

## **STANSTED AIRPORT CONSULTATIVE COMMITTEE**

### **Consideration of STAL planning application Note by Secretary and Technical Adviser**

#### **Introduction**

1. As Members will be aware, STAL recently submitted a planning application to enable combined airfield operations of 274,000 aircraft movements and a throughput of 43 million terminal passengers in a 12 month calendar period.

2. The Committee will need to decide how it plans to contribute to the communication and engagement process in respect of the application. At the STACC away day in October 2017 members concluded that the Committee should become more active in understanding, assessing and commenting on airport activity in development rather than retrospectively addressing delivered initiatives. Members considered that a key area for the successful development of the Airport was that of surface access from both a user experience and an environmental impact perspective. It was therefore agreed that a joint UEG and EIG meeting should be convened following the submission of the planning application.

3. Accordingly Members of both Working Groups met on 23 March for an initial exploration of key issues (Nb All members of STACC were invited to this meeting). It was clear from the discussion that Members considered that a strategic vision was vital in considering any development of the airport. It was noted that Stansted Airport was a national infrastructure facility serving and benefiting a wide range of interests. It should therefore be considered as such in both evaluation and planning terms. Such a vision should be developed to engender widespread support especially from local Members of Parliament. The vision should also take account of the significant growth planned for the area over the next twenty years. Every incremental development should relate to an overall plan.

4. Members gave some initial consideration as to elements that might be included in a strategic vision. These included the following:

- Recognition of the airport as a major infrastructure facility;
- Recognition that transport infrastructure is fundamental to economic growth and expansion.
- Recognition of disability and access throughout the transport infrastructure.

- The STAL Transport study area should be expanded to cover the wider regional area rather than the immediate vicinity around the airport;
- Recognition that the airport provides a key local public transport hub. In addition to serving passengers travelling to the airport, it should also recognise that local residents use the transport terminus facility to access trains or buses. Local residents using the airport as a transport hub should be inconvenienced as little as possible in seeking to obtain direct access to the terminus;
- The growth in residents envisaged by Uttlesford District Council's local plan will increase the number of cars on local roads. Coupled with the planned growth in passenger numbers this will result in considerable pressure on local roads. Accordingly this should be reflected in the vision and detail proposed measures to tackle this issue. Consideration should also be given the provision of adequate day parking facilities to access the terminus;
- Details of the proposed strategy to ensure that the high level of public transport use (currently above 50%) is maintained along with the growth of the airport
- There should be a clear vision as to how rail services will be developed to cater for the significant increase in passenger numbers;
- Similarly there should be a clear vision for the future provision of coach services including greater bus and minibus facilities.
- Consideration should be given to facilitate all forms of transport (including cycling)
- The airport should provide a progress report on its success or otherwise in meeting the aims and targets set out in the Economy and Surface Access section of the 2015 Sustainable Development Plan. In the event of revised targets, the report should provide supporting explanatory information.

5. The above represents the key elements that Members consider should be included in a strategic vision.

## **NEXT STEPS**

6. It is suggested that to assist the Committee in taking this work forward and developing a STACC response, the following actions be taken:-

- Request details of Essex County Council transport strategy that accommodates expansion of the airport to 45mppa and the local plans of Uttlesford and Essex authorities.

- Request details of Hertfordshire County Council transport strategy that accommodates expansion of the airport to 45mppa and the local plans of Uttlesford and Essex authorities.
- Request details of Uttlesford District Council transport assessment that accommodates expansion of the airport to 45mppa and the Uttlesford Local Plans.
- Request details of the bus and rail network strategy and plans with reference to the local plans and airport growth.
- Obtain details about the relationship with economic development of Cambridge and North London
- Obtain details about the London Stansted Cambridge Consortium corridor plans
- Identify the cost of the work including the possibility of external support to provide more detailed analysis including financial contributions from stakeholders
- Identify licensing cost of transport.
- Identification of improved facilities for transport hub users.

## **RECOMMENDATION**

7. Members are invited to agree the above work should be undertaken. Members representing local and county authorities are invited to provide the Secretary and Technical Adviser with the above documents falling in their remit. Given the scope extends across the remit of both UEG and EIG, it is recommended that the work be co-ordinated by the Corporate Affairs Group and an early meeting convened to take this work forward.

**Stansted Airport Consultative Committee  
April 2018**