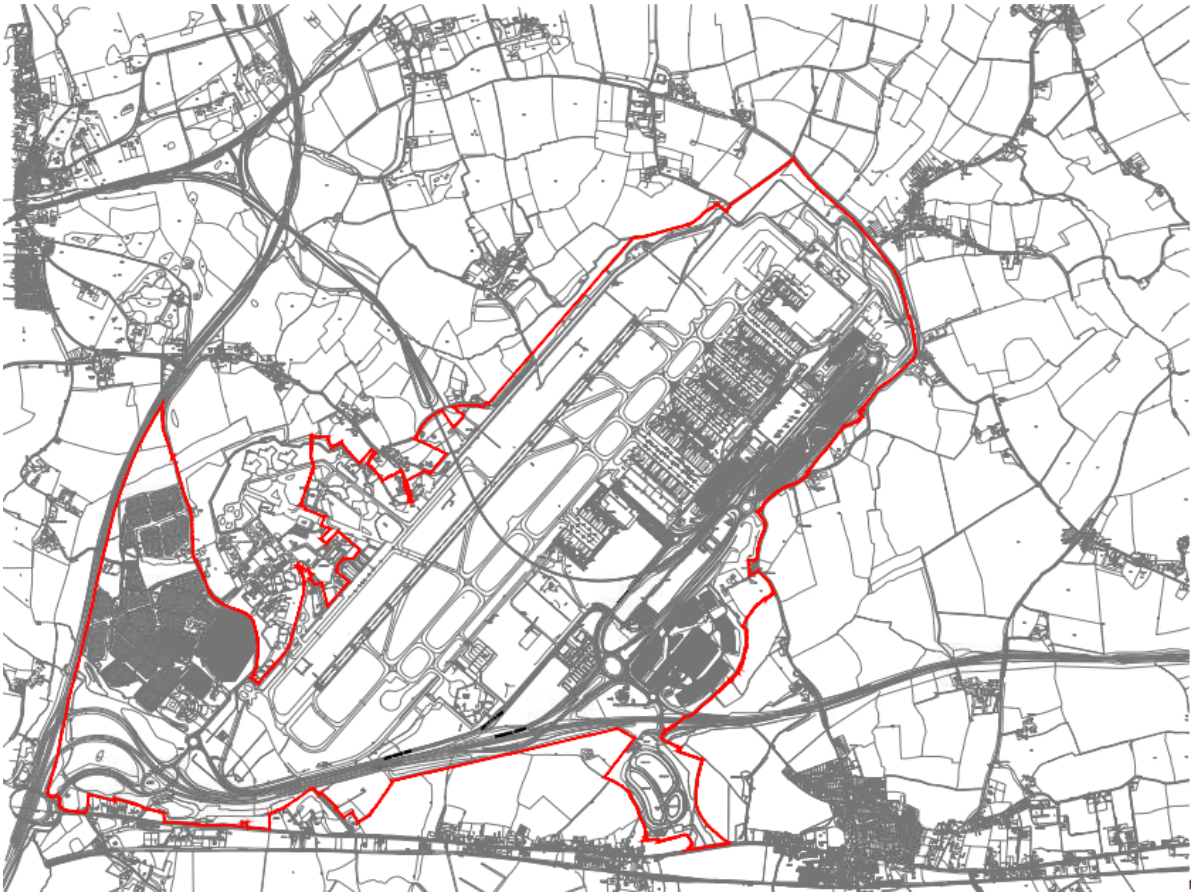
ITEM NUMBER: **4**

PLANNING COMMITTEE DATE: **17th December 2025**

REFERENCE NUMBER: **UTT/25/1542/FUL**

LOCATION: **Stansted Airport, Third Avenue, Stansted Airport**

SITE LOCATION PLAN:



PROPOSAL:	**Airfield works comprising construction of a taxiway fillet adjacent to the previously consented Rapid Exit Taxiway to enable continued airfield operations of 274,000 aircraft movements and an increase in passengers throughput from 43million passengers to up to 51 million terminal passengers, in a twelve-months calendar period.**
APPLICANT:	**Stansted Airport Limited (STAL)**
AGENT:	**Stansted Airport Limited (STAL)**
EXPIRY DATE:	**25th September 2025**
EOT Expiry Date	**23rd December 2025**
CASE OFFICER:	**Maria Shoesmith**
NOTATION:	**Within Development Limits, Ancient Woodland, Local Wildlife Site, Stansted Airport Development Limits, Archaeology interest, Contamination, SSSI 2km, Aerodrome Directions Airport Noise restrictions, Policy Area AIR1-7 in the adopted Uttlesford Local Plan (2005).**
REASON THIS APPLICATION IS ON THE AGENDA:	**Major Application(s)**

---

1. EXECUTIVE SUMMARY

1.1 This planning application seeks full planning permission under section 70 of the Town and Country Planning Act 1990 ("TCPA 1990") to increase the upper limit of passenger numbers of between 35 million passengers per annum (mppa) and 43mppa numbers of passengers annually authorised by planning permission reference UTT/18/040/FUL, ("the 2021 Planning Permission") to 43mppa up to 51mppa because of foreseeable use of new larger capacity quieter aircraft types. It is proposed that this increase from 43mppa to 51mppa

passenger throughput would be achieved *without* increasing the existing annual cap of 274,000 *aircraft* movements (which includes passenger, cargo and other air transport movements). Operational development comprises the construction of a small taxiway 'fillet' of approximately 22.8 square metres at the junction between the Rapid Exit Taxiway (RET) and the main runway. This modification is required to accommodate safe use of the taxiway/runway junction by larger capacity aircraft, such as the Boeing 737 Max 10, thereby enabling higher passenger capacity within the aircraft movement limits authorised by the 2021 Planning Permission.

1.2 The planning application is dependent on the extant 2021 Planning Permission (granted on appeal, and with a related planning obligation) being begun before 20th June 2026 and thus any further permission (and related planning obligations) would sit alongside the earlier permission pending the ability to rely on that further permission for authorisation of the use when the passenger movement limits of the 2021 Planning Permission become exceeded.

1.3 A comprehensive range of issues have been identified and considered within the assessment of the planning application, alongside the representations received.

1.4 No significant unacceptable effects have been identified from the proposed development such as to warrant refusal of the planning application.

1.5 There are various mitigation measures already in place to mitigate the impacts of the development both at a national level, localised level in terms of Sustainable Development Plans, existing S106 obligations, and conditions, that will carry forward into this development should planning permission be approved, together with further enhancement and mitigation measures, notably in terms of surface access transport.

2. RECOMMENDATION

2.1

That the Strategic Director of Planning be authorised to **GRANT** permission for the development(s) subject to those items set out in section 18 of this report –

A) Conditions
B) S106 Agreement

And

If the freehold owner shall fail to enter into such an agreement, the Strategic Director of Planning shall be authorised to REFUSE permission following the expiration of a 6-month period from the date of Planning Committee.

3. SITE LOCATION AND DESCRIPTION:

3.1 The airport is within a countryside locality. It covers an area of some 957ha sited east of the M11 and north of the A120 junction. It has Birchanger, Stansted Mountfitchet, and Elsenham to the west, Gaunts End/Molehill Green to its north, and Bambers Green and Takeley to its south. The airport is located approximately 35miles northeast of London and 31miles southeast of Cambridge

3.2 Main surface access to the airport terminal is from Long Boarder Road / Bassingbourn Road and Thremhall Avenue.

3.3 Short stay and mid-stay car parks are sited to the east of the airport and the long stay carparks are to the southwest.

3.4 The airside (including runway) is northwest of the main terminal.

3.5 The three terminal jetty areas are accessed and located from the northwestern part of the terminal. There have been a number of planning applications on the airport of recent relating to a proposed Arrivals building, and a terminal extension across the rear of the main building (Section 62a). Various Prior Notification Applications have been submitted amending elements of the skywalks, baggage handling and plant buildings.

3.6 Air associated activities are located north, west and southwest of the terminal, together with a new committed commercial development, known as Northside.

3.7 The airport is strategically located along the London to Cambridge M11 corridor, with direct links to the A120 and onwards to the A131 and A12 beyond.

3.8 Stansted Airport is recognised as the third largest airport forming part of the London airport system and the busiest single terminal airport in the UK. It is a key national asset and the primary airport for the East of England, forming a key gateway. The airport appears to have seen a strong recovery since the COVID 19 pandemic handling 23mppa in 2022, rising to around 30mppa in the past year.

CURRENT PLANNING PERMISSIONS AND THE APPLICATION

3.9 This application for planning permission is properly made under section 70 of the TCPA 1990, as explained below. This is important context.

The 2008 Planning Permission

3.10 The land use of the Airport is currently authorised by and operating under conditional planning permission granted in 2008 ("the 2008 Planning Permission"). The 2008 Planning Permission authorises the use of the Airport for up to 35 million passengers per annum (mppa) and by means of an aircraft movement limit of 264,000 per annum (increased from the previously approved passengers numbers of 25mppa and aircraft movements of 241,000 in 2003). The 2008 Planning Permission was begun by commencing a material operation related to the airport fuel depot on the 10th March 2017, and in May 2017 the passenger movements exceeded 25mppa.

The 2021 Planning Permission

3.11 The Secretary of State granted conditional planning permission, PINS reference APP/C1570/W/20/3256619 and UDC Reference UTT/18/0460/FUL, in June 2021 ("the 2021 Planning Permission") authorising development described as:

3.12 "*Airfield works comprising two new taxiway links to the existing runway (a Rapid Access Taxiway and a Rapid Exit Taxiway), six additional remote aircraft stands (adjacent Yankee taxiway); and three additional aircraft stands (extension of the Echo Apron) to enable combined airfield operations of 274,000 aircraft movements (of which not more than 16,000 movements would be Cargo Air Transport Movements (CATM)) and a throughput of 43 million terminal passengers, in a 12-month calendar period*."

3.13 The 2021 Planning Permission authorises land use of the Airport for 43 million passengers per annum and aircraft movements of 274,000 (of which up to 16,000 movements could be Cargo Air Transport Movements); and the construction of two taxiway link routes between the aircraft stands and the single runway, and six additional stands for aircraft; and being subject to conditions including a cap on the area of a noise contour around the Airport land of 33.9km2 and inside of which the noise is capped at 57dBlAeq.

3.14 Notwithstanding the passage of time since June 2021, and it being now December 2025, the 2021 Planning Permission remains unimplemented and will expire, unless commenced, by 20th June 2026. The application includes an Aviation Forecast (May 2025) that explains that passenger throughout has increased since the end of the COVID 19 pandemic and is foreseeably expected to reach 35mppa by 2028/2029 Therefore, as has been referred to above, at this current time the Airport continues to operate under the 2008 Planning Permission authorising 35mppa and 264,000 movements per annum and not under the 2021 Planning Permission but is reasonably anticipated to begin the 2021 Planning Permission by the 20th June 2026 because companies using the airport have placed orders for the larger capacity aircraft that require the changed taxiway/runway junction for safe transit.

The Modification of the 2021 Planning Permission by means of this (revised) Application Proposal

3.15 Since the 2021 permission was granted, the applicant advises it has been made aware of proposed changes to the types of aircraft constituting the fleet used by each of the companies using the Airport. The type of aircraft said ordered by the companies going forward will be wider and longer resulting in increased numbers of passengers able to pass through the Airport whilst using the same number of aircraft. In addition, the proposed types of aircraft coming are said to be quieter than the current types using the Airport.

3.16 However, the development description of the 2021 Planning Permission includes an express reference to both the numbers of aircraft movements and to the numbers of passengers who may pass through the Airport annually. In Finney v Welsh Ministers [2019] EWCA Civ 1868 it was held that a S73 application (by which development can be authorised to not comply with a condition) could not change the terms of the development description. Therefore, any change to the scope of authorisation of the 2021 Planning Permission in law can only be made by means of an application for planning permission under section 70 of the TCPA 1990; a stand-alone, "full", planning application).

3.17 If granted, this permission would be concurrent with the not yet begun 2021 Planning Permission until it was itself begun and so the interaction of the two planning permissions must be considered. In Hillside Parks Limited v Snowdonia National Park Authority [2022] 1 WLR 5077, the Supreme Court affirmed case law established in Pilkington v Secretary of State for the Environment [1973] 1 WLR 1527 and held that the actual situation of the land at the date of the grant was the authorised situation contemplated by that grant. In this Application for a further planning permission there is 2021 Planning Permission that has not yet been begun and a 2008 Planning Permission that was begun in March 2017 authorising the use of the *same* land area.

3.18 In the Hillside case, the Supreme Court considered (*by amplification of the Pilkington principle*) the legal approach to circumstances where the land benefitted from more than one planning permission and how to ensure evidentially that a subsequent permission could be properly interpreted so as to expressly provide for the earlier permission so as to not result in law to cause the previous permission to lapse. The Supreme Court described this approach as the "modification" of the previous planning permission by means of the terms of the second planning permission with the result that, so properly interpreted, the developer could lawfully rely on the first and subsequently on the second permission (without the first lapsing).

3.19 "*The legal analysis which best gives effect to the expressed intention is to construe the permission described as a "variation" as a permission to carry out the development described in the original permission as modified to accommodate the development specifically authorised by the new permission (and as modified by any previous such "variations"). However, if an application for a permission described as a "variation" is properly to be analysed in this way, ordinarily it would have to be accompanied by a plan which showed how the proposed new permission incorporated the changes indicated into a coherent design for the whole site… Where an application for a variation of a previous permission is properly to be regarded as an application for a fresh permission for the whole site, this may of course mean that the application is required to be accompanied by certain documentation relevant to the whole site, such as an environmental impact assessment*."

3.20 The Application Form for the current proposal is signed on 29th May 2025 by the applicant with a statement of truth as to the facts and opinions in the Application. The Form describes the area of the application site as 888.78 hectares, and a plan, reference 17817-RPS-SI-XX-DR-A-9543, Revision P03, dated 20th May 2025, shows the extent of the land of the whole Airport for which planning permission is sought outline in red with a key describing the same hectarage identifying the extent as "*Planning Application Boundary*".

3.21 The Application Form also describes the development description of the proposal that seeks a different passenger movement parameter for airport operation by means of an increase not from (for example) 0 or 35mppa but *from* 43mppa *up to* 51mppa per annum. Since the 2021 Planning Permission authorises only the increase to 43mppa, the Application seeks to build on the 2021 Planning Permission to provide a *further* particular authorisation of the use of the same land as that regulated by the 2021 Planning Permission. This Application falls to be properly considered as an application for the modification (by means of a fresh planning permission) of the 2021 Planning Permission, as per the description, being an additional 8 million people annually propose to use the Airport and that assumes the 2021 Planning Permission to have been begun in due course by 20th June 2026.

3.22 The Application, with a development description revised in September 2025, is for:

Airfield works comprising construction of a taxiway fillet adjacent to the previously consented Rapid Exit Taxiway to enable continued airfield operations of 274,000 aircraft movements and an increase in passenger throughput from 43 million terminal passengers to up to 51 million terminal passengers, in a twelve-month calendar period.

3.23 It excludes the two taxiways authorised by the 2021 Planning Permission. As revised, the Application also seeks authorisation within

the Planning Application Boundary for a small but critical operational development by which the junction between the taxiway known as the "RET" authorised by the 2021 Planning Permission and the runway as originally authorised in 1985. The critical operational development comprises a geographically small 22.8m2 of taxiway of significant functional necessity to ensure that the proposed new type of aircraft referred to above can safely manoeuvre on the 'tarmac'. Thereby, without the additional area of taxiway, the anticipated new type of aircraft could not safely use the RET authorised by the 2021 Planning Permission. The 22.8m area is the functional key to the Application development. In 2021, that area was not contemplated to be a safety critical part taxiway and instead that Permission contemplated that area as open grass.

3.24 The development description (as revised in September 2025) of the Application maintains the description that it seeks authorisation "to enable continued airfield operations…of 274,000 aircraft movements" and the change from 43mppa to 51mppa in a twelve month calendar period. Therefore, the Application development is necessarily parasitic on, and proceeds from, the lawful beginning of the 2021 Planning Permission (before 20th June 2026) and cannot relate further back to the 2008 Planning Permission that authorised only 35mppa.

3.25 The application includes two updated plans showing the proposed changes to the taxiway, an environmental impact assessment (EIA) comparing the new proposals with the 2021 permission, and a Planning Statement explaining which previously approved works could start, which have started but not finished, and which future permissions or permitted development rights the applicant expects to rely on (including those that require prior approval).

3.26 Therefore, the Application falls to be properly categorised in law as a proposed modification of the 2021 Planning Permission and, if granted, would result in a freestanding planning permission authorising the change from 43mppa to 51mppa, itself consequent on the new aircraft types being in service not before 2034.

3.27 As such, if permission is granted, it will be important to bind requirements and mitigations set out in the earlier permissions, to be carried forward the latest permission (via legal agreement).

The interaction of the Town and Country Planning Act 1990 and the Planning Act 2008 (NSIP threshold)

3.28 In 2018, careful consideration was given to whether or not the application for the 2021 Planning Permission was required to be subject to the development consent order regime of the Planning Act 2008 for nationally significant infrastructure projects (NSIP). The Council was advised that it retained jurisdiction under the TCPA 1990

to consider and grant planning permission for that development and that approach was upheld by the High Court subsequently. The same careful consideration has been given to this application and the same approach applies. The Application for planning permission is properly made under section 70 of the TCPA 1990 and the proposed development cannot be subject to the requirement under section 31 of the Planning Act 2008 ("PA 2008") which governs NSIPs. Therefore, as with the 2021 Planning Permission, so too does the Council retain jurisdiction to consider and determine the current application.

3.29 In more detail, the reasons why the Council retains jurisdiction in outline are as follows. An NSIP is a defined term under section 14(1) of the PA 2008 and includes under (i) "airport-related development". In short, officers have reviewed the thresholds, noting the passenger threshold of a 10mppa and all other sub-sections, and the proposal does not qualify as an NSIP.

3.30 In coming to this view, officers reviewed the case R(oao Brian Ross acting on behalf of Stop Stansted Expansion) v Secretary of State for Transport [2020] EWHC 226 (Admin), where the Court rejected a claim by Mr Ross that the application for the 2021 Planning Permission was required to be subject to section 31 of the Planning Act 2008. The Ross case held that UDC's "interpretation of the statutory test [of section 23] was one which was sound and a reliable basis for taking the decision as to whether or not the proposal was an NSIP."

3.31 Such an approach is now taken here, and UDC properly retains jurisdiction to determine the Application under section 70 of the TCPA 1990.

4. PROPOSAL

4.1 The application site relates to Stansted Airport as a whole, including all land airside and landside. Although physical works ('operational development') are only proposed airside adjacent to the runway.

4.2 The planning application has been amended since the initial submission removing the rapid access taxiway (RAT) and a rapid exit taxiway (RET), which formed part of the UTT/18/0460/FUL planning permission, and replacing this with amendments to the RET. The physical works proposed are a 22.8m_2 fillet hard-standing / section to the previously approved construction of a (RET) to enable safe manoeuvring for the larger aircraft. Whilst the proposed operational works are small, they are tabled as necessary and essential to the Airport's business requirements. The proposed works are shown in red on plans;

- **STAL-MMD-001-PLA-001-002 P02 Revised Taxiway Fillet**
- **STAL-MMD-001-PLA-001-001 P02 Revised Site Plan**

4.3 The airport currently has planning permission for a total of 274,000 aircraft movements, which is not proposed to be amended as part of this application. The existing limit on the total number of aircraft movements (passenger and cargo air transport movements (ATMs)), plus other air movement remains unchanged. Stansted Airport has one runway which is designated as either Runway 04 (for operations in a north easterly direction) or Runway 22 (for operations in a south westerly direction). Based on 20 year average operations the assessments are carried out on the basis of 73% of operations on Runway 22 and 27% on Runway 04.

4.4 This planning application seeks an increase in the passenger numbers as set out above. There would be no alteration of the total number of aircraft movements that are currently allowed nor exceed the permitted noise envelope. As referred to above, the predicted uplift in passenger numbers would arise from changes in the 'fleet mix' accounting for an increased number of passenger seats per aircraft movement. These changes will occur through the introduction of new generation aircraft including the Boeing 737-Max10 and Airbus A321-neo which have larger seat capacities (~230) than the aircraft they will replace (a range of 150-198). Ryanair, Jet2 and other European airlines are updating their fleet orderbooks to these larger size aircraft. The applicant advises that securing planning permission for the proposed development will allow the airport, businesses on site, and airlines sufficient lead-in time to plan for the necessary capital investment to accommodate the changes, ultimately, to allow the airport to make best use of its single runway.

4.5 The following documents have been submitted in support as part of the planning application for consideration;

- Planning Statement
- Design And Access Statement
- Statement Of Community Involvement
- BNG Metric

- ES Contents And Glossary Of Terms And Abbreviations
- ES VOL 1 - CHAP. 1 Introduction
- ES VOL 1 - CHAP. 2 EIA Methodology
- ES VOL 1 - CHAP. 3 Description Of Site Policy context
- ES VOL 1 - CHAP. 4 Aviation Forecast
- ES VOL 1 - CHAP. 5 Development Programme and construction environmental management

- ES VOL 1 - CHAP. 6 Surface Access And Transport
- ES VOL 1 CHAP 10 Socio-Economics
- ES VOL 1 CHAP 11 Carbon
- ES VOL 1 CHAP 12(A) Surface Access Noise
- ES VOL 1 CHAP 12(B)Climate Change
- ES VOL 1 CHAP 12(C) Water Resources And Flood Risk
- ES VOL 1 CHAP 8 Ground Noise

- ES VOL 1 CHAP 9 Air Quality
- ES VOL 1 CHAP. 12 (E) Public Health And Wellbeing
- ES VOL 1 CHAP. 13 Non-Significant Topics
- ES VOL 1 CHAP. 14 Cumulative Effects
- ES VOL 1 CHAP. 15 Summary Of Mitigation and residual affects
- ES VOL 1 CHAP. 7 Air Noise
- ES VOL 1 CHAPTER 12(D) Ecology And Biodiversity
- ES VOL 2 Air Noise Figure Part 1
- ES VOL 2 Air Noise Figure Part 2
- ES VOL 2 Air Noise Figure Part 3
- ES VOL 2 Air Noise Figure Part 4
- ES VOL 2 - APPENDIX 1.1 Statement Of Competency
- ES VOL 2 - APPENDIX 2.1 Scoping Opinion
- ES VOL 2 - APPENDIX 2.2 Scoping Opinion
- ES VOL 2 - APPENDIX 7.1 Terminology
- ES VOL 2 - APPENDIX 7.2 Air Noise
- ES VOL 2 - APPENDIX 7.3 Complaints Analysis
- ES VOL 2 - APPENDIX 7.4 92-Day Summer Period forecast
- ES VOL 2 APPENDIX 10.1Socio-Economic Study areas
- ES VOL 2 APPENDIX 8.1 Ground Noise
- ES VOL 2 APPENDIX 8.2 Ground Noise Figures
- ES VOL 2 APPENDIX 9.3 Air Quality Receptors
- ES VOL 2 APPENDIX 9.4 Results Tables And figures
- ES VOL 2 APPENDIX 11.1 - Assessment Of Construction carbon emissions

- ES VOL 2 APPENDIX 11.2 - Assessment Of airport buildings and ground operations

- ES VOL 2 APPENDIX 11.3 Assessment Of Surface and access carbon emissions

- ES VOL 2 APPENDIX 11.4 Assessment Of Aviation carbon emissions
- ES VOL 2 APPENDIX 12(A) Surface Access Noise
- ES VOL 2 APPENDIX 12(C) Flood Risk Assessment
- ES VOL 2 APPENDIX 12(C) FRA APP.A-E
- ES VOL 2 APPENDIX 12(C) FRA APP.F-J
- ES VOL 2 APPENDIX 12(D) 1.1 Biodiversity Benchmark report
- ES VOL 2 APPENDIX 12(D) 1.2STANSTED 35 PEA
- ES VOL 2 APPENDIX 12(D) 1.3 STN TP GCN EDNA Report
- ES VOL 2 APPENDIX 12(D) 2 Species Records
- ES VOL 2 APPENDIX 12(D) 4 Habitat Regulations Assessment
- VOL 2 APPENDIX 12(E) 2 Equalities Impact Assessment
- ES VOL 2 APPENDIX 12.1Dashboard For Public and Health Wellbeing
- ES VOL 2 APPENDIX 9.1 Air Quality Methodology
- ES VOL 2 APPENDIX 9.2 AQ Baseline Data Model verification
- ES VOL 2 BNG Assessment
- ES VOL 3 Transport Statement
- ES VOL 4 Non-Technical Summary

Drawings

- SI-XX-DR-A-9543 PO3 - Application Boundary
- PLA-001-004 PO1 - Airfield Infrastructure - Runway TANGO RAT
- STAL-MMD-001-PLA-001-002 P02 Revised Taxiway Fillet
- STAL-MMD-001-PLA-001-001 P02 Revised Site Plan

5. ENVIRONMENTAL IMPACT ASSESSMENT

5.1 The proposal falls within 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regs). An Environmental Impact Assessment has been provided as part of the application submission following earlier Scoping Opinion being issued prior to its submission.

5.2 The application is supported with an Environmental Statement (ES) in line with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This consists of Volume 1 which is the Environmental Statement (ES), volume 2 appendices and BNG Assessment, with Volume 3 Transport Statement. There is also a Non-Technical Summary (NTS) Volume 4.

5.3 Regulation 4(5) of those Regulations requires the local planning authority to ensure that they have, or have access as necessary to, sufficient expertise to examine the environmental statement. The expertise engaged has been sufficient or the local planning authority to examine the ES.

5.4 The ES assesses the environmental impacts of the proposals across a range of topics. The approach of the ES is to consider the baseline of existing environmental conditions. The ES sets out comparison to be made is between the 'Do Minimum' and the 'development case'.

5.5 Impacts of the proposals over and above the permitted development, i.e. the difference between Do Minimum (implementation of the 43mppa application) and the 'development case' the uplift of 8mppa have been considered. This is because the Do Minimum scenario already has planning permission and is expected to go ahead irrespective of the decision in respect on this application, and considering the ES forecasts, reasonably represents a fall-back position.

5.6 The term 'Principal Assessment Year' (2041) used in the ES is the point at which the maximum environmental effects of the proposed development, both positive and negative, would generally occur (i.e., through the combination of the maximum number of passengers and the maximum number of aircraft movements) combined with the greatest difference in aircraft numbers and the associated environmental effects between the DM and DC scenarios. This same methodology was endorsed by the Panel of Inspectors at the 35+

Inquiry and has been adopted for this ES. The term 'transitional year' (2034) marks the first year of the divergence between the two positions.

6. RELEVANT SITE HISTORY

6.1 Council records indicate the following recorded planning history:

6.2 (The 1985 Permission 8mppa – 15mppa) UTT/1150/80/SA - Outline application for expansion of Stansted Airport by provision of new passenger terminal complex with capacity of about 15mppa east of existing runway, cargo handling and general aviation facilities, hotel accommodation, taxiways (including widening of proposed taxiway) to be used as an emergency runway), associated facilities (including infrastructure for aircraft maintenance and other tenants' developments) and related road access. Approved by Secretaries of State 5 June 1985.

6.3 (The 2003 Planning Permission 15mppa to 25mppa): UTT/1000/01/OP - 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. Approved 2003. (aircraft movements increased from 185,000 to 241,000 ATMs)

6.4 (The 2008 Planning Permission, also referred to as Generation ("Gen1") – 25mppa to 35mppa) - UTT/0717/06/FUL – 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 as permitted under application UTT/1000/01/OP but without complying with Condition MPPA1 and varying Condition ATM1 to 264,000 ATMs

- Allowed by the Secretary of State on 8 October 2008

6.5 Arrivals Building - UTT/16/3566/FUL - A dedicated terminal facility for arriving passengers (34,384sqm); an associated forecourt; and altered access and service roads.

- Approved 7th April 2017

6.6 UTT/17/1640/SO - Request for EIA scoping opinion under Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for proposed increase in annual number of passengers to 44.5mppa and corresponding increase of

11,000 annual aircraft movements with associated construction within the airport boundary including two new links to the runway together with nine additional aircraft stands - Opinion Given

6.7 (The 2021 Permission 35mppa to 43mppa) - UTT/18/0460/FUL – Airfield works comprising two new taxiway links to the existing runway (a Rapid Access Taxiway and a Rapid Exit Taxiway), six additional remote aircraft stands (adjacent Yankee taxiway); and three additional aircraft stands (extension of the Echo Apron) to enable combined airfield operations of 274,000 aircraft movements (of which not more than 16,000 movements would be Cargo Air Transport Movements (CATM)) and a throughput of 43 million terminal passengers, in a 12-month calendar period. - The application was allowed by the Secretary of State on 21 June 2021

6.8 Planning conditions attached to the permission set a passenger limit of 43 mppa; a limit on the number of aircraft movements (274,000), of which no more than 16,000 shall be Cargo Air Transport Movements (CATMs) and a cap on the area of the 57dB LAeq noise contour (33.9 square kilometres).

6.9 The 2021 permission has not been implemented at the time of writing, but commencement is imminent (and in any event necessary before 20 June 2026, when the permission would otherwise expire).

6.10 - UTT/23/1970/PINS - S62A/2023/0022 - Partial demolition of the existing Track Transit System and full demolition of 2 no. sky link 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. skyline walkways and associated hardstanding- Approved by PINS under Section 62a 31 October 2023

Other Relevant History

6.11 A number of local and wider major schemes have been granted planning permission of which have been highlighted and taken into account within the EIA which had been assessed as part of the assessment of the outline planning report at the time. The most relevant to this development is below;

6.12 UTT/22/0434/OP – Outline application for demolition of existing structures and redevelopment of 61.86Ha to provide 195,100sqm commercial / employment development predominantly within Class B8 with Classes E(g), B2 and supporting food retail/ food/beverage/nursery uses within Classes E (a), E(b) and E(f) and associated access/highway works, substation, strategic landscaping and cycle route and other associated works with matters of layout, scale, appearance and other landscaping reserved

Approved subject to conditions and S106 Agreement 9.8.2023

7. PREAPPLICATION ADVICE AND/OR COMMUNITY CONSULTATION

7.1 Local planning authorities are required to produce a Statement Community Involvement under Section 18 (Part 1) of the Planning and Compulsory Purchase Act (2004). The latest SCI was adopted on 9th March 2021. Paragraph 39 of the NPPF states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties and that good quality pre-application discussions enable better coordination between public and private resources, and improved results for the community.

7.2 The applicant drafted a new Sustainable Development Plan (SDP), published December 2024. The draft SDP was widely consulted on, including with UDC specifically, and set out an updated context and strategic approach that is proposed for the operation and development of the airport over a long term. It covers surface access, environmental aspect and community strategies. The strategy included the following remits of the Airport;

• To make the best use of the capability and capacity of the existing runway and airfield infrastructure, airport facilities, and associated land uses within the existing airport boundary.
• To maintain our position as an attractive and accessible airport for passengers and staff across the East of England, London and the South East, and sustain a public transport mode share of above 50%.
• To continue to play an important and positive economic role within the East of England region.
• To be an airport that is accelerating the transition to a more sustainable future.
• Actively supporting and taking action to help tackle the major environmental issues of climate change, aircraft noise and air quality.
• To support education, skills, and employability programmes in key areas across the
aviation sector.

7.3 Other consultations have been undertaken with various stakeholders prior to the submission of the planning application. Discussions have been ongoing with statutory consultees.

8. SUMMARY OF STATUTORY CONSULTEE RESPONSES

Refer to Appendix A

9. PARISH COUNCIL COMMENTS

9.1 Refer to Appendix A

10. CONSULTEE RESPONSES

Refer to Appendix A

11. REPRESENTATIONS

11.1 Consultation and notification was carried out by displaying site notices, sending letters to adjoining and adjacent occupiers and placing an advert in local papers. Two periods of consultation have been carried out, the first ending on 21.07.2025 and the second on 27.10.2025 following an amendment. The Council has also engaged proactively with statutory consultees. This report has had regard to consultation responses. Representations have been outlined in Appendix A.

12. MATERIAL CONSIDERATIONS

12.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, The Development Plan and all other material considerations identified in the "Considerations and Assessments" section of the report. The determination must be made in accordance with the plan unless material considerations indicate otherwise.

12.2 Section 70(2) of the Town and Country Planning Act requires the local planning authority in dealing with a planning application, to have regard to

(a)The provisions of the development plan, so far as material to the application,:
(aza) a post-examination draft neighbourhood development plan, so far as material to the application,
(b) any local finance considerations, so far as material to the application, and
(c) any other material considerations.

12.3 Section 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority, or, as the case may be, the Secretary of State, in considering whether to grant planning permission (or permission in principle) for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses or, fails to preserve or enhance the character and appearance of the Conservation Area.

12.4 The Development Plan includes:

12.4.1 Essex Minerals Local Plan (adopted July 2014)
Essex and Southend-on-Sea Waste Local Plan (adopted July 2017)
Uttlesford District Local Plan (adopted 2005)

Great Dunmow Neighbourhood Plan (made December 2016)
Thaxted Neighbourhood Plan (made February 2019)
Felsted Neighbourhood Plan (made Feb 2020)
Newport and Quendon and Rickling Neighbourhood Plan (made June 2021)
Stebbing Neighbourhood Plan (made 19 July 2022)
Saffron Walden Neighbourhood Plan (made October 2022)
Ashdon Neighbourhood Plan (made 6 December 2022)

12.4.2 Stansted Mountfitchet is a Neighbourhood Plan Designated area. The Airport site falls outside of the designation.

13. POLICY

13.1 National Policy includes:

13.1.1 National Planning Policy Framework (2024)
Planning Practice Guidance

13.1.2 Aviation Policy Framework (March 2013)
Beyond the Horizon: The future of UK aviation – Next steps towards an Aviation Strategy (April 2018)
Beyond the Horizon: The future of UK aviation (June 2018)

13.2 (a) Uttlesford District Plan 2005

13.2.1 The relevant policies associated to the application proposals are as follows:

S4 – Stansted Airport Boundary
S8 – The Countryside Protection Zone
AIR1 – Terminal Support Area
AIR2 – Cargo Handling/Aircraft Maintenance Area
AIR3 – Southern Ancillary Area
AIR4 – Northern Ancillary Area
AIR5 – Long Term Car Park
AIR6 – Landscaped Areas
AIR7 – Public Safety Zone
GEN1 – Access
GEN2 - Design
GEN3 – Flood Protection
GEN4 – Good Neighbourliness
GEN5 – Light Pollution
GEN6 – Infrastructure Provision to Support Development
GEN7 – Nature Conservation
ENV2 – Development affecting Listed Buildings
ENV4 – Ancient Monuments and Sites of Archaeological Interest
ENV7 – The Protection of the Natural Environment – Designated Sites
ENV9 – Historic Landscapes

ENV11 – Noise Generators
ENV12 – Protection of Water Resources
ENV13 – Exposure to Poor Air Quality
ENV14 - Contaminated Land

13.2 (b) Uttlesford Emerging Local Plan (2024)

Draft Core Policy 11: London Stansted Airport
Draft Core Policy 12 – Stansted Airport Countryside Protection Zone;
Draft Core Policy 26 – Providing for Sustainable Transport and Connectivity
Draft Core Policy 43 – Air Quality
Draft Core Policy 44 – Noise

13.3 Supplementary Planning Document or Guidance includes:

13.3.1 Essex County Council Parking Standards (2009)
Uttlesford Interim Climate Change Policy (2021)
Uttlesford Design Code (2024)

14. <u>CONSIDERATIONS AND ASSESSMENT</u>

14.1 The issues to consider in the determination of this application are:

A. The principle of the development
B. Surface Access and Transport
C. Noise (Air, Ground and Surface Access Noise)
D. Air Quality
E. Carbon Emissions
F. Climate Change
G. Ecology/BNG
H. Public Health and Wellbeing
I. Water Resources and Flood Risk
J. Socio-economic Impacts
K. Other issues
L. S106 Obligations

14.2 A. Principle of the Development

14.2.1 The adopted Local Plan 2005 sets out limits on the physical extent of the airport. Section 16 of the Plan sets out the background to the airport. The airport is within an area covered by Local Plan general Policy S4 which relates to the airport as a whole and includes the area of the application. Loacl Plan Policy S4 makes provision for individual area policies called development zones. The zones ensure that all airport direct and associated uses can be accommodated within the airport boundary.

14.2.2 The adopted Uttlesford Local Plan splits the airport into 6 separate policy sections. These policies, AIR1 to AIR6 relate to the types of

development that will be permitted in each area of each of those policies, or not permitted in respect of Policy AIR6.

14.2.3 Adapation works to the already approved rapid access taxiway (RAT) and rapid exit taxiway (RET) fall within Policy area S4 and outside the development zones. The adopted policy is silent in terms of specific development in this area although the extent of its coverage supports development directly related to or associated with Stansted Airport. Policies AIR1 to AIR6, whilst applying to different areas of the airport, are not specifically relevant to the proposals in this application and therefore the proposed works are consistant with Local Plan Policy in this respect.

14.2.4 The NPPF (2024, paragraph 232) states *"[However,] existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)*"

14.2.5 NPPF paragraph 104 requires planning policies (e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. Paragraph 104(f) goes onto state that it requires planning policies to recognise the importance of maintaining a national network of general aviation (GA) airfields, and the Government's General Aviation Strategy.

14.2.6 The Local Plan, paragraph 1.2, makes clear that because Stansted Airport is in Uttlesford, national airports policy is particularly significant to the District.

14.2.7 Policy S4 provides for Stansted Airport but does not itself provide for infrastructure required to support its intensified operation, expansion and contribution to the wider economy.

14.2.8 Policy S4 and the development zone Policies AIR1-6 have been assessed as being in accordance with the NPPF (based on the Ann Skippers National Planning Policy Framework Compatibility Assessment, July 2012) and can be afforded full weight, subject to their compliance with the government's policy in respect of aviation.

14.2.9 The NPPF (2024) is a material consideration. It establishes the presumption of sustainable development. The three overarching strands, economic, social and environmental objectives, are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives) (Paragraph 8 NPPF).

14.2.10 Whilst the NPPF has a balanced view towards sustainable development, the Aviation Policy Framework and the governments approach towards aviation development in general, recognises that there is the potential for environmental impacts which would need to be weighed against the social and economic benefits of such proposals.

14.2.11 As referred to above, the Local Plan, paragraph 1.2 informs the background of Policy S4 and makes clear that because Stansted Airport is in Uttlesford, national airports policy is particularly significant to the District. The particularly significant national airports policies are the Aviation Policy Framework (2013) and the recent "Beyond the Horizon" (June 2018).

14.2.12 The Aviation Policy Framework (2013) (APF) is a material consideration and refers to Stansted Airport.

14.2.13 Paragraph 1.41 of the APF states;

"*The demand for aviation in the UK is concentrated in the South East, a densely populated region whose economy comprises multiplehigh-value sectors including finance, professional services, technology, media and fashion. This drives consistently high demand for aviation in the region, so that the five main South Eastern airports (Heathrow, Gatwick, Stansted, Luton and London City) account for nearly two-thirds of passengers at UK airports and nearly half of all air transport movements*."

14.2.14 Paragraph 1.60 states the government's "*strategy for a vibrant aviation sector: short term*" comprising a suite of measures focused on: making best use of existing capacity; encouraging new routes and services; better integrating airports into the wider transport network.

14.2.15 The APF recognises (refer to Paragraph 1.57) the role the aviation industry has in the economy, helping to deliver connectivity. Aviation is recognised for bringing benefits to society and individuals, including travel for leisure and visiting family and friends. One of the main objectives of that Framework is to ensure that the UK's air links continue to make it one of the best connected countries in the world so that it can compete successfully for economic growth opportunities.

14.2.16 Paragraphs 5 to 10 state the benefits of aviation. Paragraph 9 states amongst otherthings that "*One of our main objectives is to ensure that the UK's air links continue to make it one of the best connected countries in the world. This includes increasing our links to emerging markets so that the UK can compete successfully for economic growth opportunities.*"

14.2.17 Paragraph 10 sets out the short to medium term priority of making better use of existing runway capacity at all UK airports. However, this expansion should not happen at any cost and it is recognised that this

needs to be a balanced approach with the economic benefits being weighed against the environmental impacts. In particular, the APF highlights contributing to reducing global emissions, limiting noise and better industry/ stakeholder collaboration.

14.2.18 In April 2018, the government published its response to its call for evidence in July 2017 on its emerging aviation strategy, and in June 2018, it published a document setting out its current position on making best use of existing runways. The April 2018 document is entitled "Beyond the horizon: The future of UK aviation. Next steps towards an Aviation Strategy". The June 2018 document is entitled "Beyond the horizon: The future of UK aviation. Making best use of existing runways" (BTH June 2018), of which they went onto public consultation December 2018 and later published its findings. There have been no formal adopted document since Beyond the Horizon.

14.2.19 BTH June 2018, highlights in paragraph 1.3 that the aim is "to achieve a safe, and sustainable aviation sector that meets the needs of consumers amnd of a global, outward-looking Britain". Paragraph 1.4 footnote 2 makes reference to Stansted as a London Airport.

14.2.20 Beyond the Horizon refers to Stansted Airport when refering to UK Airports and discusses its operations in more detail. Paragraph 1.4 (BTH, April 2018) highlights the strategy's six objectives;

- Help the aviation industry work for its customers
- Ensure a safe and secure way to travel
- Build a global and connected Britain
- Encourage competitive markets
- Support growth while tackling environmental impacts
- Develop innovation, technology and skills

14.2.21 The Planning Act 2008 highlights that a Development Consent Order would be required by the Secretary of State if existing planning caps increase by 10 million passengers per annum (mppa) or more, and or cargo movements increase by at least 10,000 air transport movements of cargo aircraft per year, thereby being a Nationally Siginificant Infrastructure Project (NSIP). Planning permission was granted in 2021 for an increase in passenger number from 35mppa to 43mppa, an increase in the cap by 8mppa which was below the threshold at the time. Similarly, it is now proposed that the passenger cap is increased by a further 8mppa, from 43mppa to 51mppa. No change is proposed to the number of aircraft movements, of 274,000 a year. Thereby the proposed development is not considered to be a NSIP scheme of which the Local Planning Authority is the determining authority for the scheme.

14.2.22 Paragraph 1.24 of the APF (2013) strategy expands on the measure of making best use of existing airport capacity; "*we recognise that the development of airports can have negative as well as positive local*

impacts, including on noise levels. We therefore consider that proposals for expansion at these airports should be judged on their individual merits, taking careful account of all relevant considerations, particularly economic and environmental impacts."

14.2.23 The BTH (June 2018) Policy Statement is evidence based and was consulted on. It can be given full weight. The Policy Statement supports making best use of existing capacity having regard to all relevant considerations.

14.2.24 The Airports National Policy Statement (2018) (ANPS) has been presented to Parliament under the Planning Act 2008 and for the purposes of nationally significant infrastructure projects seeking consent under that Act. It recognises the capacity problems at airports in London and the South East. This is starting to result in adverse impacts on the UK economy, and affecting the country's global competitiveness (paragraph 1.2).

14.2.25 Paragraph 1.12 states that:
"*The Airports NPS provides the primary basis for decision making on development consent applications for a Northwest Runway at Heathrow Airport, and will be an important and relevant consideration in respect of applications for new runway capacity and other airport infrastructure in London and the South East of England*."

14.2.26 The document highlights the purpose of the NPS;
"• *The Government's policy on the need for new airport capacity in the South East of England;*
• *The Government's preferred location and scheme to deliver new capacity; and*
• *Particular considerations relevant to a development consent application to which the Airports NPS relates*."

14.2.27 It makes clear that the document covers a development period to 2030 and will remain in place unless withdrawn, amended or replaced. It will be reviewed, in accordance with the Planning Act 2008, when the Secretary of State considers it appropriate to do so. To date this is not considered to have been withdrawn, amended or replaced. This sits alongside the Aviation Policy Framework (2013).

14.2.28 Paragraph 1.39 then states:
"On 21 July 2017, the Government issued a call for evidence on a new Aviation Strategy.22 Having analysed the responses, the Government has confirmed that it is supportive of airports beyond Heathrow making best use of their existing runways. However, we recognise that the development of airports can have positive and negative impacts, including on noise levels. We consider that any proposals should be judged on their individual merits by the relevant planning authority, taking careful account of all relevant considerations, particularly

economic and environmental impacts." Footnote 22 identifies: *"the new Aviation Strategy as "Beyond the Horizon: The Future of Aviation".*

14.2.29 Paragraph 1.42 states:
"As indicated in paragraph 1.39 above, airports wishing to make more intensive use of existing runways will still need to submit an application for planning permission or development consent to the relevant authority, which should be judged on the application's individual merits. However, in light of the findings of the Airports Commission on the need for more intensive use of existing infrastructure as described at paragraph 1.6 above, the Government accepts that it may well be possible for existing airports to demonstrate sufficient need for their proposals, additional to (or different from) the need which is met by the provision of a Northwest Runway at Heathrow. As indicated in paragraph 1.39 above, the Government's policy on this issue will continue to be considered in the context of developing a new Aviation Strategy."

14.2.30 At a general level, the Aviation Policy Framework (2013) set out the Aviation Forecasts in paragraphs 1.50 – 1.56 and paragraph 1.54 concluded that the major South East Airports would be likely full by 2030, and possibly either later or sooner.

14.2.31 More recently and also at a general level, Section 2 of the Airports National Policy Statement (July 2018) sets out the overall need for additional airport capacity in the UK in overall terms (see paragraphs 2.9 and 2.33). Section 2 highlights the overall economic benefits of both air freight and tourism. Paragraphs 2.10-2.18 explain the need for new airport capacity. It considers that aviation demand is likely to increase significantly between now and 2050. All major airports in the South East are expected to be full by the mid-2030s, with four out of the five full by the mid-2020s. Demand is expected to outstrip capacity by at least 34% (paragraph 2.12). The government states that not increasing capacity would be damaging to the economy and result in negative impacts on passengers (paragraphs 2.16-17). Therefore, Section 2 of the Airports National Policy Statement (July 2018) is a material planning consideration.

14.2.32 The Airports National Policy Statement also refers to the work of the Airports Commission which published its final report in July 2015. In line with paragraph 2 of the Aviation Policy Framework (2013), Paragraph 2.28 of the ANPS states:

"The Commission's remit also required it to look at how to make best use of existing airport infrastructure, before new capacity becomes operational. The Commission noted in its final report that a new runway will not open for at least 10 years. It therefore considered it imperative that the UK continues to grow its domestic and international connectivity in this period, which it considered would require more intensive use of existing airports other than Heathrow and Gatwick."

14.2.33 The Beyond The Horizon (June 2018), paragraph 1.4, explains that the 2017 forecasts by the Department for Transport, include London airports including Stansted, and "*reflect the accelerated growth experienced in recent years and that demand was 9% higher in London in 2016 than the Airports Commission forecast. This has put pressure on existing infrastructure*…"

14.2.34 Since the instroduction of the above documents and the change of government administration the Department of Transport have issued a Policy Paper of "*Government update on airport expansion*" which was Published 30 January 2025. This similarly emphasised the importance of the aviation industry on UK economy and supporting service sectors. It stated "*According to the Department for Transport (DfT) analysis of Office for National Statistics (ONS) statistics, the air transport sector directly contributed £14 billion to UK GDP in 2023 and provided over 140,000 jobs across the UK in 2022, supporting many more jobs indirectly*." The Policy Paper continued to highlight the government is committed to securing the longterm of UK aviation sector, keeping the UK competitive as a globle leader in aviation and "*it's crucial that aviation infrastructure remains world-class*." It re-emphasied that capcity constriants hinder the country's ability to acknowledge growth benefits, and that Heathrow is nearly at full capacity and the economic implications for this and remaining competitive in the aviations sector.

14.2.35 The Policy Paper in relation to unlocking airport capcity to boost growth says "*London Stansted has confirmed an additional £1.1 billion investment into extending its terminal and enhancing the passenger journey, which they expect will double its economic contribution and create up to 5,000 new jobs*." This proposed application would further increase the number of on site jobs by 900 on top of the forecast 16,300 jobs that would result from the 2021 consent, resulting in a total of 17,200 (16,000 FTE).

14.2.36 It is reasonable to consider that the requirement for more intensive use of other airports, such as Stansted, by making best use of their infrastructure, is a government imperative based on evidence and consultation and so can be given significant weight here. It is also very clear that the Government understand the role of aviation and the connectivity has in terms of the UK's economic future. The long term furture growth plans for East Anglia and the innovation corridor of London - Cambridge where Stansted is located in the heart of this providing a key major strategic catalist in this corridor. And, therefore the development of the airport is of regional importance. It has been stated within the planning submission that the staged approach of growth for the airport allows the re-evaulation and review of potential numbers, fleet modernisation and air traffic forecast information, which is forever changing. In terms of airlines planning this is stated to take sometime to agree contracts both in terms of new aircraft and new routes, which takes account of the development review process.

14.2.37 Below is Figure 3.2 from the ES highlights the key London to Cambridge corridor. The ES stated that "*The UKIC generates £189bn Gross Value Added (GVA) and individual GVA per hour is 20% above the UK average. Moreover, the number of jobs in the Corridor increased at more than twice the national rate between 2014 and 2024*." This highlights the importance of the corridor economically and regionally.

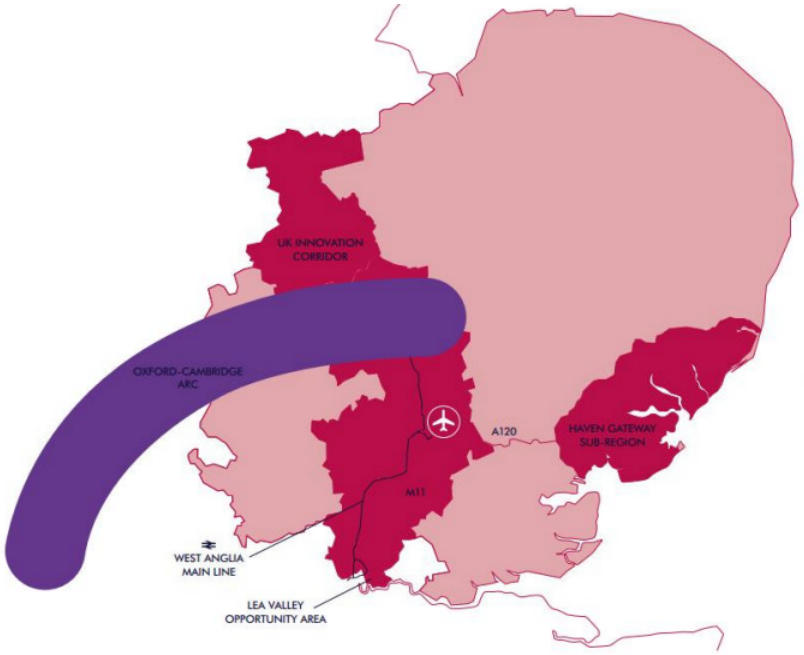


Figure 3.2: Stansted Airport in the context if the UK Innovation Corridor, Oxford-Cambridge Arc and the Lea Valley Opportunity Area.

14.2.38 The draft local plan has under gone examination and main modifications. The Draft plan has only limited weight at the time of writing this report as the Inspectors' report and recommendations are still awaited. Nonetheless, there are no in-principle conflicts with its content.

14.2.39 In terms of current London airport position, London Luton was recently granted a Development Consent Order, 3rd April 2025, for expansion of passenger number from 18mppa to 32mppa, including: new terminal capacity; additional taxiways and other transport infrastructure; the construction of landside support buildings; surface access adjustments; mitigation works and other associated development. This consent is currently subject to Judicial review.

14.2.40 London Gatwick was also granted a Development Consent Order for moving a runway 12m north of the main runway to allow more flights. Third parties have applied to Judicially Review the Gatwick decision, on the basis of failure of Planning Inspectors to properly assess the planning application on a number of grounds.

14.2.41 London City Airport applied to London Borough of Newham to make changes to their existing planning consent in December 2022 (22/03045/VAR) for the following;

Section 73 application to vary Conditions 2 (Approved documents) 8 (Aircraft Maintenance) 12 (Aircraft Stand Location) 17 (Aircraft Take-off and Land Times) 23, 25, 26 (Daily limits) 35 (Temporary Facilities) 42 (Terminal Opening Hours) 43 (Passengers) and 50 (Ground Running) to allow up to 9 million passengers per annum (currently limited to 6.5 million) arrivals and departures on Saturdays until 18.30 with up to 12 arrivals for a further hour during British Summer Time (currently allowed until 12.30), modifications to daily, weekend and other limits on flights and minor design changes, including to the forecourt and airfield layout attached to planning permission 13/01228/FUL allowed on appeal APP/G5750/W/15/3035673 dated 26th July 2016 which granted planning permission for; "Works to demolish existing buildings and structures and provide additional infrastructure and passenger facilities at London City Airport"

14.2.42 This planning application was refused 24th July 2023 on noise impacts. The Secretaries of State concluded that the appeal should be allowed, maintaining the full curfew period, while allowing other operational expansion at the Airport and grant planning permission on that basis, (19th August 2024).

14.2.43 The Planning Inspectorate issued a Scoping Opinion for the expansion of Heathrow airport for "Expansion of Heathrow Airport to enable at least 740,000 air traffic movements per annum and including a new runway to the north-west of the existing airport; supporting airfield, terminal and transport infrastructure; works to the M25, local roads and rivers; temporary construction works, mitigation works and other associated development" (13th October 2025).

14.2.44 Whilst the above context is a consideration the subject application needs to be assessed on its own merits.

14.2.45 A recent government policy paper released 30 January 2025 stated;

"***Airport expansion as part of the government's wider aviation strategy*** *- The government is committed to ensuring that the economic benefits of airport expansions are delivered in line with our legal, climate and environmental obligations.*

It is critical that the government's wider aviation strategy tackles the carbon and environmental impacts of aviation. That is why the government has taken extensive action to tackle these issues.

This includes introducing a Sustainable Aviation Fuel (SAF) Mandate and committing to a Revenue Certainty Mechanism to spur

investment in UK SAF production, creating jobs, growth and a supply of SAF for UK airlines.

It also includes launching the Jet Zero Taskforce to convene the UK aviation sector and providing the Aerospace Technology Institute (ATI) Programme with nearly £1 billion to support the development of new low and zero carbon emission aircraft.

The government is delivering quicker, quieter and cleaner journeys through airspace modernisation, including consulting on designing more direct and efficient flight paths and realising environmental benefits by saving over 12,000 tonnes of CO2 per year.

The government is also setting noise abatement procedures at some larger airports such as Heathrow and is ensuring that the industry reduces its noise impacts. As a result, the area of noise levels deemed to cause significant community annoyance has reduced by up to 40% around Heathrow and there has been a reduction in population exposure of up to 37%.

This is a government that takes aviation seriously and is committed to sustainable growth. Heathrow expansion is an important part of this agenda, enabling us to create more jobs, boost investment and secure the UK's long-term position as a global leader in aviation."

Government update on airport expansion - GOV.UK

14.2.46 There have been other recent government national policies relating to aviation. Invest 2035 the Uk Modern industrial strategy which focused on economic drive and Aviation 2050 The future of UK Aviation (December 2018) which was a consultation document seek long term view for the vision of aviation which would have informed the Aviation Strategy. Following the Pandemic this led to the later release of Flightpath to the Future (2022) which was a 10-point plan for aviation commitments over a 10-year period covering four themes;

- Enhancing global impact for a sustainable recovery;
- Embracing innovation for a sustainable future;
- Realising benefits for the UK; and
- Delivering for users.

14.2.47 There are other documents relating to Jet Zero 2050 (2020) regarding the reduction of aviation carbon emissions, also the Government's Overarching Aviation Noise Policy is founded in the International Civil Aviation Organisation's (ICAO) Balanced Approach to Aircraft Noise Management, which acts as an international framework to address the impact of aviation noise. These will be discussed further on in the report.

14.2.48 Uttlesford Local Plan Policy S4 makes no provision except in development zones for expansion of existing airport infrastructure at Stansted. The reasoned justification refers to the particular significance of national airports policy. The material consideration of the APF (2013) supports making better use of existing runway capacity and through measures to make best use of existing capacity. The most recent particular Policy Statement guidance, the BTH (June 2018), supports in paragraphs 1.25-1.29, making best use of existing runways, taking account of all relevant considerations. It is reasonable to attribute significant weight to the national policy of supporting best use of existing runways, whereas the APF offers general policy support for maximising the capacity of the airport at both local and national level, subject to the environmental impacts being managed or mitigated.

14.2.49 It is on this basis that the applicant is applying for an increase in passenger numbers from the permitted 43mppa to 51mppa. The proposed authorisation would be achieved within the context of the currently permitted aircraft movements of 274,000 under the 2021 Planning Permission (but not under the 2008 permission) and airlines altering the nature of the aircraft fleet size (so as to provide more seating capacity) to accommodate more passengers, which change of aircraft type is stated by the applicant in its Aviation Forecast (May 2025) to be currently underway. When the current application was made, notwithstanding the 2021 Planning Permission authorising the same operational development, the application originally proposed the construction of airfield infrastructure in the form of a Rapid Access Taxiway (RAT) and Rapid Exit Taxiway (RET). However, the the RAT and the RET have since been removed from the application proposal and replaced with amendments to the RET already approved under the 2021 Planning Permission that would result to increase the bell mouth of the RET exit point (if built) by 22.8sqm to ensure the new aircraft types could safely leave the runway via the RET authorised by the combination of the 2021 Planning Permission and the new proposed planning permission.

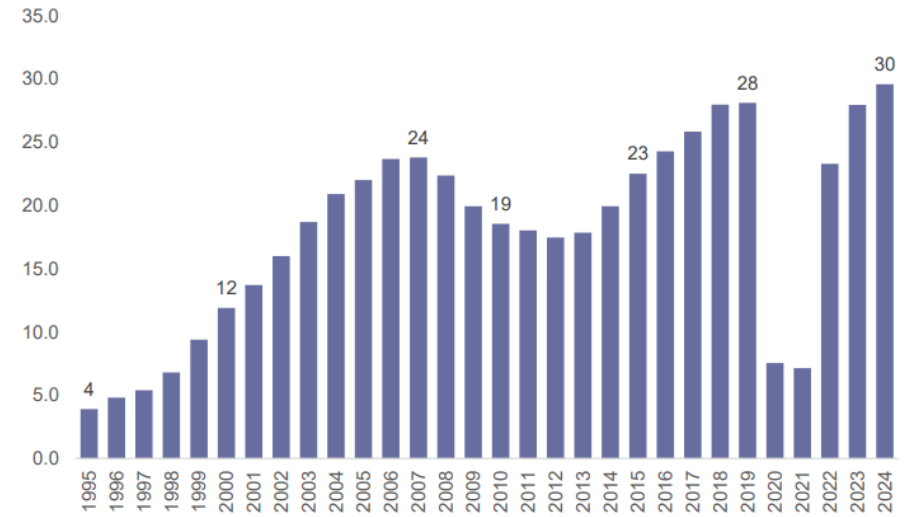
14.2.50 Taking into account forecast passenger throughput parameters, and the terms of the development descriptions in the 2021 Planning Permission and the proposal, it is clear that the application proposal is parasitic on the beginning of the 2021 Planning Permission and is projected to be necessary from 1st January 2034. The Aviation Forecast also evidences that the trajectory of passenger throughput of 35mppa would be reached by 2027/2028. Therefore, it is reasonable to consider that the 2008 Planning Permission is foreseeably to reach its limit in the near term and so the applicant is likely to have to begin the 2021 Planning Permission by 20th June 2026. Therefore, Officers considers that the 2021 Planning Permission can be properly considered as a material consideration known as a ‘fall-back’ position in the determination of the current application. The Aviation Forecast (May 2025) shows the passenger throughout trajectory as expected to then reach the proposed permitted 43million passengers by 1st

January 2034. See below the extract Figure 4.14 from the Aviation Forecast.

14.2.51 As stated above, the Airport is located within an identified economic strategic growth corridor of London to Cambridge along the M11 route. This facilitates an important function of the economic investment and growth of the region.

14.2.52 Since MAG / STAL purchased Stansted Airport in 2013 recorded information shows an increased in passenger numbers from 17.8m in 2013 to 24.3mppa in 2016. To the year ending July 2018, actual throughput was measured at 27mppa (7.3% up on the previous year) according to CAA data, being a higher percentage than the Department for Transport's scenario forecasts. COVID19 and recession had seen numbers drop but has since steadily recovered to circa 30mppa.

4.3.1 Figure 4.5 shows the growth trajectory of Stansted over the past 28 years.



Source: CAA

Figure 4.5: 1996-2024 Historical passenger growth at Stansted Airport (mppa)

Above: Aviation Forecast

14.2.53 The historical passenger growth of the airport has shown a steady increase in passenger numbers, but also characteristically affected by the economic downturn in the recession period 2008-9 and the pandemic in 2020-21. During 2023-24 this has seen the recovery in the passenger numbers. Manchester Airports Group acquisition in 2013 followed period of uncertainty resulting from BAAs ownership disputes.

14.2.54 Aircraft sizes have increased over the years, with the average passenger aircraft size being 184 seats at Stansted in 2016. This had an average loading of 87%, around 160 passengers per Passenger Air Traffic Movement (PATM). This is an increase from 77% loading and 133 passengers per PATM since 2006. PATMs in 2016 were

approximately 152,000 and Cargo Air Traffic Movement (CATMs) were 14,000.

14.2.55 The previous planning submission ES highlighted set out the passenger demand forecast for London Airports. Comparison between the two shows a level of unmet demand in the London area from 2022, assuming existing constraints remain in place. These figures/assumptions were pre-covid, however the market is considered to have generally recovered. This would nonetheless account for the current number of airport expansion applications submitted. The table below demonstrates the London passenger demand forecast to 2041, if it were unrestricted. This shows a growing projection of passenger numbers across the London's main airports that would need to be met.

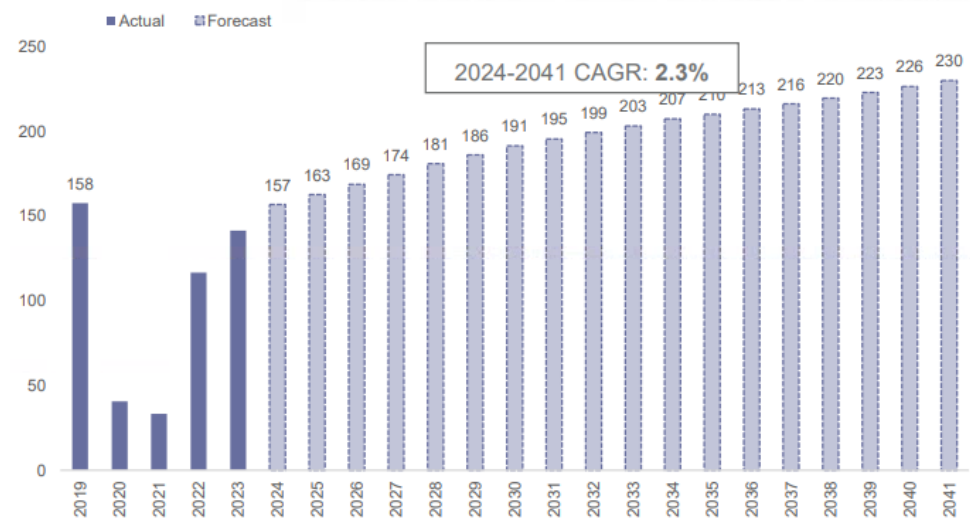


Figure 4.13: London passenger demand forecast (mppa, unconstrained)

14.2.56 Figures 4.14 and 4.15 demonstrate the projected forecasts for passenger numbers and Passenger Air Traffic Movements (PATM) over the same period to 2041 which equally shows this increase in numbers over time.

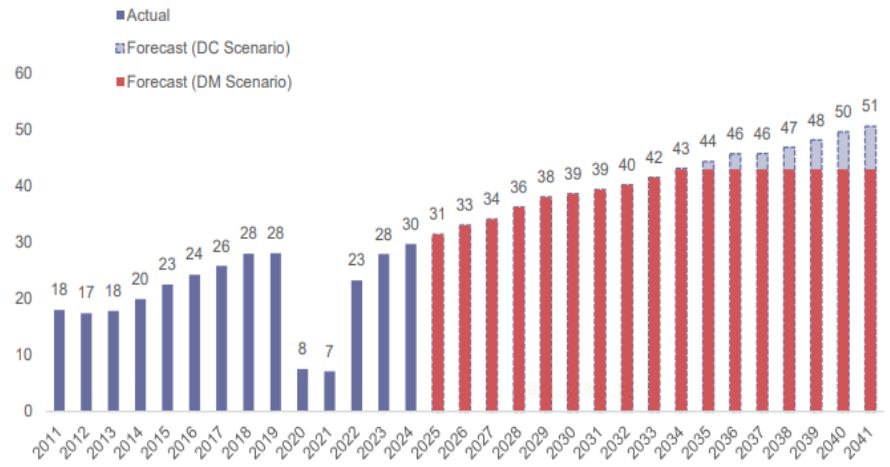


Figure 4.14: Stansted passenger forecast (mppa)

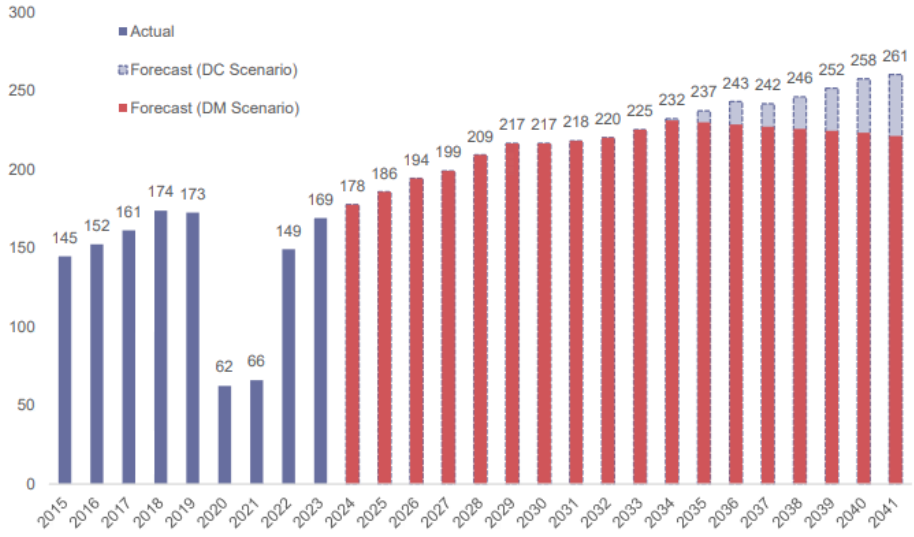


Figure 4.15: Stansted PATMs forecast (000s)

14.2.57 The above forecast growth is in line with Government Policies as discussed above in terms of Aviation Policy Framework, Beyond the Horizon and Airports National Policy Statement.

14.2.58 This growth of the airport has seen a range of economic benefits, as summarised in table 6.3 of the ES, including meeting flight demand, £1.2 billion UK GVA, and 15,000 jobs.

14.2.59 The economic benefits are considered significant and in accordance with Government national policy, strategies and paragraph 104 NPPF.

14.2.60 Several businesses and organisations have written in support of the planning application.

14.2.61 The support for economic benefits is naturally balanced with localised objections from Parish Council's and residents relating to

fundamentally noise, infrastructure capacity, parking problems, air quality which will be discussed in more detail below. These representations can be seen in Appendix A.

14.2.62 The expected growth is envisaged to be accommodated by larger planes, coupled with long-haul route development.

14.2.63 The previous 2021 consent included the construction of a new Rapid Arrival Taxiway (RAT) and Rapid Exit Taxiway (RET) and 9 additional aircraft stands. The subject application proposes an amendment to the approved taxiways. Principally, the RAT and RET provide facilities which would permit the optimisation of the runway. The runway is capable of handling large, wide body aircraft but the majority of aircraft are smaller narrow body aircraft. The layout of the runway does not provide for best use of the runway, requiring aircraft to have longer than necessary taxiing periods. The 2021 LPA assessment of the 43mppa scheme stated that the "*The additional RAT and RET would enable aircraft to enter and exit the runway at more optimal points. This would have additional benefits such as reduced fuel burn time, reduction in noise and pollution associated with that burn time and the taxiing movements*." This is still considered to be the case and the amendments to the RET and RAT would enable further easier use of the taxiways. The submitted Planning Statement (May 2025) reaffirms that "*The locations and design of the new taxiways, Mike Romeo Rapid Exit Taxiway (RET) and Runway Tango Rapid Access Taxiway (RAT), are based on operational and regulatory requirements and will optimise sequencing of departures, reduce runway occupancy times on arrival, and together will lead to an incremental increase in runway capability in peak periods, with a modest uplift of five additional movements in any individual hour (to 55). More importantly, the taxiway works will improve the efficiency of the airfield which means that peak airfield operations (taxiing, take-off and landing) can be maintained over longer, more sustained periods without congestion or delays occurring*."

14.2.64 In terms of design policy, good design is central to the objectives of both National and local planning policies. The NPPF requires policies to plan positively for the achievement of high quality and inclusive design for the wider area and development schemes. Section 12 of the NPPF highlights that the Government attaches great importance to the design of the built development. This is reflected in Policy GEN2 of the adopted Local Plan.

14.2.65 Local Plan Policy GEN2 is relevant and sets design criterion.

14.2.66 The proposed physical works are considered to be acceptable in design and layout. This has been confirmed by the Urban Design Officer.

14.2.67 This is considered to be in accordance with Local Plan Policy GEN2 and the NPPF.

14.2.68 The physical infrastructure works would result in short-term impacts such as noise and disturbance in respect of vehicular movements, and the construction works. However, these will be discussed in more detail further on in this report.

14.2.69 It is reasonable to consider that the Environmental Statement and Figures above appropriately show the forecast growth of Stansted airport based on the local and commercial knowledge of the applicant.

14.2.70 The Environmental Statement (ES) assesses the environmental impacts of the proposals across a range of topics. The approach of the ES is to consider the baseline of existing environmental conditions. The ES sets out comparison to be made is between the 'Do Minimum' and the 'development case'.

14.2.71 The local planning authority is considering the impacts of the proposals over and above the permitted development, i.e. the difference between Do Minimum (implementation of the 43mppa application) and the 'development case' the uplift of 8mppa. This is because the Do Minimum scenario already has planning permission and is expected to go ahead irrespective of the decision in respect on this application, and considering the ES forecasts, reasonably represents a fall-back position.

14.2.72 The principle of the development is considered to be acceptable and in supported by Government, and local policies, but overall acceptability is subject to the detailed consideration of the impacts of the development. Great weight is placed on the regionally strategic economic benefits the development would bring.

14.3 B. Surface Access and Transport

14.3.1 The NPPF (2024) has an overall presumption in favour of sustainable development. Paragraph 8 sets out the parameters for assessing if development is sustainable i.e. meeting economic, social and environmental objectives. Section 9 promotes sustainable transport. Paragraph 110 requires that the planning system actively manage patterns of growth in support of the objectives identified in paragraph 109 (a)-(f). Paragraph 110 states "*The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. <u>However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making</u>*." The highlighted section,

which is personally emphasised, is considered important to note in relation to the siting of the airport being in a rural location.

14.3.2 The NPPF highlights in paragraph 109. (e) promoting first walking, cycling and then facilitating access to public transport, and to ensure the environmental impacts of traffic and transport infrastructure are identified, assessed and taken into account, including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains (paragraph 109). In addition to economic impacts, Beyond the Horizon (June 2018), paragraph 1.29, requires that careful account is taken of all relevant considerations, particularly environmental impacts and proposed mitigations.

14.3.3 Paragraph 5.5 of the Airports National Policy Statement (2018) states: "*The Government's objective for surface access is to ensure that access to the airport by road, rail and public transport is high quality, efficient and reliable for passengers, freight operators and airport workers who use transport on a daily basis. The Government also wishes to see the number of journeys made to airports by sustainable modes of transport maximised as much as possible. This should be delivered in a way that minimises congestion and environmental impacts, for example on air quality*."

14.3.4 Alternative means of transport to the private car and minimising environmental impacts are fundamental principles of sustainable development. As set out in the Transport Assessment (Chapter 6, Volume 3 of the ES), in 2025.

14.3.5 NPPF Paragraph 115 states;
"*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

(a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users;

(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and

(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

14.3.6 The NPPF goes onto state in Paragraph 116 "*Development should only be prevented or refused on highways grounds if there would be an*

unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

14.3.7 Paragraph 116 seeks to give priority to pedestrian and cycle movement, creating safe spaces, efficiency of emergency vehicles and enabling charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

14.3.8 Policy GEN1 of the Local Plan requires developments to be designed so that they do not have unacceptable impacts upon the existing road network, that they must compromise road safety and take account of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired and encourage movement by means other than a vehicle.

14.3.9 Three Highway Authorities: National Highways, Essex County Council and Hertfordshire County Council have been consulted of the planning application as well as Active Travel England (ATE). All of their comments have been outlined in Appendix A.

14.3.10 The 43mppa planning application was approved whereby the highway impacts of the have been assessed and mitigated with a series of conditions and a comprehensive S106 Agreement. A copy of the S106 Agreement can be seen in Appendix B, alongside the previous Planning Inspectors decision.

14.3.11 The airport, although in a countryside setting, is a highly sustainable hub with its own railway station linking to London and Cambridge. It has a coach station whereby both Airport Bus Express, National Express and other carriers offer direct connections to the heart of London. National Express offers services to Oxford via Milton Keynes, stopping at Luton Airport; and a route from Norwich and Cambridge connecting to Heathrow Airport. There are also airport -specific local bus services such as the X30 and X10 which link Southend, Leigh-on-Sea, Rayleigh, Rawreth, Chelmsford, Broomfield, Ford End, North End, Barnston, Great Dunmow, Wickford, Basildon and Stansted Airport. There are also a number of footpaths and public Rights of Way connected to the airport.

14.3.12 The Environmental Statement accompanying this application, and for the purposes of EIA seeks to identify the environmental effects, both positive and negative, of the proposed development for 43 to 51mppa that would be brought about by its construction and operation with the level of significance expressed as major, moderate, minor or negligible. Surface Access and Transport is one of the topics which has been scoped into the Environmental Statement and focused on. The Environmental Statement generally use the following forecasts to develop the baseline and assessment scenarios:

• 2023 – Existing Baseline Year;

• 2034 – Transitional Year;
• 2041 – Principal Assessment Year Do Minimum 43mppa; and
• 2041 – Principal Assessment Year Development Case 51mppa.

14.3.13 Airport public transport connectivity has been looked at in detail within the planning submission. The airport undertakes to encourage the use of sustainable transport to and from the airport and undertakes regular Strategy updates, every 5 years, which include the following, as most recently updated;

- Sustainable Development Plan 2025
- Stansted Bus Coach and Railway Strategy 2025-2030
- Stansted Walking and Cycling Strategy 2025-2030
- Stansted Employee Travel Plan 2025-2030

14.3.14 Within the Planning Statement the applicant says that the Civil Aviation Authority has a history of data demonstrating an increase in the number of passengers that have moved from car mode to public transport mode. It states that over the course of 20 years the CAA survey data (not including during the pandemic) shows the public transport mode going from 34.1% in 2000 to 51.9% by 2019, the highest for any major airport in the UK. The latest 2023 figures from the CAA Passenger Survey data shows post recovery from Covid-19 from 45.4% in 2022 to 48.5% in 2023. The 43mppa application secured a 50% public transport mode within the S106 Obligation. It is proposed as part of this planning application that this would be further uplifted to 54% by year 2041. This aspiration is welcomed and line with, Local Plan, general government aviation policies and the NPPF. The Planning Statement highlights that "*The excellent rail services to and from Stansted Airport will continue to operate within capacity during the 2041 assessment year and there will be continued growth in demand for bus and coach services to and from the airport that will be likely met by operators on a commercial basis*."

14.3.15 In the ES, the Surface Access and Transport Assessment consideration is given to the residual highway traffic on the surrounding highway network and road users, also the additional impact on public transport from passenger users and employees associated with the development.

14.3.16 The Transport Assessment highlights that the predicted traffic increase from the uplifted cap of an additional 8mppa would have a <2% increase on most of the local roads and not more than 8% on trunk roads. The largest increase would be 10% on Thremhall Avenue and the Thremhall Avenue link to the A120.

14.3.17 In terms of Junction 8 - M11, additional capacity has been created as a result of works that have recently been undertaken, which has assisted in redistribution traffic on the network. This has been considered as part of the modelling work undertaken. The planning

submission highlights that the Transport Assessment analysis impact of the proposed scheme upon Junction 8 M11 to have a **minor impact** compared against the 2041 – Principal Assessment Year Do Minimum 43mppa scenario. It is recognised that the junction is already congested during peak hours, which has been considered during the assessment. The detailed analysis demonstrates the proposal to remain within capacity and the degree of increase in traffic volume to be well below the 10% threshold set by IEMA (Institute of Environmental Management and Assessment) which provides comprehensive guidance on Environmental Impact Assessments (EIA). The EIA therefore has identified this impact as being **negligible**.

14.3.18 As highlighted in paragraph 14.3.9 above, the Highway Authorities have been consulted of the planning application as well as Hertfordshire County Council and their comments have been outlined in Appendix A.

14.3.19 Highway Vissim modelling work has been undertaken by ECC Highways in liaison with National Highways. An assessment methodology was agreed between the determining Highway Authorities and the applicant, including the signal timings adjustment at the M11's J8. The modelling looked at 3 different scenarios for the morning and afternoon peak hours. These are;

- Base models (current situation using 2024 traffic surveys)
- 2041 Do minimum (DM) 43mppa
- 2041 Development case (DC) 51mppa

14.3.20 The modelling methodology covered the following;

"*The core original DM / 51 MPPA and core signal timing adjustment scenarios have been assessed on the following parameters:*

- *Average network delay in seconds*
- *Average network speed in mph*
- *Average network stops per vehicle*
- *Average network latent demand in vehicles*
- *Red route eastbound travel time in seconds. This travel time route is from the A120 eastbound to Round Coppice Road*
- *Blue route southbound journey time in seconds. This travel time route is from the M11 (north) to the A1250*
- *A120 (west) average and maximum queue lengths in metres at the A120 / A1250 junction*
- *A1250 average and maximum queue lengths in metres at the A120 / A120 junction*
- *M11 J8 (north) left turn average and maximum queue lengths in metres at the M11 J8*

Queue lengths / travel times for other approaches and routes have not been reported within the main part of the report as overall there is very little change to these queue lengths / travel time routes."

14.3.21 The modelling concluded "*The study has shown that in the AM peak, these signal timing adjustments considerably reduce journey times and queuing on the A120 (west) approach. The benefit is greater for the DM scenario than the 51 MPPA scenarios. There is only a very marginal increase in journey times from the M11 (north) slip road. Average lengths on average decrease by approx. 534 metres for the DM and 376 metres for the 51 MPPA.*

In the PM peak, across the network, there is no benefit from the signal timing adjustments, however queue lengths and journey times still decrease slightly on the A120 (west) approach, with a corresponding increase in travel times and queue lengths on the M11 (north) approach.

While the altered signal timings do provide for better network performance, concerns over the length of queues on the A120 (eastbound, west section) remain that are explained in the conclusion of the main report. The 51 MPPA scenario still worsens the A120 eastbound queue length significantly in the AM peak. Hence the recommendation to seek further mitigation at M11 J8 stands."

14.3.22 A technical note has been provided in terms of the assessment of the M11J8 alongside the modelling work undertaken. This highlights that "*Trip modelling showed a considerable 23% increase in traffic flows from the 2024 base to the 2041 DM scenario for the AM peak and a 24% increase in flows from the 2024 base to the 2041 DM for the PM peak. This increase reflects considerable background growth and local development pressures including allocated housing and northside employment development. The increase in flows from the 2041 DM to the 2041 DC scenario is small at 1% for the AM peak and 2% for the PM peak*."

14.3.23 The sensitivity testing highlighted that "*An initial M11 J8 Forecasting Report (08 October 2025) produced by Jacobs, on behalf of ECC, concluded that the 2041 DC leads to a slight increase to delay, queues and travel times when compared to the 2041 [DM]. In particular, the M11 J8 Forecast Report identified noticeable increase in queue lengths and associated journey times on the A120 (eastbound), west of the A1250 / Birchanger Lane signalised junction, particularly in the AM peak*." As a result mitigation testing was undertaken to reduce queue lengths on the A120 east bound in the 2041 DC morning peak, of which amendments to the A120 east and A1250 lane are proposed. The Vissim modelling and mitigation proposed to address above concerns resulted in the following conclusions;

AM Network Performance

Time Period	Avg Delay			Avg Stops			Avg Speed		
	Base	DM	Dev	Base	DM	Dev	Base	DM	Dev
900-1800	57	93	93	1.1	2.8	2.7	40.2	35.0	35.0
1800-2700	67	116	116	1.4	4.0	4.0	38.6	31.6	31.6
2700-3600	88	152	152	2.1	5.8	5.8	35.2	27.3	27.3
3600-4500	96	180	180	2.3	7.9	7.7	33.9	24.3	24.3
Entire Hour	78	135	136	1.7	5.2	5.1	36.8	29.5	29.5

PM Network Performance

Time Period	Avg Delay			Avg Stops			Avg Speed		
	Base	DM	Dev	Base	DM	Dev	Base	DM	Dev
900-1800	70	75	77	1.5	1.7	1.7	38.0	37.1	36.8
1800-2700	65	77	78	1.2	1.6	1.7	39.0	37.1	36.9
2700-3600	66	95	98	1.3	2.4	2.6	38.4	33.9	33.4
3600-4500	66	100	107	1.3	2.7	3.1	38.6	33.4	32.3
Entire Hour	66	87	91	1.3	2.1	2.3	38.5	35.3	34.8

14.3.24 The traffic modelling outlined that there would be a significant increase in background traffic during the 2041 DM test which included the 43mppa and the northside development but did not result in queues on mainline carriageway of the M11 or A120 and no safety concerns are raised. With the proposed additional mitigation, the modelling concluded significant reduced queuing on the A120 eastbound approach to the A1250 and overall, approximately neutral operation of the junctions compared with the approved DM tests.

14.3.25 Following the modelling work and technical note National Highways removed its holding objection of 4th November 2025 subject to existing traffic reduction initiatives contained with the S106 for the 43mppa (2021) being carried over to this application with additional conditions (which is recommended by officers as essential should permission be granted).

14.3.26 ECC has stated "*Following our previous response dated 8th July 2025, the applicant has facilitated the VISSIM modelling of M11 Junction 8. This has involved updating the base model using survey data from 2024 and undertaking forecast modelling of a 2041 do minimum (DM) scenario and a 2041 development case (DC) scenario. In the DM scenario, the airport serves 43 million passengers per annum (43mppa) and in the DC scenario, the airport serves 51 million passengers per annum (51mppa).*

14.3.27 *"The outputs of the modelling exercise are summarised in Steer's technical note (dated 28th October 2025). As would be expected, there is a considerable increase in traffic flows from the 2024 base model to the 2041 forecast models due to background traffic growth. The 2041 DM scenario tested shows that M11 J8 will be at or close to capacity. The initial modelling run of the 2041 DC scenario showed that the situation worsened with the airport expansion, particularly on the A120 (west) arm of the junction. However, with the highway works now proposed by the applicant, the impact of the airport expansion itself is effectively mitigated, whilst the junction would remain at or close to capacity. The highway works now proposed are detailed at draft*

condition/obligation 1 below and at Appendix A of the technical note. These works mitigate the impact of the airport expansion on the local road network at the junction but do not mitigate the impact of non-airport growth between 2024 and 2041."

14.3.28 In terms of mitigation it has been stated,

"*The traffic modelling undertaken was based on the assumptions detailed in the Transport Assessment, and the mode shares inputted were in line with the commitments to be secured in the section 106 agreement accompanying this permission (detailed as draft conditions/obligations 7, 8 & 9 below) namely:*

- *That at least 54% of passengers use sustainable modes for surface access*
- *That only 12% of passengers use 'kiss and fly' for surface access – meaning arriving/departing in a car or taxi that then results in an 'empty' vehicle trip*
- *That only 45% of employees travel alone in a car to/from work*

14.3.29 *"A Local Roads Network Fund (LRNF) was established in the 2021 s106 agreement. This is administered by the Stansted Area Transport Forum Steering Group. The fund was set-up with £800,000 secured towards highways and £200,000 towards fly-parking. The highway authority is seeking an additional £800,000 be made available towards the LRNF for highways. We understand the applicant is also proposing an additional £200,000 towards fly-parking which we welcome.*

14.3.30 *"We request that additional money is made available to ensure that there is no detriment to the local road network. This mirrors the request for £800,000 secured under the 43mppa permission and the terms of its administration would broadly mirror those secured in the 2021 s106 agreement. The 2021 s106 agreement defines 'qualifying purposes' as being a) necessary to make the development acceptable in planning terms, b) directly related to the development and c) fairly and reasonable related in scale and kind to the development. Money can only be paid out from the LRNF if the works are for qualifying purposes. As such, no payment is made by the applicant unless and until the regulation 122 CIL compliance tests are met.*

14.3.31 *"The LRNF is available for the feasibility, design and implementation of highway improvements including (but not limited to) safety improvements, management/mitigation of combined impacts of future traffic and measures to improve accessibility for all modes of transport. The LRNF is currently only available for works on the local road network within Essex (i.e. not the Strategic Road Network operated by National Highways, and not local roads within Hertfordshire). The impact on the local road network at 43mppa, or beyond, is not yet known, and it is difficult to anticipate with current traffic modelling tools. In respect of the quantum of the £800,000 requested, given the*

intangible nature of the impacts it is intended to address, the sum cannot be subject to a precise calculation and the scale of the sum has been determined using professional judgment, considering experience of highway works in the wider area, the sum secured in the 2021 s106 agreement and the Transport Mitigation Fund secured in the recent Gatwick Airport Northern Runway decision, which is seen as a comparable application. It is foreseen that, where appropriate, the LRNF could be drawn upon in conjunction with other developments in the area, including sites allocated in the Uttlesford Local Plan, that also have highway impacts, allowing the pooling of contributions to deliver mitigation.

14.3.32 *"It is understood that no funds have yet been drawn-down from the LRNF secured for the 43mppa permission. However, given passenger numbers currently sit around 30mppa this to be expected and does not serve as evidence that bolstering the LRNF is unreasonable or unnecessary.*

14.3.33 *"The applicant is also proposing to retain and extend the Sustainable Transport Levy (STL) which we welcome. The STL is also administered by the Stansted Area Transport Forum Steering Group and is available to finance initiatives which promote modes of transport other than private motor vehicles, taxis and private hire vehicles, and which encourage car-sharing by employees and promote the use of sustainable modes of transport.*

14.3.34 *"As mentioned, both the LRNF and STL are administered by the Stansted Area Transport Forum Steering Group. The terms of reference for the Steering Group are set out in Annexure 8 of the 2021 s106 agreement. The Steering Group is the decision-making group for investment decisions relating to the LRNF and STL (amongst other things). The current terms of reference, in our view, are not sufficiently clear in setting out the decision-making process. We would welcome an amendment to the terms of reference setting out how decisions are/will be made by the Steering Group.*

14.3.35 *"The Local Road Monitoring Scheme (LRMS) set out in the 2021 s106 agreement is underway. The implementation plan was agreed between the applicant and Essex County Council in August 2023. The agreed implementation plan sets out a three-year rolling programme whereby in year 1 comprehensive surveys are undertaken and in years 2 and 3 interim surveys are undertaken. The plan sets out the strategy to 2037 as this was the anticipated year to be five years from 43mppa being reached. The LRMS should be extended for a period of 5 years after 51mppa is anticipated to be reached, and it seems prudent that a review clause be introduced due to the length of the monitoring period, to ensure the survey extents remain sufficient.*

14.3.36 *"For completeness, we have also reviewed the Railton's 'Interim Transport Review on behalf of Takeley Parish Council', Steer's*

response to that review dated 15th August 2025 and Railton's further summary comments dated 6th October 2025. We note that Railton also request an increase to the LRNF to mitigate the potential adverse impacts of the airport's further expansion. We note that Railton feel Steer have failed to respond to a number of the issues raised, however, we are satisfied that the modelling inputs are adequate as this has been demonstrated to us during our post-application engagement. We were provided with draft copies of the Employee Travel Plan (2025-2030), Walking and Cycling Strategy (2025-2030) and Bus, Coach and Rail Strategy (2025-2030), and agree that it would have been helpful for final versions of these documents to have formed part of the application as they are referred to in the Transport Assessment.

14.3.37 *"With regards the Priory Wood Roundabout, the modelling undertaken included the signalisation of this roundabout in line with the mitigation works secured for the development known as Stansted Northside (reference UTT/22/0434/OP). A narrower scope of work for the roundabout was secured in the 2021 s106 agreement. As the modelling did not test the airport's expansion to 51mppa without the wider signalisation scheme, draft condition/obligation (no. 17) is suggested. This provides for a review if the Stansted Northside mitigation has not been implemented, to ensure that the airport's expansion does not unduly impact highway capacity.*

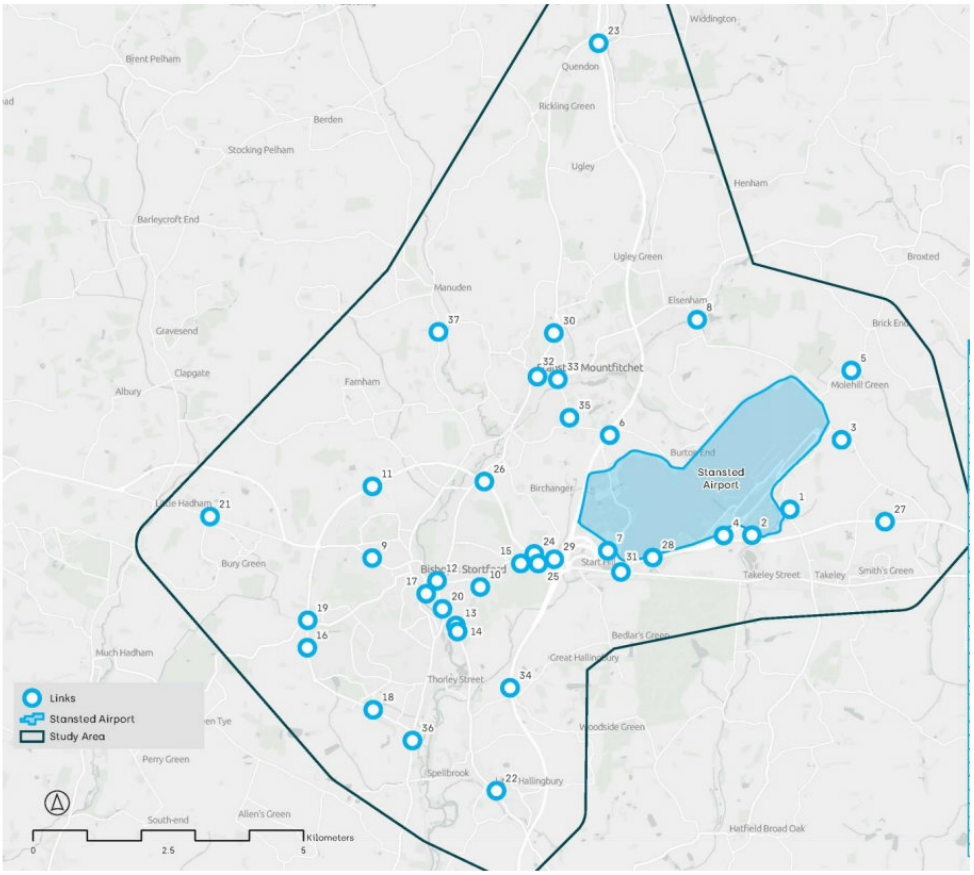
14.3.38 *"We welcome the applicant's intention to continue the rail-users discount scheme (reference 2021 s106 agreement Schedule 2 Part 2 Clause 6 and Annexure 7), the airport employee travelcard scheme (reference s106 agreement dated 14th May 2003 Schedule 4 Part 4 paragraph 13) and Real Time Information Systems (reference s106 agreement dated 14th May 2003 Schedule 5 clause 11)."*

To clarify, as a result of the recent detailed assessments and negotiations between all parties, no objection is now offered by either ECC Highways or National Highways subject to conditions and mitigation measures.

14.3.39 Hertfordshire County Council has raised additional highways concerns, predominately that key junctions in Bishop Stortford have not been assessed and contributions towards mitigation such as public transport are required. The applicant and LPA have been in discussions with HCC during the application to understand the concerns however officers do not consider there is evidence of an unacceptable impact on highway safety, or severe residual cumulative impacts on the road network in Hertfordshire. This has been addressed in the modelling work and the mitigations package. The Stansted Airport Transport Forum (SATF) is the existing foundation to assist in addressing surface access issues arising from the operation of the airport. It remains that the study area, covering 15km by 15km road network (study area identified in the plan below), models strategic roads which would carry

the concentration of airport traffic and the impacts as a result of the proposal are not predicted to be significant.

Figure 6.2: Baseline Traffic Road Links



Above: Strategic Road Network Study Area (from ES)

14.3.40 To summarise, the enhanced package of transport mitigations include carrying forward all those secured under the 2021 permission (as listed in paragraph 14.13.3.15), plus:

- An additional £200k (index linked) towards surface access which will be to support fly parking monitoring and management schemes.
- Extension the monitoring period to cover the 51mppa undertake a scheme of traffic and fly parking monitoring.
- Increase public transport mode share for (non-transferring) passengers to 54%
- M11 J8 - A120/A1250 highway scheme ahead of reaching 51mppa (improved lane markings and signage)
- M11 Junction 8: the applicant to undertake the previously-agreed Highway Mitigation Scheme at M11 Junction 8.
- Local Road Network Fund extended and additional £800,000 will be added to 2021 sum (taking it to c.£2m).
- Local Bus Network Development Fund – a contribution of an additional £1million on top of that secured in 2021.

- Bus & Coach station improvements from 2021 carreid forward with other provisions, including the Sustainable Transport Levy.
- Stansted Area Transport Forum – Active Travel England to be given a place on Forum.

Full details of heads of terms are set out in 14.11 below.

14.3.40.8 In terms of the CIL compliance of requested obligations in line with Regulation 122 of the Community Infrastructure Levy (CIL) Regulation s 2010 this **IS** considered and discussed later on in this report.

14.3.41 In terms of rail services, it was outlined in the Transport Assessment that there would be spare seating capacity during peak hour services in both directions in 2041 – Principal Assessment Year Development Case 51mppa, particularly as 12 carriage trains have been introduced. The difference in seating capacity between 2041 Do Minimum 43mppa and Development Case 51mppa is below 8% change in demand, which is considered to be of **minor negative** significance in ES terms. The Greater Anglia services to Cambridge is predicted to see 846 passengers each way per day in the Development Case scenario and still operating within capacity of the service and stated to have a **negligible** effect. It also highlights that Cross Country services will have a 20% standing spare capacity in the pm services, with the future demand for service pushing an increase to accommodate this, having therefore a **minor negative** effect. Cross Country (XC Trains Limited) have written in supporting the planning application and are aware of the passenger increase that would result from the proposed development. They have stated "*This application also aligns with our own investment plans, including the extensive refurbishment of our Turbostar train fleet that serves Stansted, which will further improve the passenger journey experience*."

14.3.42 Network Rail have been consulted as owner and operator of the UK railway system, who focus on maintaining the railway tracks and infrastructure. They have been working directly with the applicant and raise no objection to the application. Refer Appendix A.

14.3.43 No data was stated to be available in terms of bus and coach passenger loading. It had been concluded however that there is likely to be a change in demand between the 2041 Do Minimum 43mppa and the Development Case 51mppa scenario of which the service, similar to the railway situation above will adapt to cater for this demand in the future. As a result, it has been identified a **minor negative** effect. It should be noted that any increase in passenger demand upon public transport modes will facilitate in helping to keeping that service viable.

14.3.44 HCC raise concerns over the Local Bus Network Development Fund value, its governance and bringing forward new services. In terms of the governance the S106 the Agreement is owned and negotiation by

UDC. There is a STAF that is organised by STAL of which HCC has place on the membership. In terms of the Local Bus Network Development Fund further funding is being proposed as part of the mitigation package which will be discussed further in this report.

14.3.45 Active Travel England have also been consulted due to the scale of the application. They have not raised an objection subject to mitigation by way of contributions.

14.3.46 The Applicant's Planning Statement sets out "*The TA has identified those mitigation measures which will be implemented or continued in order to offset or reduce the impacts of growth to 51mppa, beyond those secured as part of the 35+ permission. Such measures include: extended time for ECC to benefit from the local roads fund and monitoring; the on-going Sustainable Transport Fund (from a levy on car parking); as well as extra funding for bus transport improvements…the TA goes on to demonstrate that the proposed development will not have a significant adverse impact on [the]..public transport network, and that it complies with policy at all levels*."

14.3.47 All of the 'minor negative' effects are considered able to be mitigated with the 'negligible negative' effects absorbed through the natural course of service expansion by rail and bus companies. The conclusion both from the Environmental Statement, Transport Assessment and Highway Authorities is the proposed development will not have a significant adverse effect upon the strategic or local highway network or public transport network, subject to mitigation. The ES concludes that the cumulative impacts of the additional traffic arising from the airport and other committed developments in the area along with background traffic growth is predicted to require minor enhancement of the M11 J8 (as already discussed).

14.3.48 It should be noted that the impact of construction traffic has been assessed by ECC Highways and there is no objection. The main construction works of the stands, RET and RAT, were taken into account as part of the 2021 consent and the addition of a small section of splay fillet proposed as part of this application is minimal in terms of impact.

14.3.47 The proposed development is therefore considered to be in accordance with Local Plan Policies and the NPPF in terms of transport.

14.4 C. Noise

14.4.1 A feature of the proposed application for an increase in the throughput of passengers from 43mppa to 51mppa from 2034 is the expected use of aircraft with increased numbers of seats and that are also a quieter type of aircraft than those that currently use the airport and were evaluated as part of the consideration of the 2021 Planning Permission

authorisation. Chapter 7 and 8 of the ES assesses the impacts of air and ground noise. This chapter needs to be read in conjunction with the accompanying noise assessment set out in Volume 2 of the ES and the Consultation Responses Appendix A.

14.4.2 There are different categories of noise produced in relation to an airport. Air noise is produced by aircraft in the airport on each aircraft departure from the start of the departure roll along the runway and, on arrival at the airport, air noise is categorised as ceasing at the point of departure from the runway onto a taxiway. By contrast, whilst not on the runway, and instead on the taxiway or stands, all aircraft taxiing is categorised and defined as ground noise. All noise generated by aircraft and servicing equipment on stands is also categorised as ground noise.

Air Noise

14.4.3 The NPPF requires a good standard of amenity for existing and future occupiers of land and buildings. Policies GEN2 and GEN4 of the Local Plan states that development shall not cause undue or unacceptable impacts on the amenities of nearby residential properties. Local Plan Policy ENV11 states "Noise generating development will not be permitted if it would be liable to affect adversely the reasonable occupation of existing or proposed noise sensitive development nearby, unless the need for the development outweighs the degree of noise generated." This policy is generally consistent with the NPPF but the NPPF is more specific with regard to existing businesses recognising the need to balance the needs of business and the protection of existing amenities. The policy therefore carries moderate weight.

14.4.4 Paragraph 187(e) of the NPPF (2024) states that development should contribute to and enhance the environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution. Paragraph 198 (a) states that planning decisions should ensure that new development is appropriate for its location taking account of likely effects as well as the potential sensitivity of the site or wider area to impacts that could arise. In doing so, they should mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

14.4.5 In March 2010 DEFRA published the Noise Policy Statement for England (NPSE). This sets out the aims of the Noise Policy as:
"Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

- avoid significant adverse impacts on health and quality of life;

- mitigate and minimise adverse impacts on health and quality of life; and
- where possible, contribute to the improvement of health and quality of life."

14.4.6 It emphasises the need to balance the consideration of the economic and social benefit of the activity under examination with proper consideration of the adverse environmental effects, including the impact of noise on health and quality of life. This should avoid noise being treated in isolation in any particular situation, i.e. not focussing solely on the noise impact without taking into account other related factors.

14.4.7 Paragraph 5.44 of Section 5 of the Airports National Policy Statement (July 2018) identifies that the impact of noise from airport expansion is a key concern for communities affected. High exposure to noise is an annoyance, can disturb sleep, and can also affect people's health. Paragraph 5.45 notes that it is not just the number of aircraft overhead that results in aircraft noise but also engine technologies and airframe design, the paths the aircraft take when approaching and departing from the airport, and the way in which the aircraft are flown.

14.4.8 There is recognition that over recent decades there have been reductions in aviation noise (air and ground) due to technological and operational improvements and that this trend is expected to continue. It notes that new generation aircraft coming into service have a noise footprint typically 50% smaller on departure than the ones they are replacing, and at least 30% smaller on arrival.

14.4.9 The government recognises that evidence has shown that people's sensitivity to noise has increased in recent years, and there has been growing evidence that exposure to high levels of aircraft noise can adversely affect people's health.

14.4.10 Paragraph 5.47 states that the government wants to strike a fair balance between the negative impacts of noise and the positive impacts of flights, which reflects the aims of the Noise Policy Statement for England.

14.4.11 There is no European or national legislation which sets legally binding limits on aviation noise emissions. Stansted Airport, as a noise-designated airport, is required to produce annual noise exposure maps. The International Civil Aviation Organisation introduced the concept of a 'Balanced Approach' to noise management (resolution A33/7). This is given legal effect in the UK through EU Regulation 598/2014 – the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach. This has four pillars:

i) Reduction of noise at source

ii) Land use planning and management
iii) Operational procedures
iv) Operational restrictions

14.4.12 The Balanced Approach operates by a preference for measures within Pillar i) before Pillar ii) and so on. Operational restrictions include the current night flight restrictions and are a last resort when measures within Pillars i) – iii) are deemed insufficient mitigation.

14.4.13 Beyond the Horizon (June 2018), paragraph 1.22 identifies that it is important that communities surrounding airports seeking to make best use of their existing runways share in the economic benefits of this, and that adverse impacts such as noise are mitigated where possible. Paragraph 1.29 states that careful account be taken of such relevant considerations.

14.4.14 Chapter 3 of the Aviation Policy Framework (2013) relates to noise and other local environmental impacts. Whilst this document predates the NPPF and the Airports National Policy Statement it is still the government's current policy and it also sets out, at paragraph 3.3, the aspiration to "*strike a fair balance between the negative impacts of noise (on health, amenity (quality of life) and productivity) and the positive economic impacts of flights*". It expects the benefits of aviation growth to be shared between the aviation industry and local communities. This means that the industry must continue to reduce and mitigate noise as airport capacity grows.

14.4.15 As noise levels fall with technology improvements the aviation industry should be expected to share the benefits from these improvements.

14.4.16 Paragraph 3.12 sets out the policy of the APF to "*limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise, as part of a policy of sharing benefits of noise reduction with industry*." The government's objective for aviation noise as set out in its Air Navigation Guidance 2017 (to the CAA) is to "*limit and where possible reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise*". There is no more detailed definition of the terms used.

14.4.17 Paragraph 3.21 of the Aviation Policy Framework identifies that some people consider themselves annoyed by aircraft noise even though they live some distance from an airport in locations where aircraft are at relatively high altitudes, other people living closer to an airport seem to be tolerant of aircraft noise and may choose to live closer to the airport to be near to employment or to benefit from the travel opportunities.

14.4.18 It is clear from the representations received that people living some distance from the airport consider themselves to be adversely affected by noise from aircraft. This is despite them being a considerable

distance outside of the 57dB 16hrLeq noise contour, or even the 51dB 16hrLeq. Annoyance at distance can be heightened by increased overflying against a relatively tranquil background.

14.4.19 Noise in respect of Stansted Airport is controlled and monitored under a variety of conditions and legislation, including legislation outside of the scope of the planning system. For example, the Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003 requires the airport operator to produce strategic noise maps and to adopt a Noise Action Plan (NAP) approved by Defra, to be updated every five years. In respect of night noise, this is controlled by the Night flight restrictions at Heathrow, Gatwick and Stansted. This sets a noise quota and flights quota and the current regulations were recently set in October 2025 and run to October 2028. The operation of the night flight restrictions is separate to this planning application and is not affected by it.

14.4.20 The ES stated that for air and ground noise, interim years have been assessed including the 'worst year' in effects, in accordance with EIA best practice and as recommended in the UK Airports the National Policy Statement (ANPS). In particular, noise has been assessed for the Principal Assessment Year (2041), the Transitional Year (2034) and the 'worst case' noise year (2038) where the greatest noise effects, by size of the air noise contours and other metrics (where applicable), are predicted. However, it also states that "*The next 10-15 years will also see a significant transition from current generation[2] aircraft to next generation[3] aircraft. From a 2023 baseline of less than 20% 'next generation' aircraft, the proportion of these new jets (primarily A320neo and B737Max family aircraft) is forecast to exceed 85% of PATMs by 2041. This trend is particularly relevant to the calculation of aircraft noise, which is discussed in ES Chapter 7 (Air Noise)"*

14.4.21 The ES has taken a study area for the air noise extending over an area of 25km by 30km centred on the midpoint of the runway. All residential properties within the study area have bene identified as sensitive receptors for the purposes of the assessment. The modelling and outputs have been produced from the CAAs consultants Environmental Research and Consultancy Department (ERCD) using their Aircraft Noise Contours (ANCON) model. The sensitive receptors taken into account include newly committed housing schemes within the study area.

14.4.22 It should be noted that there are noise restrictions which have been placed on the operation of the airport in terms of noise contours, noise limits and caps on the passenger numbers and number of flights which facilitate in the control of air noise. Conditions have been added recently to the 2021 consent.

14.4.23 The ES acknowledges this "*At present, there are the following stepped controls; the limit on the total number of aircraft movements is set at 274,000 per annum, with a passenger limit of up to 35mppa and the*

maximum extent of the noise envelope set at 33.9sqkm for 57dB LAeq,16hour (daytime). Beyond 35mppa the 54dB LAeq,16hour (daytime) noise contour area shall not exceed 57.4sqkm and by 2032 (or when a throughput of 43mppa is reached, whichever is the sooner) the contour area must not exceed 51.9sqkm. Once a throughput of 35mppa has been exceeded, the 48dB LAeq,8hour (night-time) noise contour area shall not exceed 74.0sqkm and by 2032 (or when throughput of 43mppa is reached, whichever is the sooner) the contour area must not exceed 73.6sqkm."

14.4.24 There are noise penalty limits which are set between certain hours of the day of which when breached monies collected are allocated to the local community, environmental and school projects through the Stansted Airport Community Fund.

Table 7.5: Stansted Airport Noise Penalty Limits

Period	Time Period	Noise Limit (L_{Amax} dB)
Day	07:00 – 23:00	89
Night	23:00 - 07:00	84

14.4.25 There are nighttime noise controls which are set by Government which are proposed to remain unchanged until October 2028;

Table 7.6: night flight regime controls

Season	Movement Limit	Quota Count Limit
Summer	8,100	4,650
Winter	5,600	3,310

14.4.26 The quota and movement limit system controlling nighttime flights applies to Heathrow, Gatwick and Stansted. The above table is Stansted's night flight restrictions during the hours 11.30pm and 6am.

14.4.27 A Sound Insulation Grant Scheme has been set up as part of the airports mitigations measures of which sensitive receptors experiencing certain levels of noise are entitled to claim to mitigate air noise levels. There is also noise complaint handling measures in place. The airport undertakes a noise action plan review every 5 years of which it is signed off by the Secretary of State of which the current action plan in place covers 2024-2028, there are also fixed noise monitors in place reading aircraft noise data every 3 months covering East Herts, Uttlesford and Harlow and a small section of South Cambridge.

14.4.28 The ES outlined a number of changes to the air noise levels over a period of time covering the study area identifying;

No change during daytime 2034 DC Vs. 2034 DM dB $L_{Aeq,\ 16hour}$
No change during nighttime 2034 DC Vs. 2034 DM dB $L_{Aeq,\ 8hour}$

+0.4 dB $L_{Aeq,\ 16hour}$ daytime increase 2038 DC Vs. 2038 DM

+0.2 dB $L_{Aeq, 8hour}$ nighttime increase 2038 DC Vs. 2038 DM
Classified as negligible adverse but minor in effect

+0.2 dB $LAeq_{, 16hour}$ daytime increase 2041 DC Vs. 2041 DM
+0.2 dB $LAeq_{, 8hour}$ nighttime increase 2041 DC Vs. 2041 DM
Classified as negligible adverse but minor in effect

-0.1dB $L_{Aeq, 16hour}$ daytime increase 2041 DC Vs. 2023 Baseline
-0.6 dB $L_{Aeq, 8hour}$ nighttime increase 2041 DC Vs. 2023 Baseline
Classified as negligible beneficial to negligible adverse but minor in effect

14.4.29 The effects of the air noise are not considered to be significant and the current measures in place are sufficient to continue to mitigate this. There are no cumulative air noise considerations to take account in terms of the nature of committed developments. The ES highlighted that **"***Technological advancements in aircraft design, and the way in which aircraft are operated, means that the fleet operating at Stansted will become progressively quieter and more fuel efficient with time; continuing a trend seen over recent years. This, plus the retention of the cap on aircraft movements, will mean that a throughput of 51mppa can be achieved within the noise and environmental limits that are already in place*." Based on various measures and government guidance in place and the airlines planned order for new generation aircraft to accommodate the passenger numbers there is no reason to doubt this.

Ground Noise

14.4.30 In terms of ground noise, such noise covers on the airfield ranging from;

Aircraft when they are on the airfield, including:

➢ Auxiliary power units (APUs) used when aircraft are on stand to supply cabin air and electrical power to the aircraft;

➢ Main engines running, to allow aircraft to taxi from stands to the runway (up to 'Start of Roll' for departures) and then when exiting the runway after having arrived (after any reverse thrust on landing). This includes engine start-up and shut-down when entering or exiting a stand, as well during holding on taxiways;

➢ Mobile ground power units (GPUs) used when fixed electrical ground power is not available;

➢ Fixed mechanical plant and equipment; and

➢ Aircraft engine ground run (EGR) testing.

14.4.31 For the assessment of the ground noise a study area of 8km by 8km has been taken which would include local noise sensitive receptors, which covered the same areas as the 2021 consent;

Receptor Location	Representative location	
	Easting	Northing
Molehill Green	556200	224700
Gaunts End	555100	225000
Tye Green	554100	224400
Ash Pub	553100	223600
Bury Lodge	552400	223100
Warmans Farm	552600	223900
Takeley	556200	221400
Elsenham	553900	226300
Brick End	557200	225900

14.4.32 The ES highlights that "*The levels of noise generated by aircraft on the round are substantially lower than those generated in flight. The highest levels of noise per movement are generated by a departing aircraft are when it is on the ground and the engines are operated at high power to accelerate along the runway and climb into the air, and on arrival when reverse thrust from the main engines is required to slow the aircraft at the required rate. These factors are included in the airborne aircraft noise assessment, and they act to influence the shape of the air noise contours in the immediate vicinity of the airport*." The noise is contained with the airport boundaries and the baselines used are the same as the Air Noise assessments as well as the assumed aircraft mix. "*Day-to-day aircraft ground noise is often only audible around the boundary of an airport or at receptor locations that are very close to it. It is normally perceived as a fluctuating, but otherwise continuous noise that has high frequency characteristics associated with jet engine inlet or turbine exhaust noise*." (ES) Proposed development works at the airport as well as cumulative committed development in the locality have been taken into account.

14.4.33 It has been highlighted within the ES that together with the restrictions placed on the 2021 consent including Condition 7 air noise condition there is also a ground noise obligation forming part of the 25mppa + consent unilateral undertaking under application UTT/0717/06/FUL which controls ground operations airside. This states;

"From the Implementation Date to issue and maintain the continuance of Director's Notices to the effect that:

1.1 The use of Air Start units, Ground Power Units, Air Conditioning units or any other items of ground servicing equipment which does not conform to current EU standards for noise suppression (85 decibels dBA at 7 metres) is prohibited on any apron area at Stansted

1.2 Ground Power Units must not be used at Stansted when there is serviceable FEGP available on stand

1.3 To use all reasonable endeavours to have FEGP available for use at all times where it is installed

1.4 Except in the circumstances set out in this paragraph 1.4 APUs are not to be used where Fixed Electrical Ground Power (FEGP) is adequately provided and serviceable. The restrictions will be relaxed where:

1.4.1 The outside air temperature is below +5°C or above +20°C, and FEGP is unserviceable or not installed on the stand

1.4.2 Systems that cannot be powered by FEGP require to be powered up for maintenance purposes, subject to prior permission being obtained from STAL

1.4.3 An aircraft has to be positioned on a stand equipped with FEGP, in such a manner as to make use of the FEGP system impractical (typically small cargo aircraft parked side-on or nose-out on stand)

1.4.4 An aircraft type is not compatible with the FEGP system at Stansted, or has a temporary technical fault preventing the use of FEGP

1.4.5 An aircraft has night-stopped at Stansted (minimum ground time of 2hrs) and is operating its first departure of the day and APUs can be run for a maximum of 45 minutes before departure subject to prior permission by STAL

1.4.6 Where the captain of an aircraft believes that genuine hardship to passengers will result unless the APU is run, then he/she may do so provided that STAL is contacted before starting"

14.4.35 The assessment of various location points both during the day and night of the 2034 DC Vs 2034 DM scenario registered effects between negligible and minor, including during the 'worst case noise year) 2038. This is similarly the case during the 2041 DC Vs 2041 DM (day and night assessments). No locations assessed over the varying years was at or close to the Significant Observed Effect (SOAEL) whilst in some areas fall just above the Lowest Observed Effect (LOAEL).

14.4.36 The majority of locations are forecast to be subject to a Very Small / Negligible adverse impact magnitude, with the largest increase in noise being no greater than 1.0dB, in both the day and night. This is as a result of the infrastructure associated with the proposed development and a much smaller contribution from the change in fleet mix. There

are some very small/negligible beneficial impacts recorded in some areas during daytime in the 2041 DC case. And, "*During the night-time, six locations are forecast to be subject to Very Small / Negligible, Low / Small and Medium beneficial impact magnitudes, with reductions in noise level of up to 6.0dB at location P5. This is as a result of the change in fleet mix and the movements not being expected to use the aprons on the north side of the runway in the Development Case by 2041*." The summary of effects is shown in a table below;

Table 8.13: Ground noise effects

Scenario	2041 DC vs DM	2038 DC vs DM	2034 DC vs DM	2041 DC vs 2023 Baseline
Day	Minor beneficial to Minor adverse	Minor adverse	Minor adverse	Minor beneficial to Minor adverse
Night	Minor beneficial to Minor adverse	Minor adverse	Minor adverse	Major* beneficial to Minor beneficial

*These significant effects are permanent and direct.

14.4.37 Due to the above noise assessment and resulting effects no further mitigation is stated to be required, above the controls already in place.

Surface Access Noise

14.4.38 The Surface Access has been Scoped Down within the ES in Chapter 12 (a). The surface access noise is limited to noise from traffic on public roads relating to the increase in passenger numbers travelling to and from the airport. There would be no increase in rail noise as a direct result from this application and therefore has been scoped out. The construction noise during works is also very limited as part of this planning application. There are no previous conditions that relate to surface access noise. The ES points out that there is a commitment from the airport under its Stansted Sustainable Development Plans (SDP) to encourage pushing the use of public transport mode share. The 2021consent Planning Obligation secured 50% public transport mode share whereas this application proposes to increase this to 54%. This would help limit noise levels arising from road traffic

14.4.39 Noise reports considered are primarily around airport roads whereby it is easier to provide a direct relationship between airport associated traffic and monitor. The assessment effects recorded are very small/ negligible, with cumulative effects identified as being negligible and not significant.

14.4.40 In conclusion, the ES considers that the impacts of surface access noise would be negligible. Cumulative impacts have been taken into consideration, and no mitigation is identified as being required. These are reasonable conclusions to have reached, and these conclusions are not disputed.

14.4.41 The LPA as part of the assessment of the application has engaged Anderson Acoustic consultants to assess the air, ground and surface

noise aspects. This has also been overseen and sense checked by UDC Environmental Health Officers. Refer to Appendix A for their comments.

14.4.42 The Council's Noise consultant raises no objection to the methodology used in the Noise chapter of the ES. They have expressed "*The air noise chapter and appendices provide a technically sound and detailed assessment. The modelling approach, policy framework, and presentation of results are consistent with best practice and inquiry precedent. The predicted effects are not significant in EIA terms and the proposed development is not indicated to materially increase community noise exposure*." The ES uses the same noise modelling metrics as what has been used at other recent London Airport applications. The reliance on quieter new-generation aircraft (A320neo, B737-MAX) is consistent with national fleet evolution assumptions verified at Gatwick.

14.4.43 In terms of ground noise Anderson's again do not raise concern regarding methodology used. They also state "*The existing management controls (Director's Notices and obligations) require the use of Fixed Electrical Ground Power (FEGP) where installed/serviceable, prohibit non-compliant ground power/air-start units, and limit APU [auxiliary power unit] use with defined exceptions (temperature, serviceability and operational needs). These control mechanisms represent the real-world situation and are embedded in the modelling*." They have outlined that the assumptions made are deliberately conservative, providing pessimistic assumptions that are likely to overpredict ground noise rather than understatement.

14.4.44 In terms of the Surface Access Noise Andersons have raised no concerns regarding the methodology or outcomes concluding "*The Surface Access Noise assessment is methodologically robust, policy-compliant, and proportionate to the scale of change. It employs accepted UK procedures (CRTN / DMRB LA111), consistent scenario definitions, and conservative receptor assumptions. Predicted changes in LA10,18h between 43 mppa and 51 mppa are ≤ 1 dB, i.e., below perceptibility thresholds. No receptors experience a material increase, and there are no exceedances of LOAEL, SOAEL, or policy benchmarks. Residual and cumulative effects are not significant. Embedded operational measures, notably the maintained public-transport mode-share commitment, ensure that noise from surface access remains insignificant*."

14.4.45 UDC EHO do not disagree with the conclusions made. However they had raised caution that some airlines may retain older aircraft and suggest stipulate conditions that noise levels will not exceed those predicted. In terms of ground noise EH have also raised concern over use of old data as a baseline and suggest a condition that aligns operational practice with the ES assumptions and findings is called for. This should include the Engine Ground Running protocol to prevent

deviations. No concerns have been raised by the EHO regarding the findings of Surface Access Noise.

14.4.46 In response to consultee comments, SUONO, the applicant's noise consultants have responded to the concerns raise regarding the fleet mix. They have emphasised that number of noise-related commitments already exist within the Noise Action Plan, including NAP1 and NAP2:

NAP1
We will ensure that the area impacted by noise from aircraft operations remains within the noise contour areas detailed in our planning agreements. Performance against these limits will be monitored annually and reported to our Noise and Track Keeping Working Group and the local planning authority.

NAP2
We will review our operating fees and charges to incentivise the quietest possible fleet. We will consider moving to a charging system based on the quota count rating of aircraft and review the charges for night operations. This review will include developing and proposing a penalty scheme which applies to unscheduled night flights.
And therefore "*[it is] considered that AA's point is already sufficiently covered by existing commitments within the NAP*". It is also reemphasised that there are several noise emission controls in place and are sufficient to alleviate the concerns raised by Andersons. In terms of the concern of the 2017 baseline used it is outlined that the baseline is not required to be used to assess the surface access noise and is in line with the 2021 consent. It has been stated by Suono that the northside would not be used for main aircraft and that again conditions are in place for noise containment, which is also applicable to engine ground running, which is also referred to in the Noise Action Plan.

14.4.47 Overall, in consideration of noise, it is not considered to be a concern, and any uplift in noise levels would be negligible. There are sufficient noise constraints in place to continue to mitigate this. This is therefore in accordance with Local Plan Policy GEN2, GEN4 and ENV11, the emerging draft Local Plan Core Policy 44 and the NPPF.

14.5 D. Air Quality

14.5.1 Chapter 9 of the ES assesses the impacts of air quality resulting from development-related traffic. The main areas covered in this section are;

➢ Increased staff and passenger journeys to and from the airport on the highway network;
➢ Changes in emissions from aircraft engines due to changes in fleet composition;

➢ Changes in exhaust emissions from landside vehicles operating at the airport;

➢ Changes in emissions from aircraft auxiliary power units due to changes in fleet composition; and

➢ Emissions from the construction of the RAT and RET, including dust.

14.5.2 Adopted Uttlesford Local Plan Policy ENV13 identifies poor air quality zones, but these are not within the application site. It also states that development that would involve users being exposed on an extended long-term basis to poor air quality near ground level will not be permitted. This policy is generally consistent with the NPPF. The policy therefore carried moderate weight.

14.5.3 Adopted Uttlesford Local Plan Policy ENV7 seeks to protect designated sites, such as Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR). Development will only be permitted where the need for development outweighs the particular importance of the nature conservation value of the site or reserve. The policy also seeks to protect other areas of nature conservation significance, such as local wildlife sites, ancient woodlands and other wildlife habitats. This policy is only partially consistent with the NPPF with the emphasis shifting from the need for development to the benefits needing to clearly outweigh the harm. In addition, there are additional requirements under the Habitats and Species Regulations (2017, as amended) which relate to European designated sites. Therefore, the policy has little weight.

14.5.4 Paragraph 199 of the NPPF states:

"*Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan*."

14.5.5 Paragraph 193 seeks to protect biodiversity, including protected species, SSSIs, ancient woodland and ancient or veteran trees, and to conserve or enhance biodiversity.

14.5.6 The Aviation Policy Framework (2013) sets out the government's position in respect of air quality in and around airports. It identifies sources of pollution around airports as including aircraft engines, airport-related traffic on local roads and surface vehicles at the airport.

The most important pollutants are oxides of nitrogen (NOx) and particulate matter (PM).

14.5.7 It recognises that limits in respect of PM are largely met, but challenges remain with nitrogen dioxide, while pressures from increasing pollution, transport and land use mean that considerable efforts to improve air quality to protect health and the environment continue to be needed.

14.5.8 Paragraph 3.51 of the APF states that studies have shown that NOx emissions from aviation-related operations reduce rapidly beyond the immediate area around the runway. Road traffic remains the main problem regarding NOx in the UK.

14.5.9 Paragraph 1.9 of "Beyond the Horizon" (June 2018) states:

"Most of the concerns raised can be addressed through our existing policies as set out in the 2013 Aviation Policy Framework, or through more recent policy updates such as the new UK Airspace Policy or National Air Quality Plan. For the majority of environmental concerns, the government expects these to be taken into account as part of existing local planning application processes. It is right that decisions on the elements which impact local individuals such as noise and air quality should be considered through the appropriate planning process and CAA airspace change process."

14.5.10 Uttlesford District Council had a designated AQMA in Saffron Walden which was removed in 2024. Given the distance between the application site and the previous AQMA is it considered that the proposals should not result in significant impacts to the former AQMA.

14.5.11 There are three AQMAs in East Herts: Bishop Stortford, Sawbridgeworth, and Hertford. The three AQMAs in East Herts are stated to have a combination of traffic congestion and road layout that has led to Nitrogen Dioxide (NO_2) concentrations being above the UK annual mean air quality objective ($40\mu g/m_3$ – micrograms per cubic meter). The recent air quality monitoring has highlighted that the levels of pollution are raising back up following the pandemic. The Air Quality Action Plan for East Herts has shown that the $40\mu g/m_3$ annual mean average level of NO2 is breached in the three areas of Bishop Stortford, Sawbridgeworth and Hertford of which these three areas were declared AQMAs.

14.5.12 East Herts District adopted Local Plan (2018) Policy EQ4 Air Quality states;

I. The effect of development upon air quality is a material consideration. All applications should take account of the Council's Air Quality Planning Guidance Document, which details when an air quality assessment is required.

II. All development should take account of the Council's latest Air Quality Action Plan, local Air Quality Strategies, Local Transport Plans, as well as national air quality guidance.

III. All developments should include measures to minimise air quality impact at the design stage and should incorporate best practice in the design, construction and operation of all developments.

IV. Where development (on its own or cumulatively) will have a negative impact on local air quality during either construction or operation, mitigation measures will be sought that will remove overriding impacts, such as an air quality neutral or negative development. Evidence of mitigation measures will be required upfront.

V. Where on-site mitigation is not sufficient, appropriate off-site mitigation measures may be required. Where adequate mitigation cannot be provided, development will not normally be permitted.

VI. Developments must not: lead to a breach or worsening of a breach of UK or EU limit values; lead to a breach or worsening of a breach of an Air Quality objective or cause the declaration of an Air Quality Management Area or; prejudice the implementation of any Air Quality Action Plan or local air quality strategy.

14.5.13 The ANPS (2018) sets out where planning considerations in respect of air quality are likely to be relevant. These are:

 within or adjacent to Air Quality Management Areas, roads identified as being above limit values, or nature conservation sites (including Natura 2000 sites and Sites of Special Scientific Interest);

 where there would be effects sufficient to bring about the need for new Air Quality Management Areas or change the size of an existing Air Quality Management Area, or bring about changes to exceedances of the limit values, or have the potential to have an impact on nature conservation sites; and

 after taking into account mitigation, where there would be a significant air quality impact in relation to Environmental Impact Assessment and / or to a deterioration in air quality in a zone or agglomeration.

14.5.14 There is much legislation around air pollution and the impacts upon health which have been referred to within the ES. It is highlighted that the SoS for the Environment has the duty to ensure compliance air quality limit values. National limits have been used as part of the ES assessment. Table 9.1 in the ES sets out the national air quality standards for NO_2, PM_{10} and $PM_{2.5}$ for the protection of human health. In addition, NOx and ammonia (NH_3) are included for the protection of the environment, relevant for their contribution to acid and nutrient

nitrogen deposition within natural ecosystems. Other pollutants have been screened out of the air quality assessment, since the development is not likely to cause exceedance of their respective standards.

14.5.15 A Jet Zero Strategy introduced by DfT in their 10-year aviation policy framework looks at reducing aviation impacts on air quality, and the Decarbonising Transport sets out government commitments to reducing CO2 emissions. This includes the government commitments to end the sale of new petrol and diesel cars.

14.5.16 The study area used as part of the assessment cover 15km x 15km from the centre of the airport to capture major roads, towns, and take off and landing of aircraft. It is outlined that this area has been previously used as part of the modelling assessment for other major UK airports (Heathrow, Luton, Gatwick, Stansted) have shown that air quality impacts from aircraft and on-airport sources are captured by a study area of this scale. The area is also the same as used for previous air quality assessments at Stansted. The study area extent is shown in below.

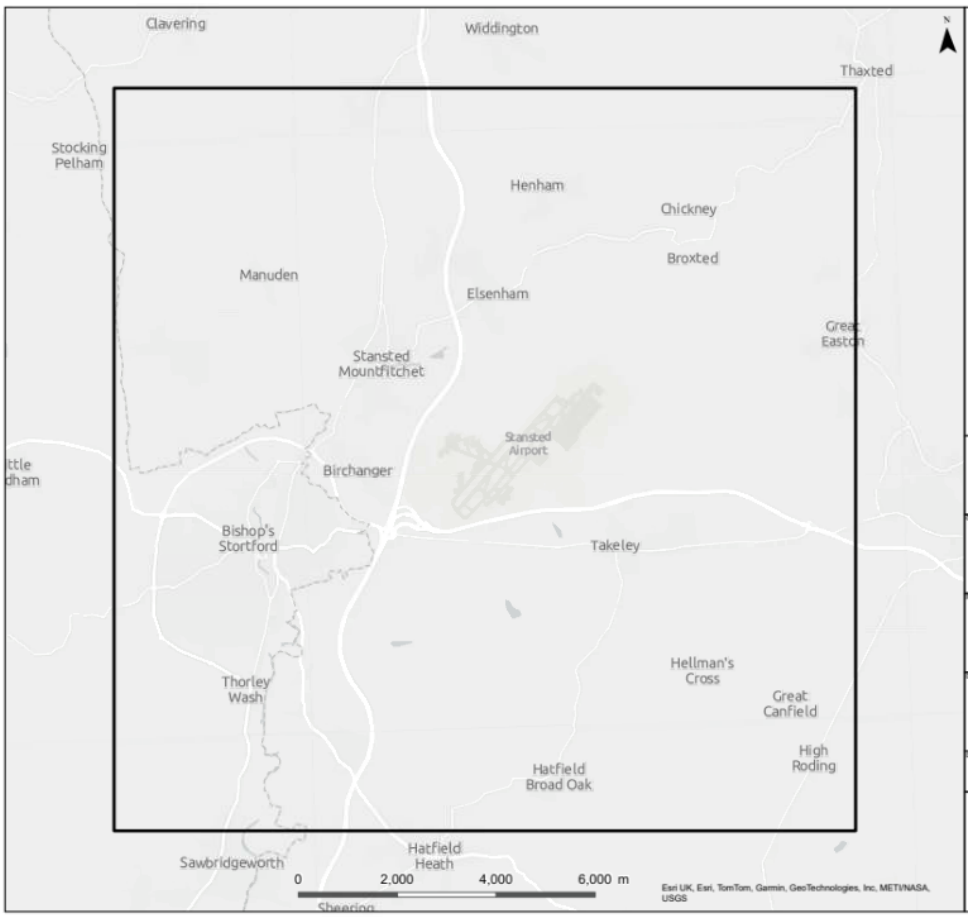


Figure 9.1 Study Area Extent

14.5.17 Traffic flow data from the applicant's transport consultants has been used to assess against guidance criteria and screened against assessment years and scenarios, which included construction flows. Sensitive receptors in terms of school, nurseries, care homes, dwellings, and sensitive ecological receptors have been identified have also been identified within the study area. The ES addressed Epping Forest Special Area of Conservation (SAC) which is some distance south of the airport. Also, Hatfield Forest which is a designated Site of Special Scientific Interest (SSSI) and Elsenham Woods SSSI and National Nature Reserve (NNR).

14.5.18 Baseline information was gathered using 2023 figures that covered the following areas of pollution sources;

- Aircraft main engines in the landing and take-off (LTO) cycle at ground level and at height;
- Aircraft auxiliary power units (APUs) while in use on the ground;
- Ground support equipment (GSE), namely airside vehicles which handle aircraft turnarounds, load and unload baggage and cargo, and conduct inspections and essential maintenance of airfield infrastructure, particularly the runway which is in constant use;
- Other airport sources, including car parks, airport energy and heating plant, aircraft engine testing and the fire training ground;
- Road vehicles using the local and strategic highway network around the airport; and
- All other sources not related to the proposed development, considered to be background sources (for example industrial emissions, emissions from domestic heating, and minor roads).

14.5.19 The Airport's Sustainable Development Plan (SDP) includes measures for managing air quality and minimising emissions. As part of this it is seeking a transport modal shift from private cars to public transport from the previously committed 50% to 54% and towards the use of low or zero emission vehicles and technologies across the airport site. It has been highlighted in the ES that "*STAL is encouraging the uptake of newer generation aircraft such as the Boeing 7378-Max 10 and Airbus 321neo aircraft, which will be the dominant aircraft variants operating at Stansted in 2041. These aircraft are designed to be more fuel efficient compared to older models being phased out*" With the above highlighted government guidance and policies around aviation there is no reason to doubt this.

14.5.20 There is continual air quality monitoring by the by the airport and the reporting of the monitoring as per existing planning obligations. The monitoring includes monitoring of NO2, PM10 and PM2.5 at and around the airport, including within the Hatfield Forest SSSI and NNR (in place since 2006) and East End Wood SSSI (currently).

14.5.21 Table 9.6 in the ES, sets out the estimated summary of the NO_x emissions (tonnes per year) for all assessment scenarios. This shows in the baseline year 2023, total emissions of NO_x have been estimated to be 1,139 t/yr and airport related emissions are 858 t/yr. The emissions from road vehicles are estimated to decrease significantly between 2023 and 2041 due to electrification of the fleet with 377 t/yr in 2023 reducing to 71 t/yr by 2041. Aviation related emissions increase by 3.9 t/yr in the 2034 Transitional Year and by 188 t/yr in the 2041 Principal Assessment Year. The difference between 2041 DM and DC is stated to be due to the full utilisation of the 274,000 cap on AMs in the DC. Landing and take-off (LTO) NOx emissions are predicted to increase by 176 t/yr and NOx emissions from other airport sources by 10.6 t/yr.

14.5.22 In terms of PM_{10} emissions, table 9.7 of the ES suggests this will be a total of 50 tonnes per year in the baseline year 2023 with airport related emissions being 20t/yr. The emissions from road vehicles are estimated to increase between 2023 and 2041 with 35 t/yr in 2023 and 39 t/yr by 2041. This is because a large proportion of particulate matter (PM) is associated with non-exhaust brake and tyre wear sources, which will increase in relation to road vehicles. Aviation related emissions increase by less than 0.1 t/yr in the 2034 Transitional Year and by 3.2 t/yr in the 2041 Principal Assessment Year. Landing and take-off PM_{10} emissions are predicted to increase by 1.9 t/yr and PM_{10} emissions from other airport sources by 0.3 t/yr. The largest contributor to emissions of particulates from aircraft is the brake and tyre wear during landing, which is a source that will increase proportionate to the increase in the number of aircraft at the airport.

14.5.23 In terms of $PM_{2.5,}$ this is a finer particulate matter. The ES (at table 9.8) shows the estimated assessment for all senarios. In the baseline year 2023, total emissions of $PM_{2.5}$ have been estimated to be 32 t/yr and airport related emissions are 15 t/yr. The emissions from road vehicles are estimated to increase between 2023 and 2041 with 32 t/yr in 2023 and 35 t/yr by 2041. This is because a large proportion of PM is associated with non-exhaust brake and tyre wear sources, which will increase in relation to road vehicles. Aviation related emissions increase by less than 0.1 t/yr in the 2034 Transitional Year and by 2.1 t/yr in the 2041 Principal Assessment Year. Landing and take-off $PM_{2.5}$ emissions are predicted to increase by 1.3 t/yr and $PM_{2.5}$ emissions from other airport sources by 0.3 t/yr. As mentioned previously, the largest contributor to emissions of particulates from aircraft is the brake and tyre wear during landing, which is a source that will increase proportionate to the increase in the number of aircraft at the airport.

14.5.24 Table 9.3.1 in Appendix 9.3 Volume 2 of the ES outlines a list of human receptors identified within the study area, this includes two residential receptors in Bishop Stortford AQMA.

14.5.25 The ES concludes that in 2041, negligible impacts are predicted at all receptors due to the proposed development, and therefore no significant effects are anticipated for air quality. Concentrations at all receptors are predicted to be below the annual mean NO_2, PM_{10} and $PM_{2.5}$ air quality standards at all receptors.

14.5.26 It is stated that the highest increase in NO_x, PM_{10} and $PM_{2.5}$ is at a receptor at the airport resulting from the construction of the passenger terminal, which will be short term.

14.5.27 The ES in detail states "*The highest predicted annual mean NO_2 concentration in 2041 is 18.4 µg/m^3 at CuD7, representative of the cumulative development site adjacent to A120. The largest change in NO2 due to the proposed development is predicted to be 1.3 µg/m^3 at residential receptor R150 (Highfields Lodge, Belmer Road) to the west of the airport. The predicted concentration at this receptor is 16.7 µg/m^3, well below the annual NO_2 air quality standard of 40 µg/m^3.*

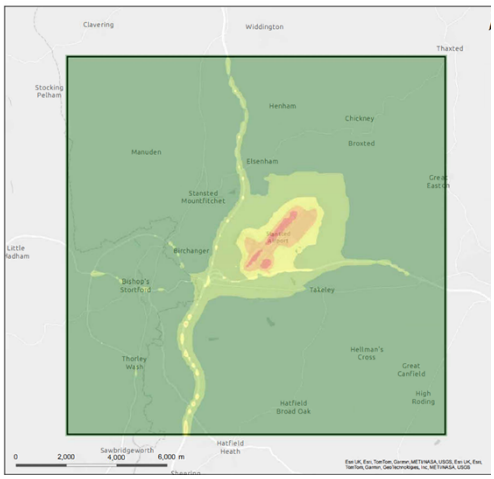
14.5.28 *The highest predicted annual mean PM_{10} concentration is 16.4 µg/m^3 at receptor R76. The largest change in PM_{10} concentrations due to the proposed development is predicted to be 0.2 µg/m^3 at educational receptor ED11 (High House Farm) and R40 (Rose Cottage, Mill End). The maximum predicted concentration at these receptors is 13.9 µg/m^3, well below the PM10 annual air quality standard of 40 µg/m^3.*

14.5.29 *The highest predicted annual mean PM2.5 concentration is 7.8 µg/m^3 at residential receptors R85 (Hadham Road) and R126 (London Road). The largest change in $PM_{2.5}$ concentrations due to the proposed development is predicted to be 0.1 µg/m^3 at a number of receptors. The maximum predicted concentration at these receptors is 7.5 µg/m^3 at CuD7, well below the $PM_{2.5}$ annual air quality standard of 10 µg/m^{3}in place for 2040.*

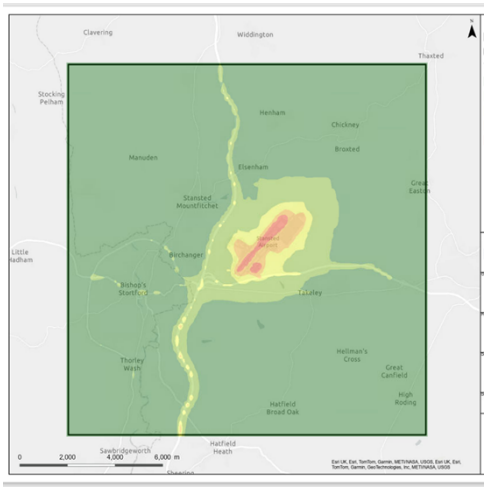
14.5.30 *There are two residential receptors modelled in Bishop Stortford AQMA - R118 and R126 London Road. The change of NO_2 due to the proposed development is predicted to be 0.1 µg/m^3 and the highest annual mean NO_2 concentration in 2041 is 14.0 µg/m^3, well below the annual NO_2 air quality standard of 40 µg/m^3. The change of PM_{10} and $PM_{2.5}$ is predicted to be less than 0.1 µg/m^3 at both receptors.*

14.5.31 *Figure 9.4.1 to ES Figure 9.4.6 in ES Volume 2 – Appendix 9.4 provide contour maps of NO_2, PM_{10} and $PM_{2.5}$ concentrations across the 15 x 15 km study area. The contour maps show that no locations exceed a concentration of 60 µg/m^3. Therefore, following LAQM TG.(22)23 guidance, the short-term impact is considered to be not significant.*"

14.5.32 Plot Contouring NO_2 PM_{10} and $PM_{2.5}$ (Appendix 9.4 Volume 2)



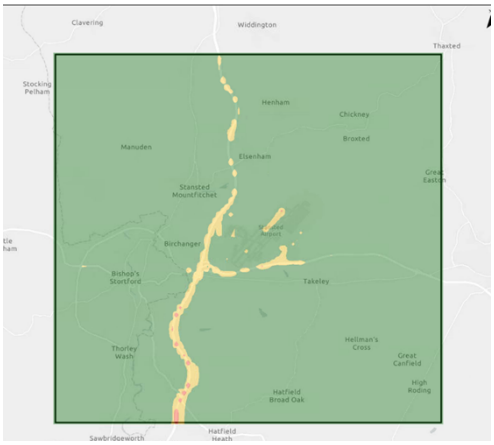
DM NO_2 ($\mu g/m^3$)



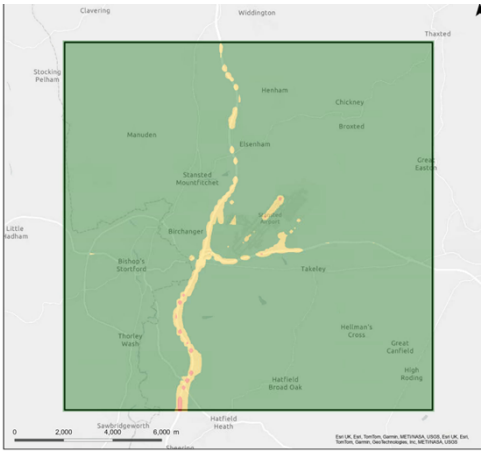
DC NO_2 ($\mu g/m^3$)

Value

- <10
- 10 - 20
- 20 - 30
- 30 - 40
- 40<



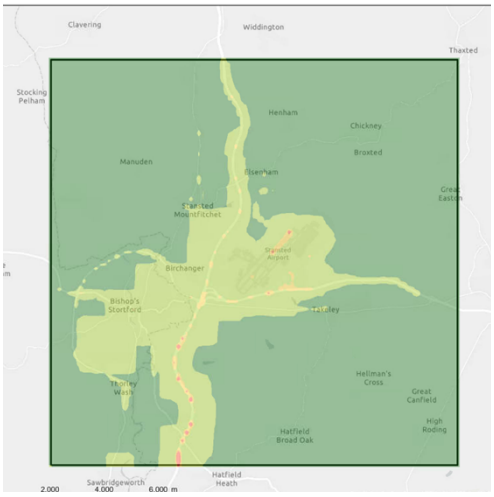
DM PM_{10} ($\mu g/m3$)



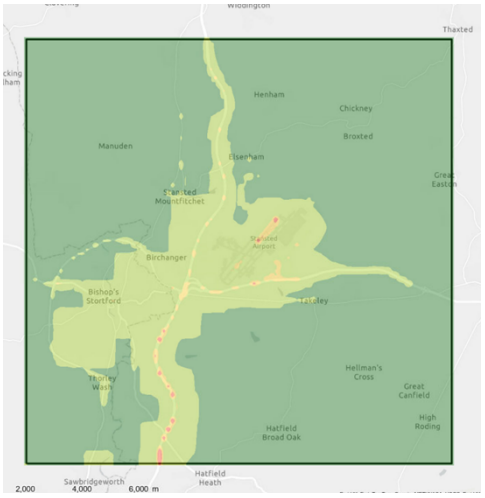
DC PM_{10} ($\mu g/m3$)

Value

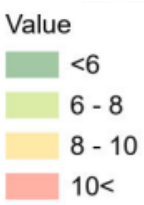
- <10
- 15 - 20
- 20<



DM $PM_{2.5}$ (µg/m3)



DC $PM_{2.5}$ (µg/m3)



14.5.33 In terms of the construction works proposed as part of this application due to the size and scale of the propose additional RET works this is considered unlikely to cause material air quality concerns particularly due to dust particles. This would need to be managed on site due to aerodrome safeguarding requirements, nonetheless.

14.5.34 The LPA as part of the assessment of the application has engaged Anderson Acoustic consultants to assess the air, ground and surface noise aspects. This has also been overseen and sense checked by UDC Environmental Health Officers. Refer to Appendix A for their comments.

14.5.35 Noise Consultant, Andersons have concluded in their assessment of the ES Air Quality;

"*This section reviews the methodological adequacy of the ES Air Quality Chapter as it relates to construction emissions, airport buildings/ground operation emissions, and resultant effects on air quality and dust-sensitive receptors.*

The Environmental Statement (ES) Air Quality Chapter adopts a methodology consistent with LAQM.TG(22), IAQM (2020) and DMRB LA 105, and provides an acceptable basis for decision-making under the NPPF and relevant UDC Local Plan policies. The assessment applies the IAQM risk-based framework for construction dust and ADMS-Roads dispersion modelling for operational emissions, with verification against monitoring data.

Model performance is generally good; the reported root-mean-square error (RMSE) exceeds the preferred 10% criterion in some verification locations, particularly within Bishop's Stortford AQMA, but the model-adjusted concentrations remain within accepted uncertainty ranges. After verification, predicted annual mean NO_2 concentrations are approximately 14 µg/m³ at relevant residential façades, which is well within the statutory 40 µg/m³ objective and consistent with both Luton and Gatwick ExA findings, where similar methods were endorsed.

Natural England's consultation response records that their ecological effects assessment of air quality and deposition is still under technical review and that further assessment may be required before concluding no significant effect. Though the modelling indicates exceedance of 1% of the lower critical-load for Nitrogen deposition, the significance of the effect is decided on ecological consideration rather than the numerical 1% criteria for further assessment. The significance of the effect remains subject to confirmation through Natural England's continuing review process and is an ecology matter rather than an air quality matter to decide.

Policy alignment during operation is maintained through the airport's Sustainable Development Plan, which provides the operational mitigation and monitoring framework, including vehicle electrification, anti-idling controls, and continued pollutant monitoring. Construction-phase controls will be secured through a CEMP in accordance with IAQM good practice. Construction dust monitoring is not indicated to be required as the identified dust risk is Negligible or Low.
On this basis, the ES methodology is considered technically sound and policy compliant. Minor exceedances in model RMSE do not materially alter the conclusions, and residual air-quality effects are assessed as negligible to minor adverse and not significant in EIA terms. Potential ecological effects from nitrogen deposition are to be resolved in consultation with Natural England."

14.5.36 UDC's EHO stated:

"*The application includes an environmental statement incorporating the impact assessment for air quality by Pell Frischmann in volume 1 of the Environmental Statement, Chapter 9 with Appendices in volume 2. It looks at the change in emissions as a result of the proposed development from pollution sources including aircraft, support equipment, on-site sources(as well as off-site) and vehicles. The report has included relevant sensitive receptors and committed developments have been included in traffic modelling and the report follows EIA Regulations, NPPF, and IAQM guidance.*

The assessment uses appropriate modelling tools (ADMS-Roads and ADMS-Airport) and used local monitoring data for verification with adjustment factors applied to align modelled and observed data.

The effects to air quality from the construction of the proposed development are assessed to be negligible. The proposed Construction Environmental Management Plan (CEMP) will include measures to manage any potential air quality impacts (e.g. dust and HGV emissions) from the construction phase and should be included in the conditions.

While NOx aviation emissions are predicted to increase, road vehicle emissions are predicted to decrease. PM for both aviation and road are predicted to increase, however, no exceedances of Air Quality Standards are predicted at human receptors and negligible impacts have been predicted at all receptors due to the proposed development.

The applicant plans to implement its existing environmental and community investment programmes and initiatives during operation which will be maintained through the airport's Sustainable Development Plan (Draft 2024 SDP), and provides the operational mitigation and monitoring framework, including emission reduction strategies like vehicle electrification, anti-idling controls, ISO 14001 Environmental Management System and continued pollutant monitoring. This will have an influence on reducing the environmental impacts over time, including for air quality, and should be formalised with conditions.

The applicant is in discussions with Natural England on ecological impacts and also whether nitrogen deposition impacts are significant (1% critical load screening exceeded at 17 sites, notably Hatfield Forest and Elsenham Woods). If deemed significant, damage cost calculations may be undertaken & mitigation measures equivalent to the calculated costs applied."

14.5.37 Place Services Ecology have raised no objections. They have highlighted that "*We have reviewed the documents supplied by the applicant, relating to the likely impacts of development on designated sites, protected & Priority species and habitats, as well as mandatory Biodiversity Net Gains. This includes the Natural England comments review (Arup Ltd, 12th August 2025), as well as the Biodiversity Net Gain Exemption Statement (Tetra Tech Ltd, September 2025). We are satisfied that there is sufficient ecological information available to support determination of this application. This provides certainty for the LPA of the likely impacts on designated sites, protected and Priority species & habitats…… With regard to impacts upon Hatfield Forest Site of Special Scientific Interest (SSSI) / National Nature Reserve (NNR) and Elsenham Woods SSSI from adverse air quality, we are minded to accept the conclusions of applicant's further response, submitted within the 'Natural England comments review (Arup Ltd, 12th August 2025)', that impacts will be de-minimis upon these statutory designated sites. However, it is recommended the LPA should re-consult Natural England on this further document to confirm whether*

they agree that impacts can be avoided." Following, further discussion between the applicant and Natural England they have resolved to raise no objections to the application. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutory designated sites.

14.5.38 East Herts DC have raised concerns over air quality especially Bishop Stortford AQMA and modelling data. They state that "*application currently lacks sufficient information to enable proper consideration to take place and to be satisfied that it would comply with East Herts planning policy in relation to air quality and that it would not lead to a worsening of air quality within an existing Air Quality Management Area*."

14.5.39 Whilst acknowledging East Herts concerns, Andersons and EHO have reviewed the information submitted and have raised no objections. The Plot Contouring NO2 PM10 and PM2.5 (Appendix 9.4 Volume 2) provides a good illustration of the estimated effects of the proposed development cumulatively with the 'Do Minimum' 35+mppa consent. Natural England have also removed their objection on likely air quality impacts. It should be noted that there are monitoring measures in place as discussed above and in paragraph **14.5.19**. The continuation of mitigation measures in respect of air quality effects, in particular in relation to sustainable travel initiatives, would be required if planning permission is granted, and this could be secured by way of s106 Legal Obligation.

14.5.40 In consideration of the above information and consultee responses the air quality implications are considered acceptable in line with field guidelines, Local Plan Policies ENV7 and ENV13, emerging draft local plan Core Policy 11: London Stansted Airport, Core Policy 38: The Natural Environment and Core Policy 43: Air Quality, and the NPPF.

14.6 E. Carbon Emissions

14.6.1 Chapter 11 of the ES assesses the carbon emissions impacts of the proposal.

14.6.2 The NPPF (2024) sets out the principle of moving to a low carbon economy as one of the overarching objectives of the environmental strand of sustainability in paragraph 8(c). In Paragraph 87 it states;

"*Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for:*
a) clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections);

b) storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation; and
c) the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience"

14.6.3 The Government's objective for aviation, set out in paragraph 2.4 of the Aviation Policy Framework (2013) is "*to ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions*."

14.6.4 The Government's response to its call for evidence on its' Aviation Strategy (April 2018) sets out that the government, at a global level, will consider their overarching framework for tackling UK aviation's carbon emissions to 2050 and how this can ensure that aviation contributes its fair share to action on climate change. This states that UK aviation accounted for around 7% of the UK's total greenhouse gas emissions in 2016, an increase from around 5% in 2005 and that this is likely to continue to increase in proportion to other sectors, such as energy and manufacturing which are easier to decarbonise. There have been numerous other Government responses to Carbon reduction in the form of the EIA Regulations 2017, UK Climate Change Act (2008) Amended (2019), and The Greenhouse Gas Emissions Trading Scheme (ETS) Order (introduced post Brexit). Alongside this the following policies have been arranged; Beyond the Horizon (June 2018), Aviation National Policy Statement, Jet Zero and the Climate Change Committee (CCC) Carbon Budgets.

14.6.5 At a localised level Uttlesford District Council declared a climate change (and ecological) emergency in 2019 and adopted a Climate Action Plan committing to Net Zero. UDC as the LPA, for the planning application, recognises the need for reducing carbon emissions and footprint and has in turn adopted an Interim Climate Change Planning Policy which highlights UDC's commitment to achieving net-zero carbon status by 2030.

14.6.6 Aviation Strategy (April 2018) Paragraphs 6.12 and 6.13 state:
"*In the UK, the Climate Change Act 2008 sets a legally binding target for the UK to reduce its greenhouse gas emissions by at least 80% by 2050, compared to 1990 levels. This target includes UK domestic aviation (flights which take off and land in the UK) but does not include emissions from international aviation. The government will use the Aviation Strategy to re-examine how the aviation sector can best contribute its fair share to emissions reductions at both the UK and global level.*

Globally, international aviation's carbon emissions currently account for less than 2% of total emissions, but these could increase by two to four times between now and 2050. Internationally, the UK is committed to

taking action to ensure that aviation plays its part in contributing to the 'well below two degrees goal' established by the Paris Agreement in 2015, and to the International Civil Aviation Organisation's (ICAO's) goal of carbon neutral growth from 2020. Significant progress has been made towards this objective. Most notably, the UK played a crucial role in reaching agreement at the ICAO Assembly in October 2016 on the first ever sector based global climate change deal for aviation, an offsetting scheme involving the purchasing of emissions reduction credits from other sectors, known as the Carbon Offsetting and Reduction Scheme for International Aviation, or CORSIA. The Aviation Strategy will consider what further action the UK wants to encourage across ICAO's full range of policy measures."

14.6.7 The carbon emissions section then discusses the EU Emissions Trading Scheme (ETS), the future of which is uncertain as far as the UK is concerned. The government says that it will be seeking an approach that is at least as ambitious as the existing scheme and provides a smooth transition for the relevant sectors. Since 2012, the ETS has had its scope reduced to only cover flights within the European Economic Area, which at Stansted is currently about 89-90% of the total number of flights. The government's position is that international aviation emissions are best tackled at an international level. Stronger action at the UK level without an equivalent level of action internationally is likely to impose greater costs on airlines flying to and from the UK, thereby putting UK airlines at a greater competitive disadvantage compared to foreign airlines and potentially increasing fares.

14.6.8 The government says that it will consider all cost-effective measures to ensure that the sector continues to contribute to the UK's emissions reductions obligations. This could include operational measures such as alternatives to engine power when taxiing and the higher uptake of renewable fuels in conjunction with carbon pricing.

14.6.9 The APF (2013) is now showing its age in relation to topics such as carbon emissions. However, this document also sets out the desire that this topic should be dealt with at an international level.

14.6.10 BTH (June 2018) the Government states that it will be using the Aviation Strategy to progress wider policy on carbon emissions. In the same document, the Government does recognise that airports making best use of their existing runways could lead to increased air traffic and emissions. Using the Committee on Climate Change's planning assumption of limiting aviation emissions to 37.5Mt of CO2 in 2050 (the carbon capped scenario), Government modelling indicates that emissions in 2050 would total 40.8Mt taking into account "best use" and Heathrow Runway 3. The Government accepts that there is uncertainty over future climate change policy and international arrangements to reduce CO2and other greenhouse gases but remains confident that measures such as single engine taxiing and higher

uptake of renewable fuels will lead to the 37.5Mt cap being met in 2050. Under a carbon traded scenario requiring compensatory reductions elsewhere in the global economy, the Government sees nothing to prevent the UK meeting its obligations.

14.6.11 The ANPS (2018) also sets out that the government has undertaken significant work in respect of assessing carbon emissions in considering the future growth of aviation. Paragraph 5.70 states:
"*The Government's key objective on aviation emissions, as outlined in the Aviation Policy Framework, is to ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions. This must be achieved while minimising the risk of putting UK businesses at a competitive international disadvantage. The development of the Heathrow Northwest Runway scheme being considered under the Airports NPS does not override this objective*."

14.6.12 Chapter 11 of the ES looks at various emissions arising from its operations ranging from;

- ➢ Construction – emissions associated with the construction of new developments at the airport;
- ➢ Airport Buildings and Ground Operations (AGABO) – emissions associated with energy use for buildings and vehicles, water consumption, wastewater treatment, waste disposal / treatment, and refrigerant losses;
- ➢ Surface Access – transport of staff and passengers accessing the airport; and
- ➢ Aviation – emissions from aircraft on the ground and from the Landing and Take-off (LTO) and Climb-Cruise-Descent (CCD) phases.

14.6.13 The assessment reports carbon impacts from the DM and DC scenarios in the following years:

- ➢ 2023 – Baseline Year;
- ➢ 2034 – Transitional Year; and Stansted Airport 43+ Planning Application
- ➢ 2041 – Principal Assessment Year (representative of both the 'peak operation' and 'worst-case scenario' year for carbon, when passenger flow reaches 43mppa for DM and 51mppa for DC scenarios).

14.6.14 Table 11.3 of the ES shows the carbon emission baseline for the various activities over the three periods when accounting for the approved 43mppa development.

Table 11.3: Baseline carbon emissions for Construction, ABAGO, Surface Access and Aviation

	Emissions (tCO_2e)			
	Existing Baseline Year	Transitional Year	Principal Assessment Year[1]	Net Zero Year
	2023	2034	2041	2050
PAX (Nr)	27,965,864	43,000,000	43,000,000	43,000,000
AM (Nr)	195,503	257,690	247,000	247,000
Emissions (tCO_2e)				
Construction				
Construction	-	-	-	-
ABAGO				
Electricity use (STAL and 3rd parties)[2]	21,099	3,538	682	154
Fuel use (STAL and 3rd parties)	10,366	13,616	13,105	13,105
Fuel use (Fire training)	16	18	18	18
Refrigerant losses	15	16	16	16
Water supply	109	145	145	145
Wastewater treatment	113	160	160	160
Waste disposal	101	51	51	51
Surface Access				
Staff	38,873	26,395	23,900	22,652
Passengers	302,677	278,457	284,566	271,987
Aviation				
AMs	2,628,001	2,558,928	2,267,652	1,704,916
Engine testing	4,849	6,190	5,338	4,071
Totals				
Total	3,006,218	2,887,513	2,595,632	2,017,275

14.6.15 ES Table 11.9 shows the total emissions from the proposed development;

Table 11.9: Total emissions - Development Case

	Emissions (tCO_2e)			
	Existing Baseline Year	Transitional Year	Principal Assessment Year[5]	Net Zero Year
	2023	2034	2041	2050
PAX (Nr)	27,965,684	43,000,000	51,000,000	51,000,000
AMs (Nr)	195,503	257,690	274,000	274,000
Emissions (tCO_2e)				
Construction	-	-	-	-
ABAGO	31,818	17,601	15,727	15,150
Surface Access	341,550	304,851	339,625	323,246
Aviation – AMs	2,628,001	2,567,573	2,544,599	1,913,137
Aviation – Engine testing	4,849	6,210	6,069	4,628
Totals				
Total	3,006,218	2,896,235	2,906,021	2,256,160

14.6.16 The ES assessment states "*It is evident that the proposed development would result in an increase in aviation emissions when assessed in accordance with the DC v DM methodology adopted for the ES, and*

this can be characterised as an adverse impact. However, Jet Zero acknowledges that the aviation sector is difficult to decarbonise and is expected to continue emitting emissions beyond 2050. Jet Zero also assumes that a material level of growth (a 52% increase in passenger numbers between 2018 and 2050[9]) is compatible with achieving net zero aviation emissions, and it is within this context that Stansted Airport is looking to increase annual passenger numbers without increasing its existing cap of 274,000 AMs. It is also important to acknowledge that the UK is committed to achieving net zero for the aviation sector by 2050 with Jet Zero setting the target, a net zero pathway and policy measures to deliver this. Progress against the Jet Zero Strategy will be monitored annually whilst the Strategy itself will be reviewed every five years. If reductions in emissions are not being met or the adoption of emerging technology is sluggish, Government will intervene with the necessary additional measures at a sector-wide level. Jet Zero does not look to manage emissions at individual airports.

14.6.17 *This is further reinforced by Stansted Airport's increasing aviation emissions efficiency. Figure 11.6 and Figure 11.7 (below) plot projected aviation emissions per passenger and per PATM respectively. Stansted Airport's aviation emissions per passenger in 2050 (35.9 kgCO2e/PAX) are estimated to be 10% more efficient than Jet Zero's projections (40 kgCO2e/PAX). With regards to aviation emissions per PATM, Stansted Airport is estimated to exceed Jet Zero's efficiency rate in 2050 (6.6 tCO2e/PATM) by 6% (0.4 tCO2e/PATM). Allowing for a reasonable margin of error, Stansted Airport's emissions per passenger and per PATM are therefore at least aligned with Jet Zero in 2050 (and outperform Jet Zero in the earlier years building up to 2050).*

14.6.18 *It should be noted that emissions presented per ATM naturally exclude those from positioning flights and other such AMs that are not PATMs or CATMs (which by 2041 are expected to be less than 1% of the total 274,000 permitted aircraft movements)."*

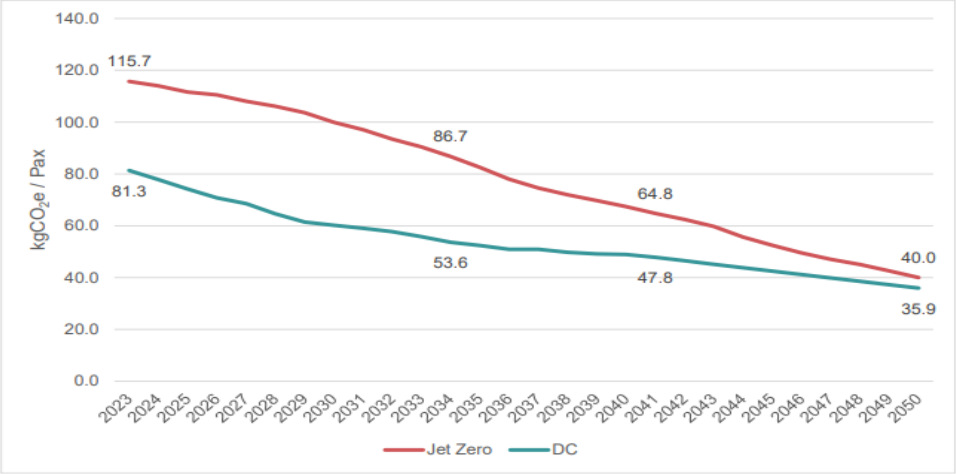


Figure 11.6: Aviation (PATMs only) emissions per passenger contextualised against Jet Zero's aviation sector target projections

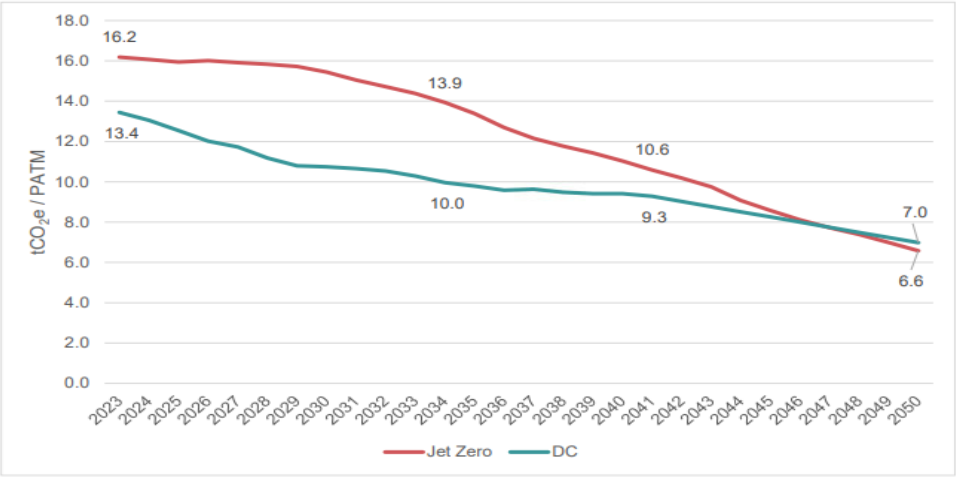


Figure 11.7: Aviation (PATMs only) emissions per PATM contextualised against Jet Zero's aviation sector target projections

14.6.19 The ES concludes that in consideration of the aviation emissions arising from the DC V DM assessment taking into account the above it results in a **minor adverse, not significant effect**. No significant effects have been identified and as a result no mitigation is stated to be required. No significant effects have been identified. Due to the nature of the carbon emissions, it is stated to be difficult to assess the cumulative impacts from this proposed scheme together with other committed schemes.

14.6.20 Officers, as part of the assessment of the application has reviewed the material and engaged consultants to assess the carbon chapter of the ES. This has also been overseen and sense-checked by UDC Environmental Health Officers. Refer to Appendix A for their comments.

14.6.21 The material has been reviewed, mindful of the recent Luton and Gatwick planning decisions, noting that Luton and Gatwick applications involve significant increases in flight movements and so the effects

would be far greater and the matters carry more planning weight than at Stansted where the proposal is for an increase in passengers with no increase in flight numbers consented in 2021 through the 35+ consent with the increase in passengers being accommodated through the use of larger aircraft through a more modern fleet. Andresons have highlighted that the Development Consent Orders for the Luton and Gatwick proposals made by the Secretary of State for Transport did not fully align with the Examining Authority's (ExA) report's (Luton (TR020001) and Gatwick (TR020005)) findings and recommendations, with some carbon impact issues being overridden by the SoS.

14.6.22 The consideration of policy in the Stansted Carbon Chapter broadly aligns with the policy and methodological considerations adopted in other recent airport examinations.

14.6.23 It is stated that "*the construction of the Arrivals Building, Terminal Extension, and Yankee and Echo stands fall under the DM scenario as they are part of the 35+ consent. The Rapid Access Taxiway (RAT) and Rapid Exit Taxiway (RET) construction emissions are reported under the DC scenario. These were consented in 2021, and if considered as part of the DM scenario, the construction emissions are effectively zero. The comparison of construction emissions to the Carbon Budgets indicate that they are very small for all periods, not exceeding 0.003% of the total emissions for the budget period. Emissions have also been contextualised against the CCC Balanced Pathway trajectory of the industry sector, and the net construction emissions are also small across the 2025 – 2050 period, not exceeding 0.05% of the total. The ES Carbon Chapter concludes that construction impacts result in a Minor Adverse Not Significant Effect*".

14.6.24 "*The comparison of ABAGO emissions indicates that they are very small for all periods, not exceeding 0.01% of the total emissions for the budget period in any individual five-year period. Emissions from ABAGO have been further contextualised against the Non-Residential (Direct emissions) sector of the CCC Balanced Pathway NS, and absolute emissions do not exceed 0.3%. It is noted that the assessment does not include the on-site renewable energy generation from 2025. The ES Carbon Chapter concludes that ABAGO impacts result in a Minor Adverse Not Significant Effect*."

14.6.25 "*The Stansted ES Carbon Chapter estimates an increase in emissions and considers that the highest emissions are estimated to be a result of fuel use for STAL and third-party vehicles and plant. The chapter details over time it is expected that a larger proportion of on-airport vehicles will transition to ULEV, however, some very specialised vehicles are expected to take longer than others to transition. The rate of transition is also uncertain with regard to third-party vehicles and plant. The emissions estimated for fuel use for STAL and 3rd party vehicles and plant in the assessment are, therefore, a worst-case, and in reality, greater improvement in emissions over time is expected*."

14.6.26 In terms of the surface access carbon impacts, it is understood that this is the major contributor to airport related emissions. There are mitigation measures in place within the existing S106 Agreements, such as 50% travel mode share, staff travel plan, staff travel survey, local road monitoring scheme, sustainable transport levy, rail users discount scheme etc. that will be carried over and enhanced in any new S106 obligation should planning permission be granted. This is also considered relevant in the backdrop of the London Stansted Sustainable Development Plan 2025. This is reasonable.

14.6.27 Council noise consultants continue "*The surface access carbon assessment finds that there is an increase in surface access carbon emissions of around 10% compared to the DM. The ES Carbon Chapter includes a comparison of absolute surface access emissions to the Carbon Budgets, indicating they are small for all periods, not exceeding 0.3% of the total emissions for the budget period in any individual five-year period. The comparison of net emissions arising from the proposed development only is smaller, ranging between 0% and 0.02%. Emissions from Surface Access were also contextualised against the Surface Transport sector of the CCC Balanced Pathway with absolute emissions not exceeding 0.9%.The ES Carbon Chapter concluded that surface access would have a Minor Adverse Not Significant Effect*." It has been stated that the "*Worst-case emissions projects have been used, so the assessment is conservative, and actual emissions are likely to be considerably lower*". This is agreed with on consideration of the mitigation measures in place and the likelihood of improved carbon emissions from vehicles over time.

14.6.28 Whilst the aviation emissions have been concluded to be DC v DM assessment will result in a Minor Adverse, Not Significant effect, the DM situation included all the committed development of the extensions to the airport building and the 35+mppa consent. The ES concluded that there is likely to be no material difference in the scale of emissions between the committee and proposed development. Andersons have outlined that;

14.6.29 "*The proposed development is estimated to increase Stansted Airport's 'share' of the UK's total projected aviation emissions in 2050 by 1.1% against the future baseline (DM) scenario. This is well within the indicative criteria of 5% threshold of the airport's carbon budget for potential significant effects.*

14.6.30 *Non-CO_2 effects: The ES does not account for contrails or high-altitude NO_x. CCC advises that these can significantly increase aviation's climate impact. Given the 1.1% increase and the 5% indicative threshold for potential significant effects there is considerable headroom before the potential for a significant effect. The government's own documents refer to uplift factors for non-CO2 effects ranging between a multiplier of 1.7 and around 3. With the worst-case*

assumption of 3 the increase is still below 5% and so the assessment as Minor Adverse and Not Significant is agreed."

14.6.31 Comparison has been drawn with the ExA report for Gatwick which considered that if the Non-CO_2 effects were included in the Gatwick case it would reach the budget threshold. It has been made very clear that the Stansted case it is unlikely that it would fall well within the threshold and even if a worst case 3 times multiplier was added. Therefore, in this respect the scheme is acceptable. It is also agreed that the cumulative effects can not be defined due to their nature.

14.6.32 Environmental Health agrees with our consultant's findings and highlight that "*Surface access emissions are expected to increase by 10%, but remains minor and not significant based on the accepted methodology. However, it does raise the possibility on some uncertainty particularly around EV uptake, as they might not be consistent with government ambitions. Aviation emissions, being 88% of all emissions are considered to increase the airports share of the UK's total projected aviation emissions in 2050 by 1.1% against the baseline DM scenario. This is not considered to be significant. The report does not dispute the findings of the ES and concludes that the predicted carbon impacts are minor adverse and not significant, that there are no grounds for refusal on carbon emissions and no additional mitigation measures are required*".

14.6.33 Notwithstanding this, the topic is an international and national level issue as advised in the Aviation Strategy. It is reasonable to conclude that the application proposals will not materially impact on the ability of the government to meet its national carbon reduction target. Therefore, for the above reasons the proposed development is considered acceptable in terms of carbon and in accordance with national policy framework, and the NPPF.

14.7 F. Climate Change

14.7.1 Chapter 12(b) sets out the potential impacts with regards to climate change. This is a relatively new requirement as set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 which requires an assessment of the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge. This chapter needs to be read in conjunction with Appendices in ES Volume 2.

14.7.2 Paragraph 8(c) of the NPPF (2024) sets out climate change as an objective of the environmental objective of sustainable development. Section 14 of the NPPF (2024) sets out the government's planning policy in respect of climate change. In paragraph 164 it states that developments should be planned for in ways that avoid increased

vulnerability to a range of impacts arising from climate change and can help to reduce greenhouse gas emissions, such as through its location, orientation and design. The latter part of the policy is not relevant to the proposals as no buildings are proposed as part of the development.

14.7.3 The Aviation Policy Framework (2013), Section 2, Climate Change Impacts, provides guidance on climate change and, as with carbon emissions, paragraph 2.4 sets out the government's objective similarly, together with a series of measures at different levels.

14.7.4 The Aviation Policy Framework states that "the Government's objective is to ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions." This will require action at a global level. European and national level actions are also set out in the document.

14.7.5 Paragraph 2.55 of the APF refers to the Climate Change Act (2008) committing the UK to build resilience to the expected impacts of climate change. A Climate Change Risk Assessment is required to be produced every five years. In 2012 the CAA, NATS and ten airports published climate change adaptation reports under the Climate Change Act Reporting Power and this will be repeated every five years. We are currently at round 3 of reporting reports being submitted in 2022, with the next report being due 2027. MAG have submitted their report of which is in the form of their Sustainability Strategy Report.

14.7.6 The reports identify climate variables that pose risks to the industry, including increases in extreme weather affecting operations; increases in temperature leading to runway damage; increased rainfall posing flood risk and changes in wind patterns affecting air traffic movements.

14.7.7 The ANPS sets out the government policy in respect of climate change. It states that climate change mitigation is essential to minimise the most dangerous impacts of climate change, as previous global greenhouse gas emissions will already mean some degree of continued climate change for at least the next 30 years. Climate change is likely to mean that the UK will experience on average hotter, drier summers and warmer, wetter winters. There is potentially an increased risk of flooding, drought, heatwaves, intense rainfall events and other extreme events such as storms and wildfires, as well as rising sea levels.

14.7.8 The ANPS states that new development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. These must be considered when planning design, build and operation. Any ES should use the latest UK Climate Projections and should cover the estimated lifetime of the new infrastructure. Any adaptation measures should be based on the latest set of UK Climate Projections, the most recent UK Climate Change Risk Assessment, consultation with statutory consultation bodies, and any other appropriate climate projection data.

14.7.9 The ES chapter reviews the meteorological data for the area using a 12km radius. The ES outlined that the average data suggest that the temperatures will increase, winter precipitation rates will increase, and summer precipitation rates will decrease. As the rest of the UK, the temperature around the airport is anticipated to increase in the summer from 21.3oC to 27.1oC in 2050-2080 period with potential to increase to 28oC in the high emissions scenario. Minimum daily winter temperatures are also predicted to increase from 1.3 °C in the baseline scenario to 4.0 °C in the 2050-2080 period (high emissions scenario and 50% level). The ES goes onto state that "*Mean winter precipitation is expected to increase slightly as compared to current mean precipitation, while it is expected to decrease in summer in the 50% high emissions scenario. Summer mean precipitation in the baseline is 1.7 mm and is projected to decrease to 1.4 mm (in 2020-2050) and further to 1.2mm (in 2050-2080) in the 50% high emissions scenario.*

14.7.10 *Projections for the changes in extreme weather events follow a similar trajectory. The number of hot days (where maximum daily temperature is above 25 °C) is anticipated to increase significantly, from 16.6 hot days per year in the baseline scenario up to 75.9 days per year by 2050-2080 in the 50% high emission scenario. The number of heatwaves per year will also increase to more than 5 events per year in the 90% high emissions scenario by 2050-2080 (compared to less than 1 event per year in the baseline). The number of frost days per year is expected to decrease in future.*

14.7.11 *In the case of extreme precipitation, the number of days with heavy rainfall (precipitation greater than 20 mm/day) is expected to increase slightly from 2.1 days in the baseline to 3.4 days in the maximum high emissions scenario by 2050-2080. The number of dry spells is also projected to increase from 4.1 days per year in the baseline to 5.7 days for the same scenario and period. These projections highlight an increase in variability of rainfall patterns at the site*."

14.7.12 There is embedded mitigation in legislation set by Government as discussed above that is monitored and in place.

14.7.13 The assessment of in-Combination Climate Impact concluded that climate change is expected to influence water consumption, chemical runoff, and passenger wellbeing at the airport, but none of these effects are considered *significant*. Changes in precipitation patterns may increase water demand during periods of scarcity, though this is already addressed through existing operational water-management planning. For aircraft operations, shifts in winter weather over time could lead to greater use of de-icing chemicals during certain cold events and a corresponding rise in contaminated runoff, but current drainage systems, along with planned capacity and treatment

improvements, are expected to manage these risks effectively. Higher temperatures and more frequent extreme weather may result in additional heat-related medical incidents among passengers in future, yet established health, safety, and wellbeing procedures, supported by robust terminal environmental controls, are in place to see that passenger welfare continues to be maintained.

14.7.14 No significant effects associated with climate change have been identified in this chapter or by any other topic specialists and therefore no further mitigation is required. On the basis of the information submitted in the ES, it is considered that the applicant has reasonably met the requirements of the EIA Regulations and no significant effects are identified.

14.7.15 It is acknowledged that representations have raised issues in respect of climate change and also carbon emissions. This was also the case in respect of the Generation 1 application where the Inspector stated that the Inquiry into STAL's appeal against the Council's refusal to grant planning permission was not the forum for challenging the merits of current government policy or for debate on the direction of future policy. He stated that they were matters for Parliament and outside the scope of the appeal. Whilst these two issues remain to be dealt with at a national level by the government, the Inspector's comments remain valid in respect of the consideration of this application. This is also the stance adopted in the previous 35+ application.

14.8 G. Ecology and BNG

14.8.1 Air quality impacts on biodiversity, in particular local SSSIs and Epping Forest SAC, is discussed in the Air Quality section of this officer's report.

14.8.2 Policy GEN2 of the Local Plan applies a general requirement that development safeguards important environmental features in its setting. Policy GEN7 seeks to protect wildlife and planning permission will only be granted when the need for the development outweighs the harm. Where protected species would be affected then mitigation measures would need to be secured by way of a condition or legal obligation. This policy is only partially consistent with the NPPF with the latter policy document clarifying and strengthening the requirements in protecting and enhancing the natural environment. GEN2 therefore has little weight.

14.8.3 Paragraph 8(c), environment objective, of the NPPF (2024) considers improving biodiversity. Chapter 15 of the NPPF relates to conserving and enhancing the natural environment. Paragraph 193(a) states that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

14.8.4 The biodiversity and ecological conservation section of the Airports National Policy Statement sets out the government's policies in respect of biodiversity, the main aims of which are to halt overall biodiversity loss, support healthy, well-functioning ecosystems, and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.

14.8.5 Table 12(D).1 within the ES (Volume 1, Chapter 12 (D)) outlines a list of 11 identified statutory areas of designation (SSSI, LNR, NNR and SAC) within 5km radius of the airport. These include Elsenham Woods, Hatfield Forest, Flitch Way, High Wood Dunmow, Thorley Flood Pound, Little Hallingbury Marsh, Quendon Woods, Sawbridgeworth Marsh and Epping Forest. Table 12 (D).2 identifies 14 Local Wildlife Suites located within a 2km radius of the airport. The application site itself is not subject of any statutory nature conservation designation being located on airport land. There are 20 blocks of ancient woodland around the periphery of the airport.

14.8.6 Survey work has also been undertaken and submitted as part of the planning application. This has been assessed.

14.8.7 The revised development description proposes a 22.8sqm of tarmac to change the splay of the RET authorised by the 2021 Planning Permission and that changed splay would not affect any habitat of merit. There are areas of modified grassland elsewhere around the airport application site extent within the red line of the Planning Application Boundary. However, there have been no notable flora or protected plant species on this site and similarly no notable or protected invertebrates are apparent. Previous surveys of the airport site locality identified possible Great Crested Newts and smooth newts for the terminal extension approximately 900m away from the RET proposed by the 2021 Planning Permission. Mitigation was proposed for the currently proposed changed taxiway/runway junction part of the authorised RET are therefore based on the limited additional splay operational works these are unlikely to be able to cause any issue in this respect. Similarly, reptiles north of the runway are not considered to be a concern. Due to the nature of the operation of the airport birds are not attracted to the airport to prevent air strike and therefore unlikely to be supported in the immediate area. There are no areas identified suitable for bats and mammals.

14.8.8 The main focus of the ES is in respect of air quality impacts on the SSSIs, which is discussed above.

14.8.9 In relation to potential impacts on Hatfield Forest, there is already a requirement in the 2008 Legal Obligation relating to the 2008 planning permission, requiring the applicant to carry out air quality monitoring at the site. Planning permission has been granted and consent has been obtained from Natural England to install the monitoring equipment. It is

considered appropriate to require the continued monitoring of Hatfield Forest if planning permission is granted, with the requirement to implement agreed mitigation measures if harm related to the development is identified and mitigation is required.

14.8.10 Place Services Ecology has raised no objections to the application.

14.8.11 In terms of **Biodiversity Net Gain (**BNG) the (revised) Application is deemed by paragraph 13(1) of Schedule 7A to the TCPA 1990 to be subject to the paragraph (2) condition that:

"*The condition is that the development may not be begun unless— a) a biodiversity gain plan has been submitted to the planning authority (see paragraph 14), and b) the planning authority has approved the plan (see paragraph 15*)".

14.8.12 From the 12th February 2024, section 90A of the TPCA 1990 has made Schedule 7A have effect to require compliance with the Biodiversity Net Gain statutory scheme. Within the Schedule 7A, paragraph 1(1) provides for "grants of planning permission to be subject to a condition to secure that the biodiversity gain objective is met". Paragraph 2(1) describes the objective: "*The biodiversity gain objective is met in relation to development for which planning permission is granted if the biodiversity value attributable to the development exceeds the pre-development biodiversity value of the onsite habitat by at least the relevant percentage*". Paragraph 2(3) defines the relevant percentage as 10%. The requirement to ensure at least "10%" described colloquially as "Biodiversity Net Gain" or "BNG". Schedule 7A provides for metrics by which to assess the BNG.

14.8.13 BNG normally applies to schemes because paragraph 13 of Schedule 7A to the Environment Act 2021 requires planning permissions to be subject to a "biodiversity gain plan" condition. However, paragraph 17 makes provision for exemptions for certain categories of development through regulations. The BNG Exemption Regulations enact those and under Regulation 4, the biodiversity gain condition does not apply where a development meets both of the following tests:

1. It does not impact any onsite priority habitat, and
2. It impacts less than 25sqm of onsite habitat with biodiversity value greater than zero, and less than 5m of onsite linear habitat.

"Impact" is defined as loss or degradation of habitat that reduces its biodiversity value.

14.8.14 In this case the only physical works are the 22.8sqm taxiway fillet, confirmed by survey to comprise modified grassland in poor condition, and not a priority habitat. No other onsite habitat would be impacted.

The total habitat impact (22.8sqm) is below the 25sqm exemption threshold and no linear habitat would be affected. Because the proposal meets both statutory conditions, it falls within the de minimis exemption expressly allowed for developments with very small habitat impacts. Accordingly, the national BNG planning condition does not apply to this development under Regulation 4.

14.8.15 Place Services (Ecology) is of the view "*With regard to mandatory biodiversity net gains, we note the Biodiversity Net Gain Exemption Statement (Tetra Tech Ltd, September 2025) provides evidence that the proposed taxiway fillet measures will only result in impacts to modified grassland in poor condition, consisting of a total area of 22.8m2. No other habitats are proposed to be impacted by the proposed revised runway scheme…providing that the development does not affect any more than 25m2, we are satisfied that this further information provides sufficient information that the development meets the de-minimis exemption. Therefore, the Local Planning Authority is not required to secure the Biodiversity Gain Condition for this application*." Officers also sought a legal opinion from leading Counsel to be sure this position is the correct one in law.

14.8.16 Taking into account the above, the proposed development subject to the identified mitigation measures and agreed details, meets the requirements of relevant regulation and the NPPF.

14.9 H. Public Health and Wellbeing

14.9.1 Public Health & Wellbeing is assessed in chapter 12(e) of the submitted ES. The NPPF places emphasis on creating healthy, safe, inclusive and accessible communities that support social interaction and healthy lifestyles. The adopted Local Plan, through it overarching objectives, seeks to "to improve the health of the community", and health and wellbeing considerations are embedded in various emerging Local Plan policies. These policies emphasise that development must not create unacceptable risks to public health.

14.9.2 The ES suggests that operational health effects resulting from the proposals are limited to minor changes in air emissions and noise associated with aircraft fleet modernisation and increased passenger capacity and that these are negligible and insufficient to produce measurable adverse outcomes. This aligns with the conclusions reached on specific matters of noise and air-quality (discussed above). There is likely socio-economic health benefits linked with increased employment opportunities and access to leisure travel. Subject to relevant conditions, the proposal is considered to comply with the thrust of policy on matters of public health & wellbeing.

14.10 I. Water Resources and Flood Risk

14.10.1 Adopted Local Plan policies ENV12 and GEN2 are concerned with the protection of water resources and minimising water consumption through design, respectively. Policy GEN3 is concerned with flood risk. Similarly, the NPPF seeks to avoid development in areas of flood risk and preventing water pollution. The eLP includes draft policies on the protection of water resources and flooding.

14.10.2 The conclusions of the submitted ES suggest that the proposed development will have no significant impact on water resources or flood risk, with effects largely negligible due to existing mitigation required of the 2021 permission for up to 43mppa and wider airport improvements. Indeed, the EA and LLFA raise no objections with regards to flood risk subject to conditions. No groundworks within flood zones are proposed.

14.10.3 However, the EA considers that the long-standing airport use of the site presents a potential contamination risk to controlled waters, particularly given its proximity to a source protection zone and location on a secondary aquifer. Specifically, Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS) which are used in fire-fighting foams. Following close liaison with the EA on this matter it is considered this risk can be managed, providing further detailed contamination information is agreed prior to construction of the 'fillet' (the only operational development forming part of the application). A planning condition is therefore recommended requiring a detailed land contamination management strategy prepared by a competent specialist. On this basis the EA does not object with regards to contamination, and the proposals comply with policies seeking to prevent contamination.

14.10.4 In terms of water usage, the applicant notes that potable water and foul drainage demands may rise with increased passenger numbers and suggest that additional network improvements can be phased as needed, and water efficiency measures have already been secured in earlier permissions to reduce impacts. Indeed, condition 03 of the permission for the extension of the existing passenger terminal (Ref: S62A/2023/0022) requires robust water efficiency measures.

14.10.5 Notwithstanding this, the EA remains concerned about future treatment capacity at Bishop's Stortford Waste Water Treatment Works (WWTW), suggesting that projected passenger growth could use a substantial portion of remaining capacity and wider growth was not accounted for in the recent Water Cycle Study. They note uncertainty around future capacity and investment at the WWTW. However, Thames Water, the WWTW operators, confirm that there will be sufficient sewerage capacity in the adjacent foul water sewer network to serve the proposed development and that the WWTW has upgrades planned. Thames Water state that they have modelled the projected flows of the proposals and do not require any further planning conditions. As such, and noting that no new connections will be made as a result of this proposal, officers agree a condition is not necessary or reasonable. In accordance with case law the local planning authority

should assume that other regulatory regimes operate effectively. Thames Water has not objected and, on the basis that the airport is not likely to reach 43mmpa+ for a number of years (and is already required to monitor water use under existing conditions), it has a number of years to make upgrades.

14.10.6 Subject to the conditions required by the EA and LLFA, as above, the proposal is considered to comply with policy in terms of Water Resources and Flood Risk.

14.11 J. Socio-economic Impacts

14.11.1 National policy recognises aviation as a key driver of economic growth, job creation, global connectivity and productivity. National strategy documents including the Aviation Policy Framework, Beyond the Horizon, Aviation 2050, Flightpath to the Future, and Invest 2035 highlight aviation's role in enabling trade, investment, high-value sectors, tourism and wider social connectivity. In terms of government strategy, airports are viewed as major economic anchors that strengthen local economies, attract investment and contribute to national competitiveness.

14.11.2 Chapter 10 of the submitted ES sets out the socio-economic impacts. Using recognised assessment methods, it suggests that the proposal will provide significant passenger benefits by offering more flights and better frequencies, enabling 7.2 million additional travellers to use Stansted rather than being displaced or forced to use less preferred airports. Wider economic benefits of £1.2 billion in UK GVA from 0.5 million extra business passengers are suggested, alongside major tourism benefits from 0.545 million additional international visitors supporting over 15,000 jobs and £0.8 billion GVA, plus 2.2 million extra leisure trips for UK residents. Operationally, the ES suggests the proposal will create 4,100 new jobs (£366 million GVA), and construction which should generate short-term employment of around 150 jobs. Officers consider the construction jobs figure to be upper-end and on the basis of the limited operational development now proposed as part of this application, and will be somewhat less. Even if these projections are on the high-end, overall, the proposal will generate significate economic benefits.

14.11.3 As one might expect, on consultation, business organisations, chambers of commerce, regional partnerships, and industry groups, provide strong support for the proposal. They argue that expanding passenger capacity will be transformative, delivering jobs, stronger regional productivity, improved global connectivity for businesses, a major boost to tourism and inward investment, and significant infrastructure and skills benefits. The business community see the airport as a critical engine of growth for Essex and the wider East of England, with the expansion described as essential, sustainable, and aligned with long-term economic priorities.

14.11.4 There is strong support from the education sector and other local councils in terms of socio-economic impacts, particularly, the Airport's continued investment in local education, skills and community initiatives. Stakeholders welcome the airport's commitment to programmes such as the Aerozone Education Centre, the Employment Academy, the Further Education Centre and local supply-chain support. They also endorse ongoing partnership working through the Community Fund, which provides grants for local community projects.

14.11.5 The proposal is expected to deliver significant socio-economic benefits by boosting regional employment, skills, business growth, inward investment, tourism, connectivity and supply-chain opportunities, and strengthening long-term economic resilience across Essex, Hertfordshire, Suffolk, the wider East of England and the UK Innovation Corridor.

14.12 K. Other Issues

14.12.1 Archaeology and Heritage: No archaeological or heritage assets are located within the construction area of the 'fillet', and only shallow groundworks are required, resulting in negligible impact. The small-scale development within the existing airport boundary will not affect the setting or integrity of nearby listed buildings, leading to a negligible built heritage impact.

14.12.2 Landscape and Visual Impacts: Similarly, the 22.8sqm 'fillet' works will create minimal visual disruption, resulting in no significant landscape or visual effects.

14.12.3 Waste: The Airport maintains a zero-waste-to-landfill policy, already recycles the majority of waste, and has targets to increase recycling and invest in new facilities and technology. Officers are aware of the Airport's recent London Stansted Airport Corporate Social Responsibility Report 2023/2024 which reaffirms that 100% of waste is diverted from landfill, confirming that the zero-waste-to-landfill policy remains active. With existing and planned waste reduction and management measures, it is not considered that the impact of the development on waste generation is significant.

14.13 L. S106 Obligations

14.13.1 Policy GEN6 requires development proposals to make appropriate provision for supporting infrastructure, including transport provision. This policy is generally consistent with the NPPF, but the latter recognises the need for viability of development to be considered. In addition, there is a requirement to take into account the Community Infrastructure Regulations. The policy should be given moderate weight.

14.13.2 Paragraph 56 of the NPPF (2024) states "Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition." The provisions for infrastructure can be made by the applicant or, where cumulative impacts result in mitigation being required, by financial contribution. All provisions (including financial contributions) are required to meet all the tests as set out in the CIL Regulations and paragraph 58 of the NPPF These tests are:
a) Necessary to make the development acceptable in planning terms;
b) Directly related to the development; and
c) Fairly and reasonably related in scale and kind to the development.

14.13.3 The following obligations are recommended to ensure mitigation of the proposed passenger throughput of between 43mppa up to 51mppa, and on the basis that the new and quieter aircraft type is the basis for the changeover. It is expected that the S.106 relating to the 2021 Planning Permission be varied by a deed under S.106 to provide, with relevant factual triggers, for the circumstances from 1st January 2034 expected by the Aviation Forecast (May 2025). Appendix D to the Planning Statement summarises the existing S.106 obligations that it is said would not be required under the proposed authorisation for 43mppa to 51mppa. Set out below is a summary of the obligations that would subsist (once the 2021 Planning Permission has been begun by 20th June 2026) to 1st January 2024 when the 43mppa limit has been forecast to then be reached under that 2021 Planning Permission and a switchover to the proposed authorisation of 43mppa to 51mppa would then occur.

14.13.3.1 The S106 variation deed would be drafted to take account of potential eventualities of local government reform and devolution in regards to the makeup of our respective councils.

14.13.3.2 **Surface Access -** Contribute an additional £200k to support fly-parking monitoring and management schemes (index linked includes drop off, staff and customer parking)

14.13.3.3 **Local Road Monitoring** extend to 51mppa +5yrs - the applicant to continue to undertake a scheme of traffic and fly parking monitoring on the local road network broadly in line with that set out in Steer's 'Local Road Monitoring Scheme Implementation Plan (2023-2037)' (dated August 2023), to agree a revised Implementation Plan when 43mppa is reached and to extend the obligation for monitoring until five years after reaching 51mppa (reference 2021 s106 agreement Schedule 2 Part 2 Clause 3 and Annexure 6).
Continue:

- **Airport Surface Access Strategy** continue to produce a Surface Access Strategy at five-yearly intervals with

interim mid-point review point (reference 2021 s106 agreement Schedule 2 Part 2 Clause 10),

- **staff travel plan** to continue to produce at five-yearly intervals with interim mid-point review point (reference 2021 s106 agreement Schedule 2 Part 2 Clause 10),
- **staff travel survey,**
- **local road monitoring scheme,**
- **sustainable transport levy,**
- **rail users discount scheme** (reference 2021 s106 agreement Schedule 2 Part 2 Clause 6 and Annexure 7) the airport employee travelcard scheme (reference s106 agreement dated 14th May 2003 Schedule 4 Part 4 paragraph 13) and Real Time Information Systems (reference s106 agreement dated 14th May 2003 Schedule 5 clause 11)

14.13.3.4 **Bus and Coach Station Improvements** – S106 2021 to be amended to include 51mppa

14.13.3.5 **Passenger public transport mode share target -**

- Increase public transport mode share for (non-transferring) passengers to 54% – all reasonable endeavours to reach and maintain. This target should be reached by 43mppa and be maintained or improved upon thereafter.
- Remain 45% employee single occupancy by 43mppa– all reasonable endeavours
- Maintain 12% kiss-and-fly mode share by 43mppa – all reasonable endeavours

14.13.3.6 If the targets are not met, this will trigger a review of the Sustainable Transport Levy (including employee car parking charge) to ensure further investment in sustainable transport measures is provided (reference 2021 s106 agreement Schedule 2 Part 2 Clause 8).

14.13.3.7 **Highway mitigation works** –

- M11 J8 - A120/A1250 highway scheme (51mppa): ahead of reaching 51mppa,
  the applicant to deliver highway mitigation works, as shown indicatively on drawing no. 24731002-STR-HGN-100-SK-D-00101 Rev P0 at the junction of the A120 with the A1250 west of M11 Junction 8 to include, but not limited to:
  i. Amendment of lane destinations and lane indication arrows, and associated
  lane markings and signage, to the west of the junction

ii. Provision of a yellow box across the junction (eastbound and westbound).

- M11 Junction 8: the applicant to undertake the previously-agreed Highway Mitigation Scheme at M11 Junction 8 as shown indicatively on the Junction 8 (M11) Scheme Drawing appended to the 2021 s106 agreement (drawing no. 23003401-SDG-HGN-100-DR-D-00106 Rev P2) to be completed and open to traffic no later than the end of the first calendar month when passenger numbers at the airport are forecast to reach 39mppa in any twelve month period (reference 2021 s106 agreement Schedule 2 Part 2 Clause 1).

- Priory Wood: ahead of reaching 43mppa, the applicant to undertake a review of the Priory Wood roundabout junction and inform the local planning authority whether the signalisation of the junction has been undertaken by others. If the junction has been signalised as modelled, no further action is required. If the junction has not been signalised, the applicant is to undertake the signalisation or a lesser scheme of works to be agreed with the local highway authority and National Highways (reference 2021 s106 agreement Schedule 2 Part 2 Clause 1).

14.13.3.8 **Smarter Travel for Essex Network**

- the applicant to continue to be a member of and participate in the network (reference 2021 s106 agreement Schedule 2 Part 2 Clause 7)

14.13.3.9 **Local Road Network Fund** - Extend to 51mppa +5yrs

- Additional £800k transport fund to be secured.

14.13.3.10 **Local Bus Network Development Fund**

- Contribute an additional £1million
- Extend 5 years past 51mppa
- Includes Hertfordshire County Council mitigation for bus funding

14.13.3.11 **Sustainable Transport Levy**:

- The applicant to continue to collect the Sustainable Transport Levy and to make the funds available for initiatives that promote sustainable modes of transport for employees and passengers (reference 2021 s106 agreement Schedule 2 Part 2 Clause 5).
- The sustainable transport levy definition to be tweaked

14.13.3.12 **Community and Well-being Fund -** Extend the life of the Trust for a further 10 years + 10yrs

14.13.3.13 **Stansted Area Transport Forum**- continue facilitating and participating in the Stansted Area Transport Forum the Steering Group of which will continue to be accountable for the investment decisions of the various transport-related funds secured, delivery of Airport Surface Access Strategy objectives, Staff Travel Plan and for setting clear objectives and programmes for its working groups (reference 2021 s106 agreement Schedule 2 Part 2 Clause 9 and Annexure 8).

- ATE to be added to attend

14.13.3.13 **Stansted Area Transport Forum Steering Group Terms of Reference**-
update to the Terms of Reference for the Stansted Area Transport Forum Steering Group to clarify how investment decisions are made by the group.

14.13.3.14 **Employment and Education** – this will allow the continued 2021 S106 commitments in providing educational facilities for local children, employment academy, further education collage and use of local businesses and skills. This is linked to the Stansted Airport Employment Forum and review of the Stansted Training Employment Strategy.

14.13.3.15 The existing S106 Obligations are also retained and carried forward. Summarised as follows:

- **Strategic Highways**
  - Existing strategic highway review obligations retained.
- **Air Noise**
  - Retention of all existing air-noise controls, including:
    - Operational procedures to minimise air-noise impacts.
    - Airline performance monitoring.
    - Voluntary incentives and controls to reduce noise.
    - Off-track flying penalties paid to the Trust Fund.
    - Noise insulation programme and Home Relocation Assistance Scheme.
    - Enhanced Sound Insulation Grants.
    - No lobbying for relaxation of night-flight restrictions.
- **Ground Noise**
  - Continue engine-run testing within designated facilities.
  - Review Ground Noise Management Strategy every five years.
  - Maintain Echo Apron restrictions.
- **Air Quality**
  - Retain monitoring obligations, including monitoring near Hatfield Forest.
- **Rail**
  - Continue rail-patronage monitoring.
- **Passenger Pick-Up**
  - Continue express drop-off discount scheme for local residents.

- Continue rail-commuter parking scheme.

 Employment & Education
- Maintain and support the Employment Forum.
- Review the Employment Strategy.
- Conduct employment surveys every five years.
- Continue support for:
    - The Employment Academy.
    - Aerozone education centre.
    - Stansted Airport College.

 Economic Performance
- Continue support for the Business Forum and local supply-chain initiatives, including “Meet the Buyers”.

 Waste Management
- Continue five-year reviews of the Waste Management Strategy.

 Energy
- Continue five-year reviews of the Energy Management Strategy.

 Monitoring
- Maintain monitoring of noise, air quality, transport, employment patterns, visual impact, waste, water, and energy.
- Continue publication of the annual Corporate Responsibility Report.

 Water Efficiency
- Existing obligations for 35–43 mppa retained.
- Additional condition added to extend water-efficiency measures to 43–51 mppa.

 Landscape
- Continue maintenance of Molehill Green landscape mound.

14.13.3.16 ii. Pay the Council’s reasonable legal costs
iii. Pay the monitoring fee

14.13.3.17 The education contribution has been concluded not considered to be necessary to form part of the secured S106 package or mitigation in accordance with the Regulation 122 and Policy GEN6

14.13.3.18 With the exception of Parish Councils, in the main, the consultees have resolved not raised any objections subject to the above mitigations and others that could be conditions such as construction management plan and contamination conditions should planning permission be granted. In consideration of the level of additional impact that would result from the proposed development in comparison to the concluded impact and mitigation proposed as part of the 2021 consent the proposed mitigation set out above is acceptable.

14.13.3.19 In view of the above, it is evident that the necessary infrastructure can be provided to meet the needs of the development, in accordance with Policy GEN6 of the Local Plan and Regulation 122 of the CIL.

15. ENVIRONMENTAL STATEMENT

15.1 The Town and County Planning (Environmental Impact Assessment) Regulations 2017 as amended states the following procedures amongst others;

15.1.1 ***Prohibition on granting planning permission or subsequent consent for EIA development***

3. The relevant planning authority, the Secretary of State or an inspector must not grant planning permission or subsequent consent for EIA development unless an EIA has been carried out in respect of that development.

15.1.2 ***Consideration of whether planning permission or subsequent consent should be granted***

26.—(1) When determining an application or appeal in relation to which an environmental statement has been submitted, the relevant planning authority, the Secretary of State or an inspector, as the case may be, must—

(a)examine the environmental information;

(b)reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph (a) and, where appropriate, their own supplementary examination;

(c)integrate that conclusion into the decision as to whether planning permission or subsequent consent is to be granted; and
(d)if planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.

(2) The relevant planning authority, the Secretary of State or the inspector, as the case may be, must not grant planning permission or subsequent consent for EIA development unless satisfied that the reasoned conclusion referred to in paragraph (1)(b) is up to date, and a reasoned conclusion is to be taken to be up to date if, in the opinion of the relevant planning authority, the Secretary of State or the inspector, as the case may be, it addresses the significant effects of the proposed development on the environment that are likely to arise as a result of the proposed development.

15.1.3 ***Co-ordination***

27.—(1) Where in relation to EIA development there is, in addition to the requirement for an EIA to be carried out in accordance with these Regulations, also a requirement to carry out a Habitats Regulation Assessment, the relevant planning authority or the Secretary of State, as the case may be, must, where appropriate, ensure that the Habitats Regulation Assessment and the EIA are co-ordinated.

(2) In this regulation, a "Habitats Regulation Assessment" means an assessment under [F1regulation 63 of the Conservation of Habitats and Species Regulations 2017] (assessment of implications for European sites and European offshore marine sites).

15.1.4 An Environmental Impact Assessment has been submitted as part of the planning application for consideration where various studies had been undertaken and considered. Tables 14.1 and 14.2 Volume 1 Chapter 14 of the ES list all the committed developments that are required to be taken into consideration as part of the ES cumulative impacts which have been agreed between the LPA and the applicant. The cumulative impacts have been assessed and considered within the main body of the report within their individual sections. Nonetheless, a Cumulative Impact Matrix has been provided in Table 14.4, as below summarising the impacts of the development.

Table 14.4 Cumulative Impact Assessment Matrix

ES Topic	Residual Effect Concluded in ES	Combined Cumulative Effect	Comment
Surface Access and Transport	Negligible	Negligible	The only potential significant cumulative effect is from increased driver delay and congestion at M11 J8, as a result of additional traffic arising from growth to 51mppa, along with other developments in the area and background traffic growth. Detailed peak hour analysis and capacity modelling of M11 J8 is provided within the TA (see ES Volume 3). The cumulative impact of additional traffic arising from the airport and other development in the area, along with background traffic growth, is predicted only to require the 35+ enhancement works to M11 J8 (making improvements to the recently implemented upgrade scheme by ECC).
Air Noise	Negligible	Negligible	The residential cumulative developments are all outside the ERCD modelled noise contours (including Lden and Lnight contours). Therefore, residents of these new schemes will not be significantly affected by aircraft noise. Moreover, it can be expected that these new properties will be designed with suitable acoustic performance (in compliance with prevailing British Standards) such that they will be adequately insulated from all external noise sources.
Ground Noise	Negligible	Negligible	Due to the distance between the airport and the committed developments, ground noise has been determined to have a negligible significance. Any potential impacts on committed residential developments have been considered within the ground noise chapter.

Air Quality	Negligible	Negligible	The traffic data used in the air quality assessment includes growth in future years and traffic generated by committed developments. Therefore, cumulative impacts have been included in the air quality assessment as described in the Impact Assessment section of Chapter 9. No significant cumulative effects have been predicted due to the proposed development.
Socio-economic Impacts	Minor – Major Beneficial	Moderate Beneficial	The committed developments would have a positive effect on the airport (and vice versa) because they would provide additional accommodation options for the existing workforce and also offer a source of future employees in close proximity, as well as extending the airport's local customer base. The airport would also bring in inbound visitors which could create jobs and benefit the local economy. Greater investment is also likely in the areas served by the airport.
Carbon Emissions	Negligible	Negligible	Assessing cumulative effects in EIA typically involves reporting the combined impact from the proposed development and other nearby developments. However, as described in Chapter 11, for carbon emissions this is difficult because the global atmosphere receives

ES Topic	Residual Effect Concluded in ES	Combined Cumulative Effect	Comment
			all emissions regardless of location. Therefore, it is impossible to define a boundary around the proposed development since its impact is similar to any development elsewhere. The IEMA guidance notes that "effects from specific cumulative projects…should not be individually assessed, as there is no basis for selecting any particular (or more than one) cumulative project that has GHG emissions for assessment over any other". A cumulative effects assessment was therefore not carried out in the traditional sense because of the reasons explained above, but the contextualisation exercise presented in section 11.5 (Assessment of Effects in Chapter 11 Carbon) does compare the proposed development's emissions to national and sectoral carbon budgets and finds these effects to be very small/ negligible.
Surface Access Noise	Negligible	Negligible	For future assessment years, the traffic data provided by Steer includes committed developments, as accounted for in the Tempro model which factors in growth of background traffic. Accordingly, all cumulative effects are Negligible and not significant.
Climate Change	Negligible	Negligible	The airport has adaptation and mitigation measures in place to ensure long-term resilience to the impacts of climate change. Committed developments are also expected to be designed to account for the impacts of climate change. No cumulative effects are therefore expected.
Water Resources	Negligible	Negligible	Minor adverse impacts are expected to Affinity Water and TWUL existing off-site infrastructure as a result of the proposed development, without mitigation. However, because of anticipated upgrades to this network during the AMP 8 (2025 to 2030) and AMP 9 (2030-2035) investment programmes by all water utility companies, the long-term combined effect with the committed developments is expected to be negligible.

Ecology and Biodiversity	Negligible	Negligible	Due to the intervening distance between the proposed development and off-site designated sites, there are no construction impacts anticipated on any of the designated sites located within the site's potential ZoI. Cumulative effects are not considered relevant given the absence of any significant effects on ecology and biodiversity from the proposed development alone. In relation to the Lizard Orchid and Great Crested Newt (GCN), the nature

ES Topic	Residual Effect Concluded in ES	Combined Cumulative Effect	Comment
			of the potential effect, being a direct impact on any individual plants or GCN that may be present within the boundary of the site, cumulative effects with other projects (that lie outside the site boundary) are highly unlikely to occur. No significant cumulative effects on ecological receptors have been predicted due to air quality changes arising from the proposed development.
Public Health and Wellbeing	Negligible – Major Beneficial (Socio-economic)	Negligible – Major Beneficial (Socio-economic)	No residual effects on health and wellbeing of the local population have been identified for the proposed development or the committed developments, with the exception of a potentially moderate to major beneficial effect resulting from the improvements to socio-economic conditions in the area (e.g. employment and improved housing opportunities etc) from the proposed development and other planned developments.

15.1.5 It has been concluded for the purposes of environmental impact assessment that no significant adverse effects result from the proposed development in combination or on its own. It has been acknowledged through the assessment of the planning application that whilst the proposed development is for some modification work to the approved RET and a further uplift of 8mppa the bulk of the impact would be experienced more impact during the implementation of the 35+mppa in 2034. The mitigation agreed and in place is considered sufficient to address the proposed 35+mppa authorised by the 2021 Planning Permission and based on the above assessment of this additional proposal would required some enhanced mitigation.

16. ADDITIONAL DUTIES

16.1 Public Sector Equalities Duties

16.1.1 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers.

16.1.2 The Committee must be mindful of this duty inter alia when determining all planning applications. In particular, the Committee must pay due regard to the need to: (1) eliminate discrimination, harassment,

victimisation and any other conduct that is prohibited by or under the Act; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

16.1.3 Due consideration has been made to The Equality Act 2010 during the assessment of the planning application, no conflicts are raised.

16.2 Human Rights

16.2.1 There may be implications under Article 1 (protection of property) and Article 8 (right to respect for private and family life) of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions; however, these issues have been taken into account in the determination of this application.

17. PLANNING BALANCE AND CONCLUSION

17.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. The amount of weight to be given to development plan policies is a matter of planning judgement exclusively for the decision maker. For example, if a policy is 'Being out of date' does not mean that a policy carries no weight. A review of the policies in relation to the proposed development has been made within this report. The proposal must also be assessed in the context of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and all relevant national policy, including that relating to aviation and sustainable development.

17.1.2 The application has been submitted in the context of national policy support for making best use of existing runway capacity, as expressed in the *Aviation Policy Framework (2013)* and given more particular and more recent emphasis within *Beyond the Horizon: The Future of UK Aviation – Making Best Use of Existing Runways* (2018). These documents, together with the NPPF (2024), each form important material considerations and collectively provide strong policy support for the sustainable growth of airport operations subject to the assessment of specific environmental impacts.

17.1.3 The ES submitted has been assessed in accordance with the EIA Regulations. The local planning authority has ensured access to sufficient expertise under Regulation 4(5), drawing on technical input from Essex County Council, Hertfordshire County Council, East Herts District Council, Network Rail, National Highways, Natural England, the Environment Agency, Active Travel England, and specialist consultees and consultants. Having reviewed this material, officers are of the view

that the ES is adequate, and that environmental effects have been robustly assessed.

17.1.4 Under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, an Appropriate Assessment has been undertaken. Natural England has confirmed that the development is broadly acceptable, including in respect of potential in-combination effects upon the Epping Forest SAC. The evidence demonstrates only a *de minimis* nitrogen deposition effect on a specific unit of the SAC arising from traffic associated with the development. Officers are satisfied that no adverse effects on the integrity of any European site would occur as a result of the proposal.

17.1.5 In terms of the development plan, the adopted Local Plan policies provide the starting point for decision-making. The emerging Uttlesford Local Plan is a material consideration but, at this point in time, carries limited weight. Nonetheless, its spatial vision and emerging airport policy reflect the recognised strategic importance of Stansted Airport within the London–Stansted–Cambridge Corridor and its role in supporting regional economic growth. National aviation policy, including the *Aviation Policy Framework (2013)* and the more recent *Beyond the Horizon* documents, carry substantial weight.

17.1.6 The proposal would, in due course, deliver significant economic benefits, including large-scale employment generation and substantial investment into the local and wider economies. The scheme supports the efficient use of existing airport infrastructure in a strategically important location, responding to established and forecast demand for air travel. These considerations carry considerable weight in favour of the development.

17.1.7 In environmental terms, the proposal is supported by a package of transport mitigation, including highway improvements at M11 Junction 8, the A120/A1250, and funding for further local road network improvements, if so required, secured via conditions and a Section 106 agreement. The technical evidence provided by ECC Highways, National Highways confirms that, subject to these measures, the residual cumulative transport impacts would be acceptable. No objections have been raised on highway grounds, and the proposal complies with relevant transport policies. For the purposes of EIA, the identified ‘minor negative’ effects are considered able to be mitigated and the remaining ‘negligible negative’ effects would be addressable in due course by means of service expansion by rail companies serving the airport.

17.1.8 With regards to air noise, the ES confirms that no significant adverse effects would arise. Continued technological improvements in aircraft design and fleet modernisation will result in quieter and more efficient operations over time, allowing throughput to increase within existing noise and environmental limits. The retention of existing movement

caps further constrains potential impacts. There are no cumulative noise effects from other committed developments. Noise (air) impacts would remain acceptable and in accordance with Local Plan Policies GEN2, GEN4 and ENV11 and national policy.

17.1.9 In terms of ground noise, the evidence demonstrates that no further mitigation is required beyond established controls. Similarly, air quality effects have been assessed as acceptable and compliant with Local Plan Policies ENV7 and ENV13, the emerging plan, and the NPPF. Specialist consultees, including Environmental Health, have raised no objection subject to mitigation.

17.1.10 On carbon emissions, national aviation policy makes clear that carbon management is addressed primarily at a national and international level. The material submitted supports the conclusion that the proposal would not materially affect the Government's ability to meet national carbon reduction targets. Accordingly, the proposal accords with national carbon policy and the NPPF.

17.1.11 The development would be located within Flood Zone 1, where flood risk is low. Surface water drainage would be appropriately managed through underground storage and a detailed SUDS design to be secured at reserved matters stage. ECC SUDS raise no objection subject to conditions. The Environment Agency has similarly confirmed that contamination issues can be satisfactorily managed via condition and Thames Water can deal with waste water capacity. The proposal is therefore consistent with Local Plan Policies GEN3, ENV12 and ENV14.

17.1.12 Ecological considerations have also been assessed. No objection has been raised by ECC Ecology, and the scheme complies with Policy GEN7.

17.1.13 The Section 106 agreement contains the necessary mitigation measures to ensure compliance with Regulation 122 of the Community Infrastructure Levy Regulations and Local Plan Policy GEN6.

Overall Conclusions

17.1.15 Significant weight is given to the clear economic benefits of the proposal and the strong alignment with national aviation policy supporting the best use of existing runway capacity. Against this, the evidence demonstrates that adverse environmental effects would be negligible, and capable of being effectively mitigated. No technical consultee has raised an objection which cannot be addressed through existing mitigations, other regulatory regimes, or via the mitigation to be secured as recommended within this report.

17.1.16 On balance, the economic, social and environmental benefits clearly outweigh the limited and mitigable harms identified. The development

therefore represents sustainable development in the terms of the NPPF and complies with the development plan when taken as a whole.

18. **RECOMMENDATION**

Grant Planning Permission subject to S106 Heads of terms being transferred and enhanced as per Section 14.13 and subject to conditions (heads below)

19. **CONDITIONS – TO FOLLOW but will cover the following;**

1. Time limit - Timescale extended from 3years to 8years

2. Within first 12 months of granting permission MAG to work with LPA of how to promote tourism within Uttlesford/West Essex

3. Water efficiency condition

4. Construction Management Plan

5. Remediation for PFAS

6. Not to exceed permitted 51mppa in any 12 calendar month

7. Not to exceed permitted 274,000 Aircraft Movements during any 12 calendar month period, of which no more than 16,000 shall be Cargo Air Transport Movements (CATMs)

8. Drainage SUDs condition drainage scheme, maintenance, yearly logs

9. Contamination

10. Noise contour condition (condition 7 of 2021 consent)

11. Airport Air Quality Strategy (AAQS)