

**Proposed Second Runway at Stansted Airport- Response to Consultation on Planning Applications**

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**Background Papers:-** Second Runway Planning Applications and supporting statements  
**Financial Implications:-** Yes  
**Equalities Implications:-** Yes  
**Legal Implications:-** No  
**Options:** To object to the applications or to support them.  
**Risks:** No

**EXECUTIVE SUMMARY**

The Council has been consulted on planning applications for Stansted Airport Second Runway. This second runway could increase passenger movements to 68 million passengers per year by 2030. There are objections to these proposals as they will have significant environmental and surface access impacts upon this District.

**DECISION**

**Recommendation**

**That Uttlesford District Council be advised that this Council is opposed to the development of a second runway and associated facilities at Stansted Airport, in view of its adverse environmental impact and its implications for climate change.**

**That the application fails to address infrastructure needs to the east of the airport, including the completion of the A120 improvement between Braintree and Marks Tey and the provision of high quality public transport links.**

# Proposed Second Runway at Stansted Airport- Response to Consultation on Planning Applications

## Introduction

BAA submitted four planning applications for Stansted Generation 2 (G2) to Uttlesford District Council on March 11<sup>th</sup> 2008. Braintree District Council has been consulted on these applications and this report sets out the proposed response to the consultations.

## Background

In 2003 the Government White Paper, The Future of Air Transport, concluded that there was a need for two new runways in the South East of England and that Stansted Airport should be the location for the first of these. The issue of a second runway at Stansted Airport was last considered at the Council meeting on 15<sup>th</sup> March 2006 when it was decided that, in view of its adverse environmental impact, the development of a second runway at Stansted Airport be opposed (minute 114 refers).

## Overview of Proposal

The G2 Airport Project is the name given to those elements, which are principally associated with promoting the Airport Development itself. The components of the G2 project are:-

- The expansion of the airport to provide a wide-spaced second runway and associated facilities;
- The provision of replacement local roads for those stopped up, or diverted as a result of the G2 Airport development;
- The provision of ecological and other environmental offsetting measures;
- The provision of off-site utilities infrastructure; and
- Changes to airspace patterns and routes to accommodate aircraft movements to and from the expanded airport.

## The Planning Applications

Four planning applications have been submitted to Uttlesford District Council comprising:-

- A full planning application relating to the construction and operation of the second runway, including associated earthworks, balancing ponds and landscaping.
- An outline application for airport development comprising new buildings and associated infrastructure, with reserved matters relating to appearance, landscaping, layout and scale.
- An offsetting scheme comprising detailed nature conservation and landscaping schemes designed to reduce and offset the effects of the G2 Airport Project.
- An application for the construction of local roads to replace those lost by the airport development.

Further applications are to be submitted covering:-  
Demolition of listed buildings  
Removal of scheduled ancient monuments  
Re-construction of some former listed buildings  
Construction of barns (for re-provision of bat roosts)  
Off site works comprising an aviation fuel pipeline and surface water outfall  
A second rail tunnel and fourth rail platform

The Highways Agency will submit Road Orders for the provision of new airport access junctions on the M11 and on the A120, to serve the expanded airport.

### **Main G2 Airport Expansion Proposals**

The proposed G2 passenger and aircraft handling facilities would enable the expanded airport to handle a throughput of 480,000 annual air transport movements and 495,000 annual total movements, with an increase in passengers to 68 million passengers per year, by around 2030. Current passenger levels at Stansted are 24 million passengers per year.

The expanded airport is designed to operate in segregated mode, that is, at any one time, only one runway would be used for take off and the other runway would be used for aircraft to land.

These G2 proposals include the supporting surface access infrastructure, made up of a rail improvement project and provision of airport access junctions from the A120 and M11. Associated facilities that are proposed include a second terminal building, located to the south-east of and within walking distance of the existing terminal and public transport interchanges, hotels and offices and additional freight facilities.

There is a proposed increase in car parking to 77,450 spaces, of which 8,230 would be for staff car parking.

The proposals include the demolition of 73 residential buildings and the loss of 13 listed buildings, with 10 of these to be dismantled and rebuilt.

Changes to airspace will be required as part of the G2 Project: Permission for new aircraft routes needed by the extra traffic, associated with the second runway, will be required from the Civil Aviation Authority. These will be published for public consultation in around 2012 and are entirely separate to the current NATS consultation on proposed changes to airspace in the region.

### **Comment**

These proposals will have significant effects in terms of additional surface access traffic to the airport, air quality, noise, air traffic routes, loss of countryside, loss of listed buildings and scheduled ancient monuments, as well as potential climate change effects.

The proposals do not address improvements to roads or the rail network in Braintree District. Measures should be included to bring forward improvements to roads in Braintree District, to accommodate this extra traffic including improvements to the A120 between Braintree and Marks Tey. The proposals should also consider provision of a rail link to the east of the airport and provide further bus and coach links to the east of the airport, including services to Witham and Halstead.

**What Happens Next**

The consultation period for the application runs until the 26<sup>th</sup> of June. It is likely that the planning application will be called in by the Secretary of State and that a public inquiry will be held in 2009, which could last approximately 12 to 18 months.

Eleanor Dash  
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