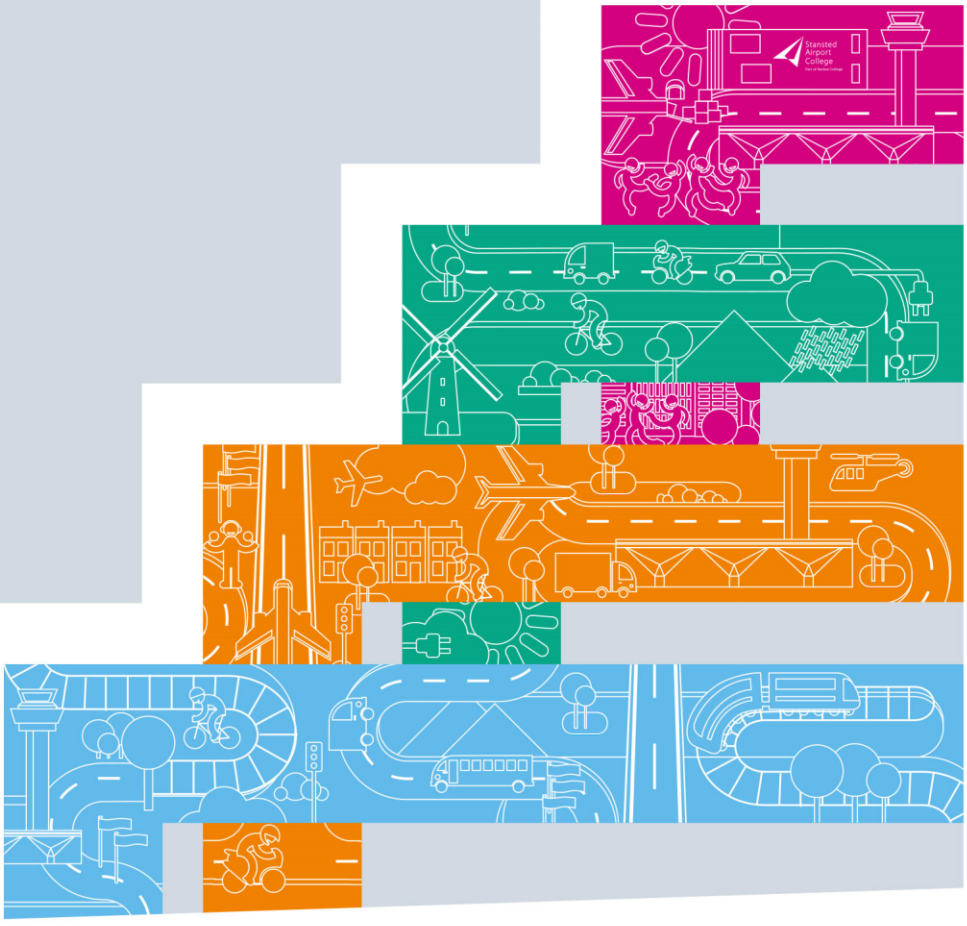
TRANSFORMING LONDON STANSTED AIRPORT

35+ PLANNING APPLICATION

Design and Access Statement

February 2018



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London Stansted
Airport

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Acronyms

ATM Air Transport Movement

CAA Civil Aviation Authority

DAS Design and Access Statement

EASA European Aviation Safety Agency

ICAO International Civil Aviation Organization

MPPA Million Passengers Per Annum

NPPF National Planning Policy Framework

STACC Stansted Airport Consultative Committee

STAL Stansted Airport Limited

SATF Stansted Airport Transport Forum

1 Introduction

1.1 This Design and Access Statement (DAS) is written in support of the planning application by Stansted Airport Limited (STAL) for works to facilitate making the best use of the existing single runway at London Stansted Airport ('Stansted').

Description of Development

1.1 The application is made in full for permission for airfield infrastructure to support growth at Stansted; but with the cap on the number of passengers raised from 35 million passengers per annum (mppa) to 43mppa. The existing limit on the total number of aircraft movements (passenger and cargo air transport movements (ATMs), plus 'Other' air movements) of 274,000 a year is to remain unchanged.

1.2 The description of development is as follows:

> *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 and a throughput of 43 million terminal passengers, in a 12-month calendar period..*

Location and Site Context

1.3 Stansted is located approximately 56km (35 miles) north-east of central London, and 50km (31 miles) south-east of Cambridge. The airport lies in a predominantly rural setting, with its site wholly within the local authority administrative district of Uttlesford in the county of Essex. The airport's operational area extends over approximately 957ha.

1.4 The land required for the proposed airfield infrastructure is in four separate locations, within the existing airfield, and therefore entirely contained within the current airport Operational Area. Specifically, the gross development area amounts to an area of 8.79ha, of which 7.02ha is new hardstanding on existing airfield grass.

1.5 The red line plan confirms the application site, which for this application incorporates the whole Operational Area of the airport.

2 Legislation and Policy

2.1 The relevant legislation and policy relating to design and access in relation to the development is set out below.

Town and Country Planning (Development Management Procedure)

2.2 The **Town and Country Planning (Development Management Procedure) (England) Order 2015** requires that an application for planning permission which is for *major* development must be accompanied by a statement ("design and access statement") covering: –

a) the design principles and concepts that have been applied to the development; and

b) how issues relating to access to the development have been dealt with.[1]

2.3 The order goes on to state at Article 9 (3):

A design and access statement must –

a) explain the design principles and concepts that have been applied to the development;

b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

e) explain how any specific issues which might affect access to the development have been addressed.[2]

National Planning Policy Framework.

2.4 The National Planning Policy Framework (NPPF) published in 2012 sets out the Government's planning policy. The NPPF states that *"the purpose of the planning system is to contribute to the achievement of sustainable development".*[3]

2.5 The NPPF states that good design is a key aspect of sustainable development and is indivisible from good planning. The NPPF states that planning decisions and policies:

- *"should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally";*[4] and

- *"should not attempt to impose architectural styles of particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles".*[5]

2.6 The NPPF goes on to state that *"pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life".* [6]

2.7 On access, the NPPF states plans and decision should take account of whether *"safe and suitable access to the site can be achieved for all people".* [7]

2.8 The National Planning Practice Guidance describes a design and access statement as:

> *"a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applications to explain how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users".*[8]

Uttlesford Adopted Local Plan (2005)

2.9 The Local Plan was adopted by Uttlesford District Council in January 2005. The majority of policies were 'saved' by the Secretary of State in 2007 and, in line with the NPPF, the Plan's policies must now be attributed weight based on their consistency with the NPPF.

2.10 Within the Stansted Airport boundary (the development site), the Local Plan identifies six separate development zones, accommodating various land uses defined in policies AIR1 to AIR5. The adopted Local Plan also sets out specific policy on design (Policy GEN2) and access (Policy GEN1).

3 Design

Rapid Access and Exit Taxiways Stands

1.2 The locations of the new taxiways are based on safety, operational and regulatory requirements and the performance characteristics of the aircraft using Stansted. The runway selection at Stansted is primarily driven by the requirement for aircraft to take-off and land into the wind. The prevailing wind direction at Stansted is south-westerly which means operations in this direction, using Runway 22, account for the largest proportion of annual aircraft movements. This can vary year-to-year, but over a 20 year average such operation accounted for over 70% of aircraft movements. Due to the predominance of Runway 22 operations, the additional access and exit taxiways have been sited to serve this mode of operation. These improvements will enable aircraft to enter and leave the runway at the earliest opportunity, thus reducing runway occupancy times and easing congestion.

3.1 The position, width and alignment of the new taxiways are based on safety, operational and regulatory requirements and the performance characteristics of the aircraft using Stansted. The Mike Romeo Rapid Exit Taxiway will provide a new link to the south-west of the runway and will cover an approximate area of 1.5ha. The Runway Tango Rapid Access Taxiway will provide a new link at the north-eastern end of the runway and will cover an approximate area of 1.2ha.

3.2 The rapid access and exit taxiways will be 25 metres wide, concrete with an asphalt surface, with associated lighting, cabling and drainage. This is consistent with the current taxiways at Stansted.

Aircraft Stands

3.3 The proposed development includes the provision of nine additional stands to accommodate additional aircraft parking. Six new aircraft stands are proposed to be located in the mid airfield ('Yankee Remote Stands') and a further three stands are to be added to the existing Echo Stands (located to the north east of the airfield) to accommodate additional aircraft parking.

3.4 The additional stands are designed to accommodate Code C aircraft as defined by the International Civil Aviation Organization (ICAO). ICAO provide guidance on international standards for aerodrome design and operations[9]; this includes aerodrome reference codes for aircraft categorised by a combination of wingspan and outer main gear wheel span. The majority of aircraft that use Stansted are 'Code C' which are defined as having a wingspan of 24m up to but not including 36m. Aircraft parking stands therefore adhere to standard dimensions in accordance with the aircraft code, which in turn define the layout and design.

3.5 The aircraft parking stands will be concrete with an asphalt surface, with inset airfield lighting, drainage, cable ducts and other services as necessary, including Fixed Electrical Ground Power (FEGP), fuel hydrants, and Stand Entry Guidance System. The design of the aircraft stands will therefore be consistent with existing stand infrastructure at Stansted.

Design Summary

3.6 The airfield infrastructure works have been designed to standard dimensions in compliance with international, European and national requirements and regulations, primarily defined by the ICAO, European Aviation Safety Agency (EASA) and UK Civil Aviation Authority (CAA).

3.7 The additional airfield infrastructure proposed as part of this applications is sited within the airfield, allocated as **Policy S4 – Stansted Airport Boundary** in the Uttlesford Adopted Local Plan. This policy details that "*Provision is made for development directly related to or associated with Stansted Airport to be located within the boundaries of the airport. Industrial and commercial development unrelated to the airport will not be permitted on the site".*[10] The design of the rapid exit and access taxiways and aircraft stands is in line with existing airfield infrastructure.

4 Access

4.1 The planning application is for airfield infrastructure to support growth at Stansted and to enable an increased throughput of passengers from 35mppa to 43mppa.

4.2 The proposed airfield works are within the airport's 'restricted zone' where access is tightly controlled in line with UK Government and international security, safety and regulatory requirements. The only access will be by security cleared and essential airport operational and maintenance staff. Therefore for the taxiway works it is not appropriate to consider 'access' in the manner intended by policy and legislation (Section 2) within a DAS.

4.3 The six mid-field remote stands will not normally be used for the loading and unloading of passengers. These 'remote' stands will be used predominantly for overnight aircraft parking and some maintenance and servicing activity e.g. fuelling. Access will only be by security cleared and essential airport operational and maintenance staff, aircrew and handling agents.

4.4 The three additional Echo stands will be an extension of the current stands. As such, they will be similarly used, including for the loading and unloading of security screened air passengers. This takes place under carefully managed and controlled conditions in accordance with UK Government and international regulations. There is no access by the general public. Access to the stands will be permitted for security cleared and essential airport operational and maintenance staff, aircrew and handling agents. Access by air passengers with restricted mobility or particular needs, is catered for by dedicated and customised facilities in line with UK legislation and STAL's and airline's customer service standards.

4.5 The effect of the development proposed is to increase utilisation of the airport and therefore, in turn the existing access network. The whole airport site has of course extensive surface access infrastructure in place already for various modes of transport (including private car, rail, bus, coach, walking and cycling) providing convenient access for all users. Further detail of the existing surface access network is provided in the airport's Sustainable Development Plan (2015). The strategy, and its implementation, is overseen by the Stansted Airport Transport Forum (SATF) which is a representative body including local authorities, network operators and public transport service providers. In addition, the independent Stansted Airport Consultative Committee (STACC), established under the CAA Act, are both represented on the SATF and also take an active interest in access and accessibility, including by disabled users and passengers with restricted mobility. A dedicated sub group of STACC – the Users Experience Group – regularly review and monitor performance.

4.6 The airport rail and bus and coach stations are directly linked to the passenger terminal by ramps lifts and escalators, ensuring easy and convenient access for all passengers and staff. The needs of public transport users were also an integral consideration in the design process of the Arrivals Building (terminal building approved 2017, to be sited immediately adjacent the north-east elevation of the existing terminal building at Stansted) and forecourt which provides direct and convenient access for passengers to the extensive onward travel facilities.

4.7 The impact of the proposed development's effects on the surface access network are appropriately considered in the accompanying Transport Assessment (Vol 3 of the Environmental Statement) and are not duplicated here as a result. The preparation of the Transport Assessment also included consultation with highway authorities and public transport providers.

4.8 The pre-application consultation carried out as part of this application's preparation revealed a variety of operational issues relating to access to the airport. Stakeholders recognised the strong public transport offer provided at the airport, however some did identify that bus services to a number of local areas could be improved. Some concern was also raised regarding the capacity of the road network to accommodate increased traffic, particularly Junction 8 of the M11. These are set out in more detail in the Statement of Community Involvement. The matters raised are a mixture of on-going access issues that are appropriately dealt with by the Stansted Airport Transport Forum.

5 Reference List

[1] Part 3, Article 9, The Town and Country Planning (Development Management Procedure) (England) Order 2015.

[2] Part 3, Article 9, The Town and Country Planning (Development Management Procedure) (England) Order 2015.

[3] Paragraph 6, National Planning Policy Framework (2012), Department for Communities and Local Government.

[4] Paragraph 59, National Planning Policy Framework (2012), Department for Communities and Local Government.

[5] Paragraph 60, National Planning Policy Framework (2012), Department for Communities and Local Government.

[6] Paragraph 9, National Planning Policy Framework (2012), Department for Communities and Local Government.

[7] Paragraph 32, National Planning Policy Framework (2012), Department for Communities and Local Government.

[8] Paragraph: 034 Reference ID: 26-034-20140306, National Planning Practice Guidance (2018), accessed 5 February 2018.

[9] Annex 14 to the Convention on International Civil Aviation (July 2009), International Civil Aviation Organization.

[10] Page 8, Uttlesford Local Plan (Adopted January 2005), Uttlesford District Council.