

Stansted Airport Limited
Enterprise House
Stansted
Essex
CM24 1QW

Telephone: 01279 662800
email: stanstedpublicaffairs@baa.com

11 March 2008

Director of Development
Uttlesford District Council
Council Offices
London Road
Saffron Walden
Essex
CB11 4ER

For the attention of Mr John Mitchell

Dear Sir

STANSTED GENERATION 2

SUBMISSION OF FOUR PLANNING APPLICATIONS UNDER THE TOWN AND COUNTRY PLANNING ACT 1990 FOR THE G2 AIRPORT PROJECT

Introduction

Since the publication of the Government's Air Transport White Paper in December 2003 (ATWP), BAA has undertaken a significant amount of detailed work to formulate the proposals which collectively comprise the Stansted Generation 2 Project (the G2 Project). The G2 Project is the term used to describe the overall proposals to deliver the comprehensive expansion of Stansted Airport together with supporting surface access (road and rail) infrastructure.

The G2 Project itself comprises a number of separate applications and orders, made necessary as a result of different consent regimes and procedures. The G2 Project is made up of three components:

- The G2 Airport Project (the subject of the planning applications by BAA Limited and Stansted Airport Limited enclosed and listed below);
- The Stansted Rail Improvement Project (the subject of a separate application by Stansted Airport Limited under the Transport and Works Act); and
- The provision of airport access junctions from the A120 and M11 (the subject of two separate Orders under the Highways Act made by the Highways Agency).

These rail and road components of the G2 Project are referred to hereafter as the G2 Rail Project and the G2 Junctions Project respectively.

The G2 Airport Project

The G2 Airport Project is the name given to those elements which are principally associated with promoting the Airport Development itself. The component parts of the G2 Airport Project are broadly set out as follows:

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

Four planning applications are enclosed relating to the G2 Airport Project. The applications submitted comprise:

1. A full planning application for airport development
2. An outline application for airport development
3. A full application for off-setting measures to reduce and mitigate the effects associated with the G2 Airport Project
4. A full application to construct local roads, in association with the G2 Airport Project

Further explanation is provided below and the full descriptions of development of each of the planning applications is contained in Annex 1 of this letter.

The Planning Applications

The full and outline planning application boundary of the G2 Airport Development includes the whole of the existing airport and the land required for the new expanded airport. Whilst large parts of the existing airport will not be affected by the application proposals, the whole of the existing and the expanded airport has been included to enable any airport-wide controls arising from the G2 Airport Development to apply to the entire airport and to ensure that planning for the existing and proposed parts of the airport can be co-ordinated. The airport development application site therefore includes the whole of the existing airport's 956 hectares and the additional 442 hectares of land outside the existing airport boundary. The total site area for the expanded airport is therefore 1,398 hectares.

1. Airport Development – Full Planning Application

The full planning application (G2-FULL) seeks permission for proposed engineering and infrastructure works within the G2 Airport Development application boundary. These works principally relate to the construction and operation of the second runway, including associated earthworks, balancing ponds and landscaping.

The contents of the application for which full permission is sought are set out in the description of development for the G2-FULL planning application and its accompanying plans. Further information is provided in the Development Specification which accompanies the planning application.

The planning application drawings together with the G2-FULL Development Specification set out the specifications for the physical layout, scale, appearance, means of access and general

landscaping of the new runway and other principal engineering and infrastructure works associated with the full application.

2. Airport Development – Outline Planning Application

The outline planning application (G2-OL) seeks permission for airport development comprising new buildings and associated infrastructure and facilities within the G2 Airport Development application site. The matters reserved for future approval are access, appearance, landscaping, layout and scale.

The contents of the application for which outline permission is sought are set out in the description of development for the G2-OL planning application and its accompanying plans. Further information is provided in the Development Specification which accompanies the planning application.

3. Offsetting Scheme – Planning Application

A comprehensive and detailed nature conservation and landscaping scheme has been designed to reduce and offset the effects of the G2 Airport Project. A full planning application is enclosed for permission to change the use of existing land to provide a range of habitats, landscaping and other measures over an area of 208.5ha beyond, adjacent to, and surrounding the G2 Airport Development boundary.

4. Construction of Local Roads – Planning Application

A number of local roads and other rights of way are required to be diverted or re-provided as a result of the stopping up of existing roads and rights of way crossing the site of the G2 Airport Development. A full planning application is enclosed for permission to construct replacement roads. The re-provision of the local roads will allow existing connections between communities and facilities to be maintained.

Other components of the G2 Airport Project

Procedures or applications in relation to off-site utilities works are expected to be undertaken by the relevant utility providers subsequent to the submission of the G2 applications. The nature, extent, and timing of these works (where known at this stage) are described in the G2 Airport Project Environmental Statement.

The changes to airspace which will be required as part of the G2 Airport Project will be the subject of a separate Airspace Change Proposal made under CAP 725. The procedure, timing, and likely significant effects of such an Airspace Change Proposal are also described in the G2 Airport Project Environmental Statement.

Documents submitted with the Applications

A number of documents accompany the G2 Airport Project applications including:

A *G2 Airport Project Environmental Statement*. The ES is a full and comprehensive report of the environmental impact assessment of the G2 Airport Project. The ES is contained in 17 volumes, their accompanying appendices and a single volume Non-Technical Summary (NTS). Volume 17 of the ES provides an assessment of the cumulative impacts of the various components of the overall G2 Project.

The ESs accompanying the G2 Rail Project and the G2 Junctions Project are attached to the G2 Airport Project ES. The G2 Airport Project ES, the G2 Junctions Project ES and the G2 Rail Project ES, including the Cumulative Effects Assessment of all three projects, therefore encompass a comprehensive assessment of the likely significant effects which would arise as a consequence of the approval and implementation of the various elements of the G2 Project and thus constitute the Environmental Statement for the G2 Project.

A single *Design and Access Statement* explains the design principles and concepts that have been applied to particular aspects of the proposals and describes the use, amount, scale, appearance and landscaping of the G2 Airport Development together with access to it.

A *Planning Statement* is submitted in support of the G2 Project proposals and sets out full details of the context for the G2 Project planning applications, explains how the proposals were formulated and analyses their acceptability against all levels of planning policy. Two further Supporting Statements are submitted in respect of the planning applications for the Offsetting Scheme and the Construction of Local Roads.

A *Sustainability Report* is submitted in support of the G2 Airport Project and demonstrates how the principles of sustainable development have been adopted and implemented at Stansted Airport.

Further documents are attached to the ES including a Code of Construction Practice; a Construction Methodology Report; and a Transport Assessment. A Health Impact Assessment is also being prepared and will be submitted shortly.

Further Applications and Submissions

Further G2-related planning applications and submissions are also being prepared and will be made by BAA shortly, including:

- Applications for the demolition of listed buildings;
- Applications for the removal of scheduled ancient monuments;
- Applications for the re-construction of some former listed buildings;
- Applications for the construction of barns (required primarily for the re-provision of bat roosts);
- Applications for off-site works associated with the development, comprising an aviation fuel pipeline and an airfield surface water drainage outfall;
- Orders in relation to the stopping up and diversion of highways; and
- Application under the Transport and Works Act for a second rail tunnel and fourth platform at Stansted rail station.

At the same time it is expected that the Highways Agency will submit the Roads Orders for the provision of the new airport access junctions on the M11 and A120.

A number of Compulsory Purchase Orders to acquire land required in association with the G2 Project are currently being prepared and will be submitted shortly.

In total, it is likely that about 35 separate planning applications will be made to facilitate the G2 Project.

The planning applications which are submitted with this letter, together with the other G2-related applications and Orders which will follow, represent BAA's response to the Government's policy for the development of a new second runway at Stansted Airport, as set out in the ATWP. The

planning policy background to these applications, and the consideration of them against the development plan, is described in the accompanying Planning Statement.

The G2 Project will make a major contribution to the national requirement for additional airport capacity. Its development will bring significant economic, employment and social benefits. BAA has already undertaken a significant amount of work in reaching the stage of making this planning submission. The submission of the various applications and orders comprising the G2 Project demonstrates BAA's intention to ensure the delivery of the G2 Project, recognising the clear Government policy which supports the need for the second runway to be delivered "as soon as possible," and in the context of Government policies for aviation growth and sustainable development.

All relevant planning policy requirements have been observed in the preparation of the applications and Orders for the G2 Project to ensure that its environmental effects are limited, controlled and mitigated as far as practicable, consistent with airport operational requirements.

Appendix 9 of the G2 Planning Statement provides, in broad outline, a list of initial suggestions for controls that may be appropriate as part of any planning permissions granted for the G2 Airport Development. We would welcome the opportunity to discuss these with you in further detail and any other aspects of the submission documentation.

Main features of the Airport Development

The G2 Airport Development, as set out in the full and outline airport development planning applications, consists of the construction and operation of a second runway and associated facilities to the south and east of the existing Stansted Airport.

The proposed passenger and aircraft handling facilities would enable the expanded Airport as a whole to accommodate a throughput of 480,000 air transport movements (atms) and 495,000 total movements per annum, and an increase in passenger throughput to 68 million passengers per annum (mppa) by around 2030. The main physical works would include:

- a second runway 3,048 metres long and 60 metres wide located parallel with and 2,200 metres to the east of the existing runway, together with related taxiway systems, air traffic control tower and airside infrastructure;
- a second terminal building of 95,000m² located to the south east of and within walking distance of the existing terminal and public transport interchanges. Its orientation and scale have been designed to complement the existing terminal;
- a consolidated general aviation area at Northside with replacement airside facilities, new car parking and car hire areas, hotels and offices;
- additional cargo and maintenance facilities at Coopers End/Taylor's End which sit between the existing Diamond Hangar and Enterprise House;
- offices and hotels to meet the demands arising from the expansion of the airport and which are principally focussed centrally between the two terminal buildings to minimise unnecessary journeys, maximise public transport accessibility and cluster the new buildings together;
- additional airport related facilities (freight forwarding, industrial and catering floorspace) to meet the anticipated additional direct demands of the expanded airport;
- an increase in the amount of car parking to 77,450 spaces, of which 8,230 would be for staff car parking; and

- enhancements to the airport railway station and bus/coach station to improve opportunities to use public transport, together with the introduction of forecourt user controls to discourage passenger drop-offs and taxi trips.

Availability of the G2 Project planning applications material

Six copies of these planning applications, the ES, and other accompanying documents are enclosed. The planning application material will also be provided, either as hard copy or as a DVD to the local authorities, statutory consultees, government offices, and other organisations listed in Annex 2.

In order to make the documents widely available to the general public, all the material that comprises the applications will be available from BAA either:

- On the web site www.stanstedairport.com/future or
- On DVD (without charge)

All of the material will also be available for inspection:

- At the following libraries:
 - Saffron Walden Library, 2 King Street, Saffron Walden, Essex, CB10 1ES
 - Great Dunmow Library, North Street, Great Dunmow, Essex, CM6 1AZ
 - Thaxted Library, 2 Fishmarket Street, Thaxted, Essex, CM6 2PG
 - Stansted Mountfitchet Library, Crafton Green, Chapel Hill, Stansted Mountfitchet, Essex, CM24 8AQ
 - Bishop's Stortford Library, 6 The Causeway, Bishop's Stortford, Hertfordshire, CM23 2EJ
 - Chelmsford Library, Market Road, Chelmsford, Essex, CM1 1LH
- At the following Local Authority Offices:
 - Uttlesford District Council, Council Offices, London Road, Saffron Walden, Essex CB11 4ER
 - Great Dunmow Community Information Centre, High Street, Great Dunmow, Essex, CM6 1AN
 - Thaxted Community Information Centre, 7 Town Street, Thaxted, Essex, CM6 2PJ
 - East Herts District Council, The Causeway, Bishop's Stortford, Hertfordshire, CM23 2EN.
- At Stansted Airport, at Enterprise House.

Copies of the ES and other documents are available to members of the public by contacting the G2 Communications Team at Stansted Airport on 01279 662800. A reasonable charge will be made to cover printing and distribution costs.

The enclosed material provides you with all the information required to enable the registration of the enclosed G2 planning applications and allow the commencement of consultation.

Yours faithfully

Alastair McDermid
Stansted G2 Director, BAA

**PLANNING APPLICATIONS MADE UNDER THE TOWN AND COUNTRY PLANNING
ACT 1990 FOR THE G2 AIRPORT PROJECT**

BAA LIMITED AND STANSTED AIRPORT LIMITED

DESCRIPTIONS OF DEVELOPMENT

1. Airport Development – Full Planning Application

“The provision of a runway, associated facilities and operational development, in connection with the construction and operation of the expanded airport (including airport buildings, together with ancillary infrastructure and associated operational development), comprising:

- i) the demolition of existing buildings and structures (including those in residential use)
- ii) the undertaking of earthworks including for the provision of surface level car parking
- iii) runway
- iv) taxiways
- v) runway end safety areas at each end of the runway
- vi) airside roads
- vii) landscaping
- viii) drainage and water management infrastructure, including pollution control
- ix) bunding and other mitigation screens
- x) balancing ponds
- xi) extension of the Pincey Brook culvert and Takeley culvert
- xii) provision of runway and taxiway lighting and runway approach lights
- xiii) navigational apparatus
- xiv) perimeter fencing, and
- xv) associated works and facilities.”

2. Airport Development – Outline Planning Application

“The provision of airport buildings, together with ancillary infrastructure and associated operational development, in connection with the construction and operation of the expanded airport (including the second runway and its associated facilities), comprising:

- i) a passenger terminal containing passenger processing and baggage handling facilities, security control, offices, retail, catering and other services and facilities
- ii) the provision of piers and airside operational buildings
- iii) aircraft parking stands and apron
- iv) an airside fire station and associated infrastructure and accommodation for emergency services
- v) an air traffic control tower and associated operational support accommodation
- vi) a passenger vehicular terminal forecourt serving the terminal
- vii) alterations and modifications to the existing terminal forecourt

- viii) retail distribution facility
- ix) hotels
- x) offices
- xi) aircraft maintenance facilities and buildings
- xii) the extension of the existing fuel farm including an additional fuel storage tank and associated infrastructure
- xiii) accommodation for cargo handling including cargo transit sheds
- xiv) accommodation for freight forwarding, storage and industrial use
- xv) accommodation for flight catering
- xvi) a petrol filling station
- xvii) transport infrastructure including
 - roads and alterations to existing roads
 - redevelopment and re-provision of coach and bus stands and layover areas
 - modifications and additions to the existing railway station
 - toll plazas
- xviii) car hire accommodation and facilities
- xix) surface level car parking
- xx) multi-storey car parking
- xxi) the demolition of existing buildings and structures (including those in residential use)
- xxii) landside fire/police station and associated infrastructure and accommodation
- xxiii) modifications to layout of General Aviation facilities, to include relocation of helipad, General Aviation parking, revised road layout, additional apron areas and realignment of taxiway
- xxiv) alterations to existing buildings and facilities, including the fire training ground
- xxv) materials recovery building and energy from waste centre
- xxvi) ground coupled chiller heat-pump system to include pipework and energy piles
- xxvii) energy centre building
- xxviii) utilities infrastructure including electrical substations, gas provision and water infrastructure
- xxix) surface and foul water drainage for the buildings and ancillary areas
- xxx) navigational apparatus, including ground movement radar
- xxxi) border inspection post
- xxxii) landside retail facilities
- xxxiii) associated earthworks
- xxxiv) landscaping works and planting
- xxxv) associated works and facilities.”

3. Off-setting Scheme – Full Planning Application

“Change of use from use as agricultural land to use for nature conservation and/or landscaping, and engineering operations associated therewith, which comprise offsetting proposals associated with the G2 Airport Project.”

4. Construction of Local Roads – Full Planning Application

“Construction of highways with associated landscaping and ancillary works associated with the G2 Airport Project.”

LIST OF ORGANISATIONS NOTIFIED OF THE G2 PLANNING APPLICATIONS

Ancient Monuments Society
BAA plc Safeguarding Department
Cambridgeshire County Council
Council for British Archaeology
DEFRA
DfT Rail
East Hertfordshire District Council
East of England Regional Assembly
EEDA
English Heritage East of England Region
Environment Agency
Essex County Council
Essex County Council Area Highways Office
Government Office for the East of England
Health and Safety Executive
Hertfordshire County Council
Highways Agency
Natural England
NERL – Safeguarding
NATS - CTC
Network Rail
One Railway
Planning Inspectorate
Society for the Protection of Ancient Buildings
Stansted Airport Consultative Committee
The Countryside Agency

Braintree Council
Brentwood Council
British Waterways
CABE
Chelmsford Council
EDF Energy
Epping Forest Council
Essex County Fire and Rescue Service
Essex Strategic Health Authority
Forestry Commission
Harlow Council
National Trust
Police Architectural Liaison Officer
The Ramblers Association
South Cambridgeshire Council
Sport England
St. Edmundsbury Council
Stansted Airline Consultative Committee
Stop Stansted Expansion
Thames Water
The Georgian Group
Three Valleys Water plc
Twentieth Century Society
Victorian Society