

BABERGH DISTRICT COUNCIL

FROM: Head of Natural and Built Environment

REPORT NUMBER: **H76**

TO: STRATEGY COMMITTEE

DATE OF MEETING: 31 July 2008

PLANNING APPLICATION FOR STANSTED AIRPORT SECOND RUNWAY (G2) AIRPORT PROJECT –BAA CONSULTATION

1. PURPOSE OF REPORT

1.1 Babergh District Council has been consulted by Uttlesford District Council on Planning Applications relating to proposals for a second runway at Stansted Airport, with associated ancillary facilities and offsetting proposals. This report sets out the proposed response to this consultation, identifying any implications and issues that are relevant.

2. RECOMMENDATIONS

2.1 That the response attached as Appendix A, be agreed as a formal response, collectively to the Planning Applications to Uttlesford District Council. This raises objections to the proposed expansion of Stansted airport and expresses concerns about issues for which there is insufficient information at the current time.

2.2 That the Head of Natural and Built Environment be authorised to pursue the potential to prepare this as a combined response with adjoining authorities, where issues are common.

The Committee is able to resolve this matter

3. FINANCIAL IMPLICATIONS

3.1 This report raises no financial implications.

4. RISK MANAGEMENT

4.1 This report is not closely linked with any of the Council's identified Significant Business Risks. Key risks are set out below:

Risk Description	Likelihood	Seriousness or Impact	Mitigation Measures
The primary risk is that substantial development proposals go ahead that impact adversely on the district (in relation to environment and quality of life)	Significant	Marginal	Proposed response in objection to planning applications; if applications approved ensure best possible mitigation measures from BAA Stansted

5. **KEY INFORMATION**

Background

- 5.1 In December 2003 The Government published its White Paper - The Future of Air Transport. This sets out a framework for development of air travel in the United Kingdom up to 2030. It concluded that there was a need for two new runways in South East England and that Stansted should be the first of these.
- 5.2 The Council has been consulted on a number of previous occasions, on various proposals relating to the future growth of Stansted Airport. Reports were previously considered by the Strategy Committee in September 2005 and March 2006. The Council's responses on both of these earlier consultations raised objections to proposed expansion and expressed concern on a number of issues.

Current Proposals

- 5.3 The proposals which are the subject of this consultation are based on 4 Planning Applications. Collectively these form what is referred to as the G2 Airport Project, which focuses on direct airport developments. These applications comprise the following;
- Full Planning Application relating to construction and operation of the 2nd runway, including associated earthworks, balancing ponds and landscaping;
 - An outline application for airport development comprising new buildings and associated infrastructure, with reserved matters relating to appearance, landscaping, layout and scale;
 - An offsetting scheme comprising detailed nature conservation and landscaping schemes designed to reduce and offset the effects of the G2 Airport project (involving change of use from agriculture);
 - An application for the construction of local roads to replace those lost to the airport development.
- 5.4 Further applications are to be submitted covering the following;
- Demolition of listed buildings;
 - Removal of scheduled ancient monuments;
 - Re-construction of former listed buildings;
 - Construction of barns (for re-provision of bat roosts);
 - Off-site works comprising an aviation fuel pipeline and surface water outfall;
 - A second rail tunnel and 4th rail platform.
 - The provision of the new access junctions on the M11 and A120 to serve the expanded airport, which will be the subject of Road Orders via the Highways Agency. (This is a separate approval procedure).
 - Changes to airspace patterns and routes to accommodate the aircraft movements to and from the expanded airport (permission will be required from the Civil Aviation Authority and this is separate from the recent NATS airspace changes consultation).

Key Features of proposed development

- 5.5 The proposed G2 project would enable the airport to increase its annual aircraft movements from 274,000 to **495,000** by 2030. This will increase the passenger capacity to **68 million** passengers per year, by 2030. Current passenger levels are 24 million passengers per year. This will be achieved by a limited physical expansion of the site area, including development of a second wide space runway and associated operational facilities, with a more significant intensification of use when fully operational.
- 5.6 It is proposed that the G2 airport development would be built in phases. The first phase of construction would start in 2011 and be completed in 2015. It is anticipated that the expanded airport would open in 2015 and be operating at full capacity by 2030.
- 5.7 Increased car parking is proposed from 42,700 spaces to 77,450, of which 8,230 will be for staff parking. The ancillary facilities proposed include: a second terminal building, offices, hotels and additional freight facilities.
- 5.8 Details of the required airspace changes are not included in this proposal and would require further consent from the Civil Aviation Authority. It is anticipated that these will be published for public consultation in 2012. The Council will be consulted on this at the appropriate time.
- 5.9 The principle of the G2 Airport project is acknowledged in the Regional Spatial Strategy (RSS). It refers to the role of Stansted being outlined in the 2003 Air Transport White Paper (ATWP). In recognition of this, the RSS provides the policy context to ensure that proposals avoid significant adverse impact and ensures that where necessary mitigation measures are provided.
- 5.10 The planning applications are supported by extensive studies assessing the likely impacts of the proposed development on the environment, and surrounding communities. Significant adverse impacts will result in relation to landscape and nature conservation interests, but these primarily affect the local area and proposals to mitigate impacts are proposed.

Implications

- 5.11 It is difficult to assess the wider implications of the proposals, however, there are some elements which will clearly impact on the rest of the Region including the Babergh District. In terms of employment the assessment provided in the supporting information indicates that during construction there will only be minimal benefits, whilst in the long term, from 2015 there will be a major benefit which will contribute to the RSS job creation requirements for the Region. The assessment area in the information submitted by BAA did not include the Babergh District specifically, however, it is anticipated that some of the additional jobs created will provide opportunities for residents within the District. Without a detailed assessment, this cannot be quantified, but it is anticipated that there would be some benefit to the District. The Regional Economic Strategy November 2004 (RES) directly supports the principle of the G2 project through the goal which states "*making the most from the international gateways and national and regional transport corridors. Taking advantage of the opportunities from sustainable airport expansion in the region*"

This includes reference to supporting proposals which are to be progressed as a consequence of the ATWP.

- 5.12 The most significant adverse impact on the District is potentially the disturbance as a result of increased aircraft movements and any further changes to the airspace. Without the resulting detailed proposals for airspace changes it is not possible to assess the extent to which residents of the District may be affected. However, in terms of increased volume of air traffic it is inevitable that those within the flight paths, will experience increased noise pollution.
- 5.13 A further concern is the likely impact on traffic generation on roads within Babergh (including Sudbury). The information supporting the applications provides detailed assessments in terms of local surface traffic and the roads within the immediate vicinity of the airport. Some mention is made of the routes to and from the airport elsewhere in the Region, but not including those within Babergh. One of the components of the G2 project is an aim to promote greater access by public transport. BAA promote travel planning initiatives for employees and also forecast the proportion of passengers using public transport to increase from the current level of 40% to 44% by 2015. Whilst these initiatives clearly reduce the potential impact of traffic generation, the volume of traffic is proposed to increase significantly as a result of the G2 proposal, even allowing for an increased proportion using public transport. The car parking spaces are proposed to increase to 77,450 by 2030. It is difficult to assess the extent of the impact of this on traffic generation beyond Stansted, including Babergh and it is a concern that this information is not included as part of the assessment accompanying the application, particularly the A131 through Sudbury.
- 5.14 Detailed assessments of the impact of the G2 proposals on CO2 emissions are provided. It is clear that the development would inevitably lead to an overall significant increase in CO2 emissions. BAA has set itself a target not to exceed the CO2 emissions levels from buildings and infrastructure from the 2006 level of 43,000 tonnes. However, the increase as a result of the additional air passengers will impact on the overall emissions, leading to a significant net increase in emissions. Given that planning objectives nationally and locally aim to reduce CO2 emissions and promote development which minimises the impact of development on climate change, this issue is also a concern.

Position of Adjoining Authorities

- 5.15 In preparing this report the positions of adjoining authorities have been sought, to pursue the potential to present a combined response, where issues or concerns are shared. At the time of writing the following had been ascertained:
- **Braintree District Council** – have agreed to object to the proposals due to the adverse environmental impacts and also concern that the strategic infrastructure needs have not been addressed, particularly between Braintree and Marks Tey;
 - **Mid-Suffolk District Council** – have agreed to object primarily on the grounds of noise pollution and the increase in CO2 emissions and climate change;

- **Suffolk County Council** – have agreed to object on the grounds of disturbance by increased noise and air traffic increases, the environmental impacts and the effect on climate change and CO2 emissions.
- **St Edmundsbury Borough Council**- not yet reported or drafted, however St Eds raised an objection to earlier consultations on a second runway at Stansted.

Conclusion

5.16 Having regard to the context for the proposals for the G2 Airport Project within the ATWP and the Regional Spatial Strategy, consideration of the proposals needs to be balanced against following;

- There will inevitably be some adverse effects of the proposal particularly in the local area. Wider effects may also be detrimental, particularly in respect of CO2 emissions and global warming. Mitigation measures proposed will go some way towards addressing these. The full extent of effects beyond Stansted, including Babergh, is more difficult to quantify due to the extent of the area of assessment and information available. The impacts, likely to be of most significance cannot be assessed without the detailed proposals to airspace changes. The Council will be consulted on those at the appropriate time.
- There will be some beneficial effects to the Region, including Babergh, related to employment and social benefits which will be generated as a result of an expanded facility at Stansted. Again this is difficult to quantify, in respect of the District.

5.17 Accordingly the District Council maintains its concerns expressed to earlier consultations, which should be restated in this response. Given that similar concerns are to be expressed by adjoining Authorities, a combined response should be sent if possible. An interest in pursuing this has been indicated informally by St Edmundsbury and Mid-Suffolk. This will be pursued by officers before the response is sent.

5.18 In conclusion, whilst the social and economic benefits are recognised and supported, the issues regarding the adverse impact of the proposals relating to the following matters remain a concern, which should form the basis of an objection to the planning applications;

- Impact on district residents as a result of increased noise disturbance;
- Likely impact of traffic generation- A more strategic assessment is required to properly judge this;
- Impact of increased CO2 emissions, contrary to objectives to reduce global warming;

6. APPENDICES

(a) Proposed letter of response to Uttlesford District Council

7. **BACKGROUND PAPERS REFERRED TO:**

Stansted Generation 2 Airport Project- Airport Non Technical Summary

Planning Applications; UTT/0400/08/FUL; UTT/0401/08/OP; UTT/0402/08/FUL;
UTT/0403/08/FUL

Technical Assessments supporting Planning applications including;

- Planning Statement
- Environmental Statement;
- Sustainability Appraisal Report;
- Design and Access Statement

Further information on all of the Planning Applications and Background papers can be obtained from- www.stanstedairport.com/future

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23 July 2008

Dear Mr Pine

**STANSTED G2 AIRPORT PROJECT- PLANNING APPLICATION CONSULTATION
 PLANNING APPLICATION NOS UTT/0400/08/FUL ; UTT/0401/08/OP; UTT/0402/08/FUL;
 UTT/0403/08/FUL**

Thank you for your letter of 12th March 2008, consulting this local authority on its views on this matter.

In response, please accept this letter as the formal response of Babergh District Council. This response was agreed by the Council's Strategy Committee at its meeting held on 31 July 2008. It focuses on the key issues as they affect Babergh district and its residents.

The points the Council wishes to raise with you are as follows:

1. The Council wishes to lodge an objection to the planning applications collectively referred to as the G2 Airport project. This objection is based on the points listed below.
2. The impact of noise disturbance as a result of the increased air traffic movements. It is understood that detailed airspace changes will be the subject of a consent from the Civil Aviation Authority and that this will be subject to public consultation. Whilst the precise impact will not be realized until these proposals are established, however, given the level of increase of air traffic movements it is anticipated that some parts of the Babergh district will experience adverse impact as a result;
3. A further objection relates to the likely impact on traffic generation on roads within Babergh. The information supporting the applications provides detailed assessments in terms of local surface traffic and the roads within the immediate vicinity of the airport. Some mention is made of the routes to and from the airport elsewhere in the Region, but not including those within Babergh. One of the components of the G2 project is to promote greater access by public transport. BAA promote travel planning initiatives for employees and also forecast the proportion of passengers using public transport to increase from the current level of 40% to 44% by 2015. Whilst these initiatives clearly reduce the potential impact of traffic generation, the volume of traffic is proposed to increase significantly as a result of the G2 proposal, even allowing for an increased



proportion using public transport. The car parking spaces are proposed to increase to 77,450 by 2030. It is difficult to assess the extent of the impact of this on traffic generation beyond Stansted, including Babergh and it is a concern that this information is not included as part of the assessment accompanying the application, particularly the A131 through Sudbury.

4. Detailed assessments of the impact of the G2 proposals on CO2 emissions are provided. It is clear that the development would inevitably lead to an overall significant increase in CO2 emissions. BAA has set itself a target not to exceed the CO2 emissions levels from buildings and infrastructure from the 2006 level of 43,000 tonnes. However, the increase as a result of the additional air passengers will impact on the overall emissions, leading to a significant net increase in emissions. Given that planning objectives nationally and locally aim to reduce CO2 emissions and promote development which minimises the impact of development on global warming this issue is also a concern.

I trust the Council's response is both clear and concise. If you would like to discuss this response further, please contact me and I will be pleased to do so with you.

Yours sincerely

Mike Hammond
Deputy Chief Executive

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