hereby permitted shall not commence until a detailed remediation scheme to bring the site to a condition suitable for the

intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

• **C. Remediation Implementation and Verification**

The development hereby permitted shall not commence other than that required to carry out the agreed remediation until the measures set out in the approved Remediation scheme have been implemented, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared submitted for the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

E. Long Term Monitoring and Maintenance

If found to be necessary from the Phase 2 investigation and remediation scheme, a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of time to be agreed with the Local Planning Authority, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced and submitted to the Local Planning Authority.

Reason

To ensure that the proposed development does not cause harm to human health, the water environment and other receptors in accordance with Policy GEN2, ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005).

Noise

The proposed development introduces new plant, an electricity substation and air source heat pumps. The application does not include information regarding potential noise impacts from these additional noise sources. Whilst it is acknowledged that aircraft noise is likely to be dominant, some plant can have low frequency tones or other characteristics that may cause significant noise impacts. I would therefore advise that the following conditions are attached to any permission granted ;

Plant noise

For the development hereby approved, prior to the installation of any plant, machinery or equipment the details of such shall be submitted to and approved in writing by the Local Planning Authority.

A noise impact assessment must also accompany the submission and include noise emissions from the equipment and any mitigation measures to be incorporated. The sound levels shall be assessed in accordance with BS4142:2014+A1 2019 (Or latest equivalent version). The sound emitted must be measured (or calculated if measurement is not possible) at 1.0m from the facade of all residential premises to demonstrate that the sound emitted by the cumulative operation of all external building services plant and equipment hereby permitted does not exceed 5db below the background noise level at any time when the plant is operating. The noise survey must include reference to measured background noise level at monitoring locations and times agreed by the Local Planning Authority. Measurement parameters must include the LA90, LAeq, LA Max and frequency analysis.

Any scheme of mitigation shall be implemented in accordance with the approved details and it shall be retained in accordance with those details thereafter.

Should the plant and equipment fail to comply with this condition at any time, it shall be switched off and not used again until it is able to comply. The use of the equipment must not commence or re-commence until a fully detailed noise survey and report has been submitted to and approved in writing by the Local Planning Authority and approved mitigation measures have been implemented. The plant and equipment shall be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained at all times.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

2. Prior to development commencing for the Electricity Sub Station hereby approved a noise impact assessment must be conducted by a competent person to assess the potential noise impact of the substation on noise sensitive receptors (e.g. hotel, residential, nursery). Noise from the substation shall be assessed in accordance with BS4142:2014+A1 2019 and any other relevant published procedure or assessment method (subject to local authority approval). Particular attention shall be given to directional and low frequency impact at times of low background levels.

If required, a mitigation scheme to control noise from the substation shall be submitted for written approval. The works shall be carried out in accordance with the approved report shall be retained as such thereafter.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Odours

The final proposal may include commercial kitchens and units that require fume extraction which could lead to odour complaints from nearby residents if not mitigated adequately, therefore this service recommends the following condition:

Prior to installation, details of any equipment required for the extraction of fumes and/or odours shall be submitted to and approved by the local planning authority in writing prior to installation. The details submitted shall include specifications of all fans, odour control and outlet height and location, acoustic performance, and a maintenance schedule. Thereafter the equipment shall be implemented in accordance with the approved details.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Construction impacts

This development has the potential to cause noise and dust impacts on surrounding residential properties and conditions are recommended to protect the amenity of existing residential properties close to the site:

1. Prior to the commencement of the development, a detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:
 - a) The construction programme and phasing
 - b) Hours of operation, delivery and storage of materials
 - c) Details of any highway works necessary to enable construction to take place
 - d) Parking and loading arrangements
 - e) Details of hoarding
 - f) Management of traffic to reduce congestion
 - g) Control of dust and dirt on the public highway
 - h) Details of consultation and complaint management with local businesses and neighbours
 - i) Waste management proposals
 - j) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.
 - k) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.

The CEMP shall be consistent with the best practicable means as set out in the Uttlesford Environmental Code of Development Practice.

All works shall be carried out in accordance with the approved CEMP thereafter.

REASON: In the interests of the amenity of surrounding locality residential/business premises in accordance with Policies GEN1, GEN2, and GEN4 of the Uttlesford Local Plan (adopted 2005)

External Lighting

It is essential to ensure that any external lighting is properly designed and installed to avoid any adverse impacts on residential neighbours from obtrusive/spill-over light, or glare. The following condition is therefore recommended to secure this:

1. Details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. Only the details thereby approved shall be implemented.

The lighting scheme shall conform to The Institution of Lighting Engineers Guidance for the Reduction of Obtrusive Light – Table 1 criteria and any other suitable lighting standards.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

Informatives

Asbestos:

Under the Control of Asbestos Regulations, a refurbishment and demolition survey is required before the demolition of any buildings which may contain asbestos, and any asbestos found must be safely removed by a trained contractor before work commences. All asbestos removed in relation to this development shall be done in full consultation with the Health & Safety Executive using a licenced contractor. Contractor details and asbestos disposal records (waste transfer notes) should be submitted to the council upon completion to prevent the asbestos from being buried on site during construction.

Sewage Plants:

All small sewage discharges must either meet the Environment Agency's general binding rules or have an Environmental Permit. The rules may be found at <https://www.gov.uk/guidance/general-binding-rules-small-sewage-discharge-to-a-surface-water>



30th August 2023

Maria Shoesmith
Uttlesford District Council
London Road
Saffron Walden
CB11 4ER

By email only

Thank you for requesting advice on this application from Place Services' ecological advice service. This service provides advice to planning officers to inform Uttlesford District Council planning decisions with regard to potential ecological impacts from development. Any additional information, queries or comments on this advice that the applicant or other interested parties may have, must be directed to the Planning Officer who will seek further advice from us where appropriate and necessary.

Uttlesford Application Reference: UTT/23/1970/PINS

PINS Reference: S62A/2023/0022

Location: Passenger Terminal Stansted Airport

Proposal: Partial demolition of the existing Track Transit System and full demolition of 2 no. skylink walkways and the bus-gate building. Construction of a 3-bay extension to the existing passenger building, baggage handling building, plant enclosure and 3 no. skylink walkways and associated hardstanding

Dear Maria,

Thank you for consulting Place Services on the above application.

Recommend Refusal	
Further information required/Temporary holding objection	
No ecological objections	
Recommended Approval subject to attached conditions	X

Summary

We have reviewed the Preliminary Ecological Appraisal (Mott MacDonald, July 2023) and Biodiversity Net Gain Report (Mott MacDonald, July 2023) relating to the likely impacts of development on designated sites, protected and Priority species & habitats and identification of appropriate mitigation measures.

We have also reviewed the information submitted to demonstrate that Biodiversity Net Gain can/will be delivered within the timescale promised and to meet any mandatory BNG requirements at the time of submission.



We are satisfied that there is sufficient ecological information available for determination of this application.

This provides certainty for the LPA of the likely impacts on designated sites, protected and Priority species & habitats and, with appropriate mitigation measures secured, the development can be made acceptable.

The mitigation measures identified in the Preliminary Ecological Appraisal (Mott MacDonald, July 2023) should be secured by a condition of any consent and implemented in full. This is necessary to conserve and enhance protected and Priority species particularly those recorded in the locality.

We also support the proposed reasonable biodiversity enhancements including the creation of hibernacula for amphibians and reptiles, which have been recommended to secure net gains for biodiversity, as outlined under Paragraph 174d of the National Planning Policy Framework (2021). The reasonable biodiversity enhancement measures should be outlined within a Biodiversity Enhancement Layout and should be secured by a condition of any consent.

In relation to BNG, we have some concerns with the habitat descriptions within the Biodiversity Net Gain Report (Mott MacDonald, July 2023). The description of the offsite habitat, which is due to be enhanced to ensure a net gain in habitat units at the site is achieved, is very brief with only two species mentioned which are not characteristic of grasslands in Essex. As achieving 10% net gain is not a planning policy of Uttlesford District Council it is not a requirement at this stage, however, given this habitat supports more than 10 species per m² according to the condition assessment, we would recommend further information is provided. This information can be provided within a BNG Management and Monitoring Plan (MMP). This should also provide further details as to how the condition of the habitat is to be improved and how this will be managed over a 30-year period. This BNG MMP should be secured by a condition of any consent.

This will enable LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.

Impacts will be minimised such that the proposal is acceptable, subject to the conditions below based on BS42020:2013.

We recommend that submission for approval and implementation of the details below should be a condition of any planning consent.

Recommended conditions

1. ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

"All mitigation measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (Mott MacDonald, July 2023) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination."



Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

2. PRIOR TO COMMENCEMENT: BIODIVERSITY NET GAIN MANAGEMENT AND MONITORING PLAN

No development shall commence unless and until a Biodiversity Net Gain Management and Monitoring Plan to ensure that there is a measurable biodiversity net gain within a 30 year period as a result of the development has been submitted to and agreed in writing by the Local Planning Authority. The net biodiversity impact of the development shall be measured in accordance with the Government's Metric as applied in the area in which the site is situated at the relevant time.

The content of the Biodiversity Net Gain Management and Monitoring Plan should include the following:

- a) Proposals for the on-site biodiversity net gain;*
- b) A management and monitoring plan for onsite biodiversity net gain including 30 year objectives, management responsibilities, maintenance schedules and a methodology to ensure the submission of monitoring reports in years 2,5,10,15,20,25 and 30 from commencement of development, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed;*
- c) Proposals for any off-site biodiversity net gain provision including a comprehensive species list of the baseline data;*
- d) A management and monitoring plan for all offsite biodiversity net gain including 30 year objectives, management responsibilities, maintenance schedules and a methodology to ensure the submission of monitoring reports in years 2,5,10,15,20,25 and 30 from commencement of development, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed;*

The development shall be implemented in full accordance with the requirements of the approved Biodiversity Net Gain Management and Monitoring Plan.

Reason: To allow the development to demonstrate measurable biodiversity net gains and allow LPA to discharge its duties under the NPPF and s40 of the NERC Act 2006 (Priority habitats & species).

3. PRIOR TO ANY WORKS ABOVE SLAB LEVEL: BIODIVERSITY ENHANCEMENT LAYOUT

"A Biodiversity Enhancement Layout for bespoke biodiversity enhancement shall be submitted to and approved in writing by the local planning authority.

The content of the Biodiversity Enhancement Layout shall include the following:

- a) detailed designs or product descriptions for bespoke biodiversity enhancements; and*



b) locations, orientations and heights for bespoke biodiversity enhancements by appropriate maps and plans.

The enhancement measures shall be implemented in accordance with the approved details prior to occupation and all features shall be retained in that manner thereafter."

Reason: To enhance protected and Priority species & habitats and allow the LPA to discharge its duties under the NPPF 2021 and s40 of the NERC Act 2006 (Priority habitats & species).

Please contact us with any queries.

Yours sincerely,

Ella Gibbs ACIEEM BSc (Hons)
Senior Ecological Consultant
placeservicesecology@essex.gov.uk

Place Services provide ecological advice on behalf of Uttlesford District Council

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.



📍 EastHertsDC
📞 EastHerts
@ easthertscouncil
🌐 eastherts.gov.uk

Major Casework Team
The Planning Inspectorate
3rd Floor, Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

Your Reference: S62A/2023/0022
Our Reference:
Phone number: 01992 531625
Date: 31 August 2023

Dear Sir/Madam,

RE: PROPOSAL: Planning permission for partial demolition of the existing Track Transit System and full demolition of 2 no. skylink walkways and the bus-gate building. Construction of a 3-bay extension to the existing passenger building, baggage handling building, plant enclosure and 3 no. skylink walkways and associated hardstanding.

LOCATION: Land at London Stansted Airport Bassingbourn Road Stansted Essex

In respect of the above application, the following comprises officer comments of East Herts Council:

1. The Council has no objection to the principle of the scheme, which is considered to be appropriate in terms of helping to meet the logistical demands occasioned by the increased operations that will be required through growing the airport within permitted limits to 43mppa. It is noted that permission was granted by Uttlesford District Council for an alternative scheme dating to 2017.
2. The current proposals are supported in that they represent a more efficient use of available space and land within the airport over the previous 2017 consented scheme. This should facilitate a more rational approach to both departures and arrivals, which should ultimately provide a smoother passenger experience.



3. The Council supports the revised design approach of the extension as the 3-bay modular extension will continue to follow the core design principles of the original Sir Norman Foster terminal building. This is considered to be far more in keeping with the original design ethos than the previously consented 2017 scheme, which was much less sympathetic in this respect.
4. As the proposals do not amend expected passenger numbers from the 2021 43mppa permission or propose changes in regard to accessing the airport, it is considered that there is likely to be no change in respect of environmental or transport impacts on East Herts district.

Yours faithfully,

Kay Mead

Kay Mead

Principal Planning Officer, Planning Policy Team

kay.mead@eastherts.gov.uk



**National Highways Planning Response (NHPR 22-12)
Formal Recommendation to an Application for Planning Permission**

From: Martin Fellows (Regional Director)
Operations Directorate
East Region
National Highways

To: The Planning Inspectorate

CC:

Council's Reference: S62A/2023/0022

Location: Land at London Stansted Airport Bassingbourn Road Stansted Essex

Proposal: Partial demolition of the existing Track Transit System and full demolition of 2 no. skylink walkways and the bus-gate building. Construction of a 3-bay extension to the existing passenger building, baggage handling building, plant enclosure and 3 no. skylink walkways and associated hardstanding.

National Highways Ref: NH/23/02225

Referring to the consultation on a planning application dated 8th August 2023 referenced above, in the vicinity of the A120 and M11 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B ~~is~~ is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningEE@nationalhighways.co.uk.

Signature: 	Date: 8 September 2023
Name: Mark Norman	Position: Spatial Planner
National Highways National Highways Woodlands Manton Lane Bedford MK41 7LW	

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways (NH) have reviewed the relevant documents submitted as part of this application and the planning appeal in to the refusal of planning application UTT_18_0460_FUL (granted on appeal).

We responded to UTT_18_0460_FUL agreeing to grant planning permission on the basis of conditions being attached to planning application. At this stage, we still revert back to this position and provided the conditions within the permission UTT_18_0460_FUL (specific to increasing capacity on the M11 J8 and local links) are complied with, we have no objection to the granting of this permission.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.