

LAND USE

SUSTAINABLE DEVELOPMENT PLAN 2015







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INTRODUCTION

The Stansted Airport Sustainable Development Plan (SDP) is an important document for our airport. It sets out our vision for Stansted's growth of its single runway capacity and addresses some of the key challenges we face in operating a successful airport.



The Stansted Airport Interim Master Plan was published in May 2006 by BAA, the previous owners and operators of Stansted. The Interim Master Plan set out the strategic direction for Stansted as a single runway airport up to 2015 by which time the airport was expected to be serving some 35 million passengers. Since the publication of the Interim Master Plan, the aviation industry and the wider economy have been through major changes. This has had an impact on the rate of aviation growth, both at a national level and at Stansted specifically.

Since acquiring Stansted in February 2013, Manchester Airports Group (M.A.G) has set out a new vision for the airport and we are committed to delivering sustainable growth in its activities. The new SDP is our framework and master plan for growth of the airport based on the capacity of its single runway. It sets out the strategic context for the business, as well as some of the key challenges that we face. A key purpose of the plan is to provide guidance and information to airport users, occupiers, developers, statutory agencies and the local community.

This version of the SDP has been finalised following extensive consultation carried out from June until November 2014. We produced a draft version for consultation with stakeholders and local communities as part of our commitment to engage fully within the region we serve.

The consultation responses and the comments of those who attended the Outreach events were generally positive in support of growth to the maximum capacity of the single runway within our current airport boundary.

Understandably, there were detailed points about the likely impacts of increased aircraft movements and in particular night noise. Concerns over congestion on local roads and quality of rail services were also commonly expressed.

Importantly, there was wide ranging support for our Economy and Surface Access Plan and our Community Plan. Our targets of improving rail connectivity to London and Cambridge and our focus on educational attainment and employment opportunities in the communities served by the airport were welcomed.

The majority of local authorities and stakeholders recognised Stansted's important contribution to the local and regional economy. Many responses supported our efforts to broaden the range of airlines and routes; our positive approach to partnership working; our community outreach programme; the renewed investment in airport facilities; and a positive change in management culture under M.A.G's ownership.

Details of the consultation process and its outcomes are contained within a separate document, the "SDP Consultation Review". This report covers the process, the responses and how we have dealt with the comments received. We are grateful to all those who have helped shape our SDP.

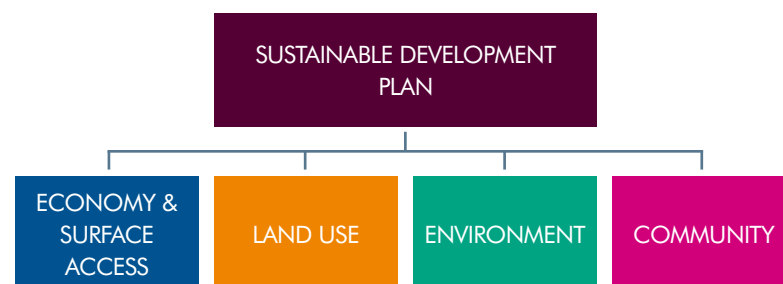
INTRODUCTION



The SDP sets out the strategic objectives for the growth and development of Stansted. These were supported by stakeholders and run throughout the Plan and underpin our proposals. They are:

- To make Stansted the best London airport;
- Proactively plan for growth to make best use of existing capacity;
- Support economic growth in the region;
- Actively manage and contain environmental impacts;
- Be active and supportive partners in the local community; and
- Maintain Stansted's position as the best in the UK for public transport use.

The SDP comprises four detailed plans that cover the economic context and the surface access proposals for developing our single runway growth strategy, the land use implications and how we intend to develop our environmental and community programmes:



The SDP is a document that will evolve. As such, we will keep the SDP under review so that it remains relevant and reflects the evolution and the development of Stansted Airport. This reflects Government guidance in the 2013 Aviation Policy Framework. The review will be undertaken at least every five years.

OUR LAND USE PLAN

We will make the best and most efficient use of our land providing a safe, efficient and commercial operation to allow our business and those of our tenants and partners to grow.



This Land Use Plan identifies the land, the uses and the facilities required to support the maximum capacity of the airport's single runway, up to annual throughput of between 40-45 million passengers and over 400,000 tonnes of cargo. It identifies the principal elements of airport infrastructure required, the sequencing of development, and sets out a policy for the use and the development of airport land. This has been integrated with the Community, Economy and Surface Access and Environment Plans.

In developing the plan we have sought to align with the growth objectives of the Essex and the wider regional economies.

Stansted is the third largest airport in London and currently handles 20 million passengers per annum (mppa). The airport is firmly positioned as the market leader for low-cost short haul travel in the South East, serving more than 160 destinations in 30 countries. With a strong network of services, the airport provides London and the East of England with valuable international connectivity, predominantly to short haul European and North African markets.

Stansted is a key gateway for the UK and is an important point of entry for non-UK residents arriving by air. Over half of Stansted's passengers are foreign nationals travelling either on business, visiting friends and family or on holiday. This reinforces the important role the airport plays in providing international connectivity both to and from the region.

Over 230,000 tonnes of cargo were transported through Stansted in 2014 helping to connect the economy of London and the region with the global marketplace. Stansted is the busiest airport for all-freighter traffic among the London airports, and is the most significant hub for express freight within the important London market. The airport's express freight market, anchored by key operators such as FedEx and UPS, is the second biggest in the UK.

Stansted is the largest single-site employer in the East of England employing over 10,000 people across 190 on-airport companies. The airport provides a wide range of employment opportunities and supports economic activity throughout the wider supply chain, both within the region and further afield throughout the UK.

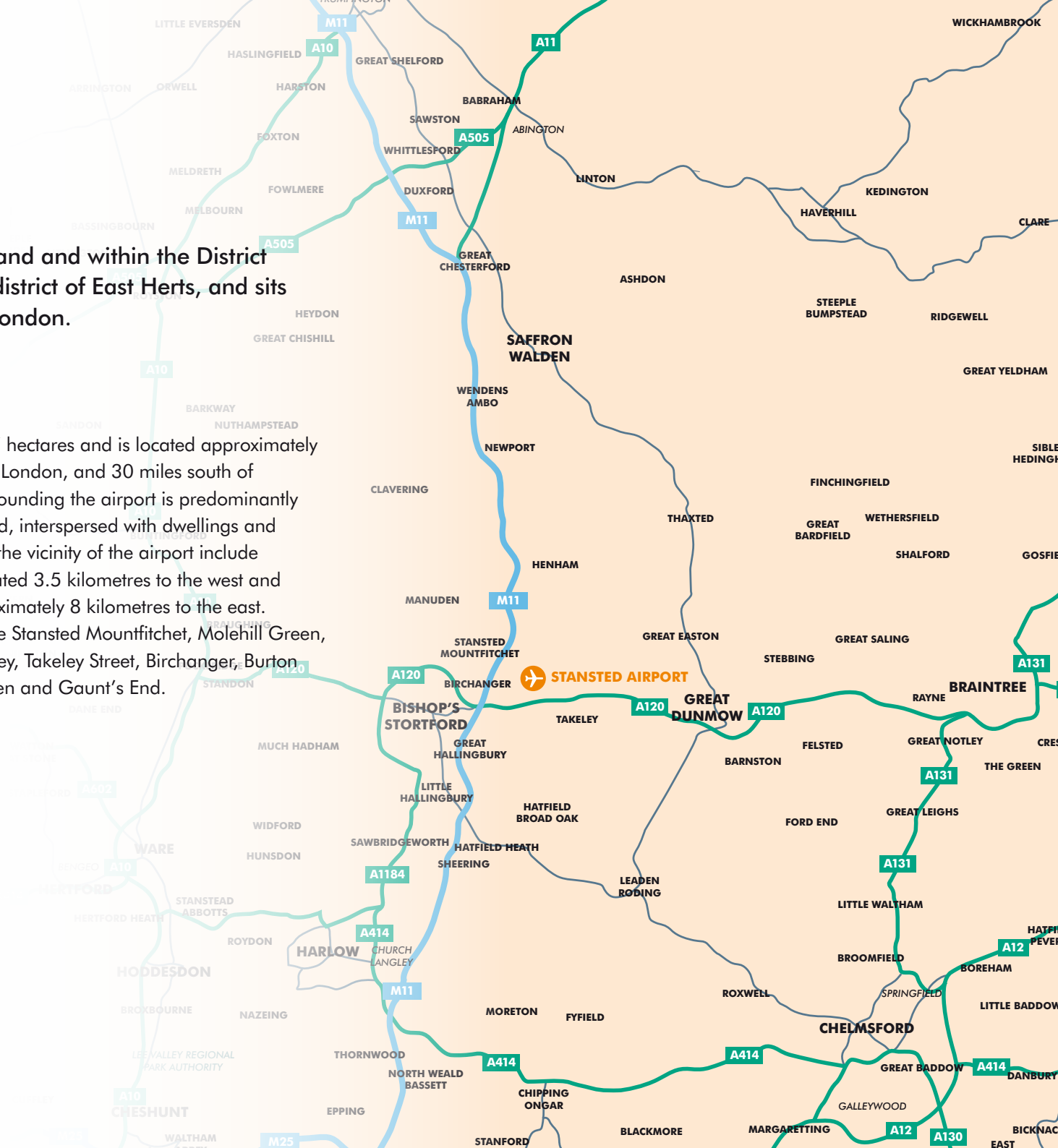
OUR LAND USE CONTEXT

LOCAL AREA

Stansted is located in Essex, in the East of England and within the District of Uttlesford. It borders Hertfordshire and the district of East Herts, and sits adjacent to the M11, linking Cambridge with London.



The airport covers 957 hectares and is located approximately 40 miles north-east of London, and 30 miles south of Cambridge. Land surrounding the airport is predominantly arable agricultural land, interspersed with dwellings and farmhouses. Towns in the vicinity of the airport include Bishop's Stortford, located 3.5 kilometres to the west and Great Dunmow approximately 8 kilometres to the east. Nearby villages include Stansted Mountfitchet, Molehill Green, Bambers Green, Takeley, Takeley Street, Birchanger, Burton End, Thaxted, Tye Green and Gaunt's End.



STANSTED'S DEVELOPMENT

Stansted's origins date back to the Second World War when it was operational as a three runway USAF Air Base (1943-46). In 1956, Stansted's runway was extended to its present length of 3048 metres.



London Stansted Airport during the 1950s

Following national debate and several public inquiries throughout the 1960s and 1970s, plans for the modern airport were granted planning permission in 1985. The iconic terminal building and new supporting facilities opened in 1991. The original planning permission provided for an initial phase of development to handle 8 million passengers per annum (mppa). Further permissions for the airport to handle 15mppa and 25mppa were subsequently granted.

In October 2008, the Secretary of State approved Stansted's growth up to 35mppa, subject to a series of conditions and obligations. Amongst several strategic commitments, these conditions set limits on the number of passengers that can use the airport in any one year (35mppa), a limit on the number of air transport movements (ATM) (264,000), and a cap on the area of the 57dB LAeq noise contour (33.9 square kilometres). This was consistent with the airport's 2006 Interim Masterplan and BAA's vision for the future of the airport at that time.

STANSTED'S DEVELOPMENT



THE 2006 INTERIM MASTERPLAN TO TODAY

The 2006 Interim Masterplan included detailed forecasts of the airport's passenger and cargo traffic. These were broadly consistent with the Government's forecasts that were part of the 2003 Future of Air Transport White Paper, as this set out a clear strategic policy framework for the development of airport capacity in the UK to 2030. The White Paper acknowledged that runway capacity was then fast running out at airports in the South East. Specifically for Stansted, the White Paper set out two clear priorities:

- to make full use of the existing runway; and
- to bring forward plans for a second runway – the first in the South East for over 30 years.

The Interim Masterplan forecast that the airport could reach its 35mppa limit by 2015 (from 22.2mppa in 2005/06). Passenger throughput at the airport peaked at 23.8m in 2007. Following the production of the Interim Masterplan there have been substantial changes to the global economy and within the aviation industry. These included the global banking collapse and the subsequent recession, the substantial volatility in the world oil price and the most severe economic downturn that the UK has faced since the 1930s. This economic downturn was not foreseen when the Interim Masterplan was prepared and this period substantially changed the pace of economic growth and air traffic at UK airports.

The level of traffic at Stansted was also affected by the commercial strategy followed by BAA from 2007 through to its sale in early 2013. This led to significant conflict with the airport's major customers and significant switching of aircraft away from the airport. Civil Aviation Authority (CAA) data shows that passenger numbers dropped by an average of 3.7% during 2007-2012 across all London airports, compared with a decline of 26.5% at Stansted over the same period. Passenger volumes at Stansted declined from 2007 onwards reaching a low of 17.5mppa in 2012.

Since M.A.G acquired Stansted in February 2013, we have engaged successfully with airlines to secure long term commercial agreements. As a result, Stansted has returned to growth and the prospects for sustained growth over the next decade are strong. Today, Stansted is the third largest airport in London and handles 20mppa. The airport serves over 160 destinations across 30 countries, providing London and the East of England with international connectivity, predominantly to short haul European and North African destinations.

THE AIRPORT'S ASSETS

Stansted is firmly positioned as a market leader for low-cost short haul travel. We have been recognised globally as the **World's Best Low-Cost Airport in the Skytrax World Airport Awards for four consecutive years (2010 to 2014)**².



Since the transfer of ownership in early 2013, we have been working hard to develop the role that Stansted plays in providing better international connectivity for the catchment it serves, while maintaining our strong position in the low-cost market.

Stansted is well placed to play a bigger role in meeting demand from its catchment. Crucially, Stansted already has the infrastructure and facilities to handle all aircraft types, including the largest wide-body aircraft currently in service. The airport also has the capability and capacity in its terminal infrastructure to cater for all airline needs, ranging from low cost to the bespoke requirements of scheduled full service airlines. This means we are in a good position to offer long haul and full service airlines the products they need.

The airport is a key international gateway for the UK and it is an important point of entry for non-UK residents arriving by air. Over half of passengers using Stansted are foreign nationals either on business, visiting friends and family or on holiday. Stansted is located at the centre of a thriving economic corridor, positioned between London and Cambridge, amongst clusters of high growth industries. It is also situated at the western end of another strategic corridor running through the heart of Essex, linking employment sites and key international gateways such as Stansted and the Port of Harwich. In all directions, the airport is well placed to serve growing population centres.

The airport has the highest volume of dedicated freighter traffic among the London airports: over 230,000 tonnes of cargo were handled in 2014, which helped connect the economy of London and the region with the global marketplace. In particular the airport is a significant hub for express freight services, serving the important London market. The airport's express freight market, anchored by key logistics companies such as FedEx and UPS, is the second biggest in the UK.

As a result, Stansted has become the largest single-site employer in the East of England employing over 10,000 people across 190 on-airport companies. The airport has a substantial positive impact on the local and regional economy in terms of Gross Value Added, as well as direct and indirect employment (see the Economy and Surface Access Plan for further details).

Stansted's current land use can be described by the following main functional zones:

- **AIRFIELD** – The airport has one operational runway known as '04/22' (based upon compass bearings). It is 3,048metres in length and is equipped with a Category IIIb instrument landing system. There is a twin parallel taxiway system to the south and clear areas for the runway's 'protected surfaces', which facilitate the safe operation of aircraft on and around the airfield. The airport's runway and taxiways take up a significant proportion of the total area of the airport site.

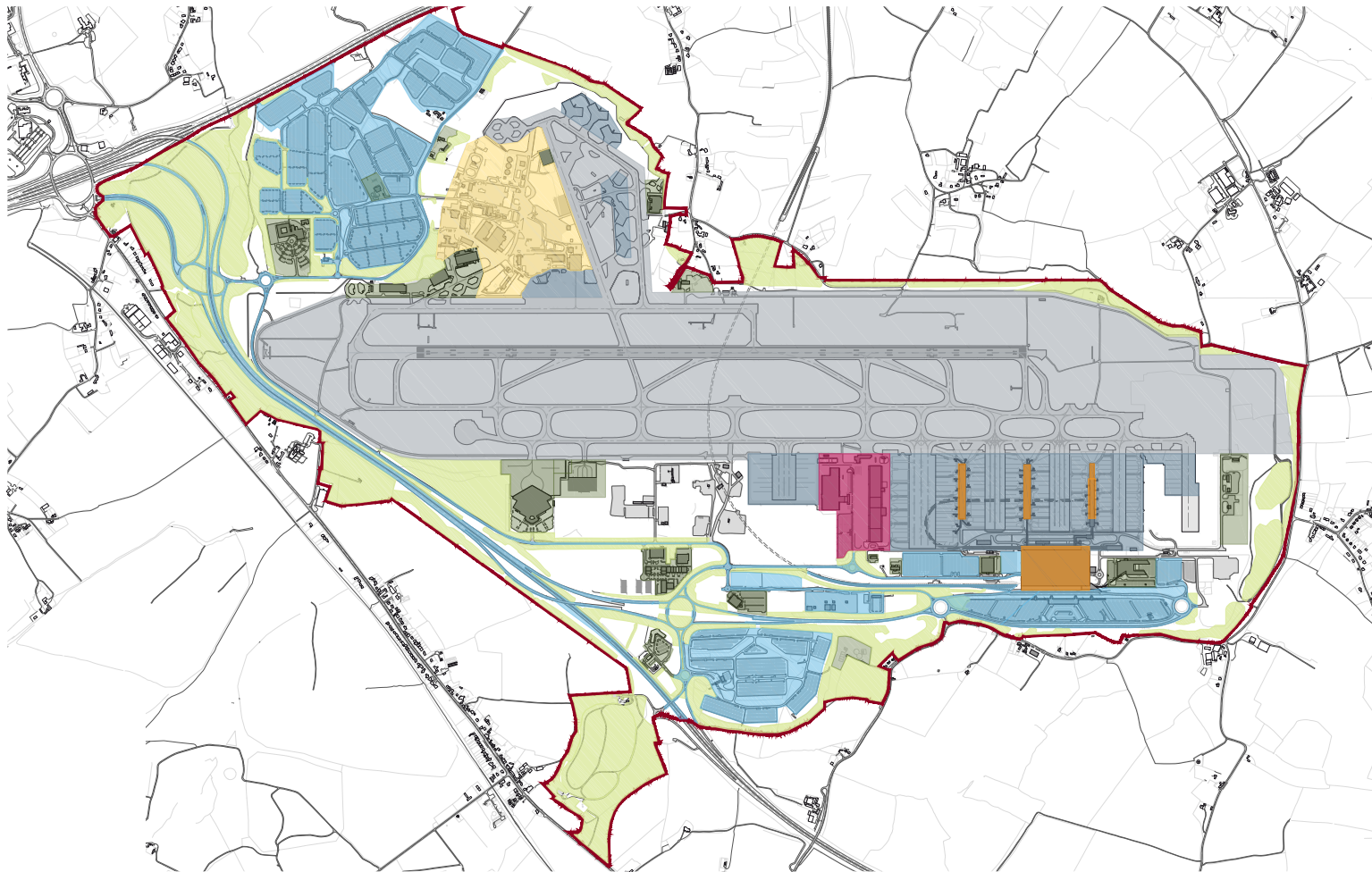
²http://www.worldairportawards.com/awards_2014/best_lowcost_airport.htm

THE AIRPORT'S ASSETS



- **TERMINAL ZONE** – This principally contains the single main terminal building located to the south of the runway, but also encompasses all of the main passenger-related facilities including aircraft apron, areas of short and mid stay car parking, the public transport hub for rail, bus and coach, and access roads. The main airport office facility, Enterprise House which includes the Police Station as well as the Radisson Blu Hotel are located adjacent to the Terminal.
- **CARGO ZONE**, maintenance area and Taylor's End business estate – A dedicated cargo facility lies to the south of the runway, housing FedEx with its dedicated apron space, and additional remote cargo stands. Both the fire station and NATS control tower and administrative base are located adjacent to the cargo facility. Also in this zone are two large maintenance hangers for Ryanair and the general aviation business, Diamond Hanger Aviation Hub. An office building, Endeavour House, is located within this zone with its own car parking. There is substantial vacant land available in this area for future development.
- **NORTH SIDE** – This is a large area of land that was originally the main facility at the airport. It now contains substantial areas for aircraft parking and manoeuvring, the airport's general aviation bases operating from their own facilities and also key infrastructure such as the airport's fuel farm. Some of the old land side buildings are in a poor state of repair and the historic road system limits the most efficient use of land, making it suitable for redevelopment. In the wider North Side area is the airport's main long stay car parking area and the Hilton Hotel.
- **SOUTH GATE** – In this zone there are a range of uses, including a hotel and road side facilities. It is accessed from opposite the mid-stay car park and, at the entrance to the airport, benefits from direct access onto the A120. The land in this area has space available for further expansion.

EXISTING LAND USE



LEGEND

- Car Park / Transportation
- North Side
- Airfield
- Maintenance & Commercial Use
- Cargo
- Aircraft Parking
- Terminal Area
- Landscape Areas & Habitats

NATIONAL POLICY

The SDP sets out the strategic context for the airport's long-term development. There are a number of national and local policies that will influence our strategy and growth. This section considers the policy and legislative framework related to land use and future development.



AVIATION POLICY FRAMEWORK

The principal statement of national airports policy is set out in the Aviation Policy Framework (APF) published in March 2013³. This superseded The Future of Air Transport White Paper (2003). The 2003 White Paper recognised that the provision of adequate airport infrastructure and capacity was important for national competitiveness, regional development and for the ability of people to travel quickly, easily and affordably. It provided a strategic framework for growth and development at the UK's airports. It also encouraged airport operators to prepare master plans and surface access documents to show how national policy could be implemented at an individual airport level.

The Aviation Policy Framework recognises the benefits of aviation and establishes a primary public policy objective of achieving long-term economic growth. The APF identifies aviation as a major contributor to the economy, and it recognises that the industry's growth is supported in a framework that maintains a balance between aviation benefits and costs, particularly with respect to climate change and noise.

Other main objectives are to:

- ensure that the UK's air links continue to make it one of the best connected countries in the world;
- ensure that the aviation industry makes a significant and cost-effective contribution towards reducing global emissions;
- limit and where possible reduce the number of people significantly affected by aircraft noise; and
- encourage the aviation industry and local stakeholders to streamline the ways that they work together.

The APF recommends that airport operators continue to produce master plans and update these at least once every five years. An airport master plan does not have a statutory status, but the APF is clear that the future development of the airport should be considered in the development of local plans, provide transparency and contribute to the plans of others.

³<https://www.gov.uk/government/publications/aviation-policy-framework>

NATIONAL POLICY



AIRPORTS COMMISSION

In September 2012, the Government appointed Sir Howard Davies to lead an independent review of the options, scale and timing of any requirements for additional capacity to maintain the UK's status as Europe's most important aviation hub. The Commission will identify how any additional capacity can be provided in the short, medium and long-term. The Commission published an interim report to Government in December 2013⁴ that set out the evidence of the measures needed to maintain the UK's global hub status and its recommendations to make the best use of existing runway capacity.

The Commission's view is that two new runways are likely to be needed in the South East in the period to 2050. The interim report identified options for the development of additional runway capacity in the South East, recommending one new runway at either London Heathrow or London Gatwick in the period up to 2030. The Commission also outlined a series of short term measures to make maximum use of existing airport capacity in the South East. These are discussed in more detail in the 'Growing the Airport' section. This Plan explains what is required for, and the impacts of, the maximum use of Stansted's existing single runway. The Commission also noted that Stansted is "currently prevented from operating to its absolute maximum capacity due to planning restrictions" and that issue would be examined as part of its next phase of work. Looking further ahead, the Commission recognised that "Stansted may [...] be a plausible option for any second additional runway".

During the summer of 2015, the Commission is due to publish its final report. This will contain:

- an assessment of the options for meeting the UK's connectivity needs;
- recommendations on the optimum approach to meeting any need;
- recommendations for ensuring the need is met as expeditiously as possible; and
- the material to support the preparation of a National Policy Statement (NPS) to accelerate the resolution of any future planning application(s).

It is expected that a new airports policy for the UK will follow, including a new NPS and we will therefore need to keep our SDP under review in the light of any changes to policy.

⁴<https://www.gov.uk/government/publications/airports-commission-interim-report>

NATIONAL POLICY



NATIONAL INFRASTRUCTURE PLAN

The UK's first National Infrastructure Plan (NIP) was published in 2011 and updated in December 2014⁵. It recognises that investment in national infrastructure is essential for the future growth and productivity of the UK economy. It aims to provide an effective plan for the medium term across all infrastructure sectors; it seeks to mobilise finance and funding for investment in infrastructure and aims to ensure the delivery of infrastructure identified in the NIP. The NIP reiterates the Government's commitment to taking forward the Airports Commission's recommended package of measures for improving surface access to key airports⁶, including the measure to extend "the scope of the East Anglian Mainline study to include access to Stansted and will report the findings in 2015"⁷.

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework was published by the Government in March 2012⁸. It replaces and consolidates all Planning Policy Guidance and Policy Statements to form a single national guidance note for Local Planning Authorities and decision-makers when drawing up local plans and determining planning applications. The National Planning Policy Framework introduces twelve core principles for the planning system:

- it is genuinely plan-led;
- creative in finding ways to enhance and improve places;
- proactively drives and supports sustainable economic development;
- seeks to secure high quality design and a good standard of amenity;

- takes account of local character and circumstances;
- supports the transition to a low-carbon future;
- contributes to conserving and enhancing the natural environment and reducing pollution;
- encourages the effective use of land;
- promotes mixed-use developments and encourages multiple benefits from the use of land in urban and rural areas;
- conserves heritage assets;
- actively manages patterns of growth to make the fullest use of public transport, walking and cycling; and
- takes account of local strategies to improve health, social and cultural well-being for all.

The National Planning Policy Framework also identifies a presumption in favour of sustainable development. There are three dimensions to sustainable development: an economic role, a social role and an environmental role. These should not be seen in isolation, as economic growth can contribute to higher environmental standards. The presumption in favour of sustainable development means that Local Planning Authorities should positively seek opportunities to meet the development needs of their area, and approve development proposals that accord with the Development Plan without delay. This does not change the status of the Development Plan as the starting point for making planning decisions, and Development Plans must have regard to the themes set out in the National Planning Policy Framework.

⁵<https://www.gov.uk/government/collections/national-infrastructure-plan>

⁶Letter from Sir Howard Davies to the Chancellor of the Exchequer, 26th November: www.gov.uk/government/organisations/airports-commission

⁷HM Treasury, National Infrastructure Plan 2014 (December 2014) page 57, para 6.12

⁸<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

LOCAL PLANNING POLICY



UTTLESFORD LOCAL PLAN

The airport site is within the District of Uttlesford. The Uttlesford District Plan was adopted in January 2005 and sets out the planning policies for the local area. The plan identifies land at the airport specifically for development related to or associated with the airport and a Countryside Protection Zone where the priority is to maintain a local belt of countryside around the airport that will not be eroded by coalescing developments.

The District Plan will eventually be replaced by the Uttlesford Local Plan. The Local Planning Authority consulted on a Pre-Submission version of the Local Plan between April and June 2014⁹. An Examination in Public of the plan was held in November 2014. The plan was unable to be declared sound by the Inspector and the Examination was suspended, principally on the basis of housing need and site allocation. Currently, Uttlesford District Council has stated that it is committed to producing and adopting a sound Local Plan. It is setting out the programme for completing this work and will continue to work towards the delivery of sustainable development through both the development of local planning policy and the development management process.

Proposed policies relating to the airport, of the now withdrawn plan, were however examined and considered sound by the Inspector. It therefore is reasonable to expect that these policies will carry forward into any future emerging local plan. As the withdrawn plan still represents the Council's last published position regarding the airport, the following is a review of those policies that would have applied to the airport.

The proposed 'District Vision' recognised Stansted as a regional interchange centre for bus, coach and train, allowing people to change easily from one mode of transport to another. The Plan also stated that by 2031 the impact of the airport will have been minimised so that its presence is recognised as an asset to the District which attracts people to live, work and visit.

The Local Plan set an objective to accommodate development at the airport that equates to a passenger throughput of 35 million passengers a year and provide for the maximum number of connecting journeys by air passengers and workers to be made by public transport. The objective further stated that appropriate surface access infrastructure and service capacity will be provided without impacting on capacity to meet the demands of other network users.

The Local Plan provided for the airport's growth in Policy SP4: Land at the Airport. This policy supported airport related development on land within the airport boundary, with the land to be used efficiently, whilst protecting the environmental assets of the site and avoiding unnecessarily prominent structures.

In Policy SP9 of the Local Plan, reference was made to the Stansted Airport Countryside Protection Zone. Development will only be permitted within this zone if new buildings or uses of land do not lead to the coalescence between the airport and existing development and do not adversely affect the open characteristics of the zone.

In Policy SMP9, 18 hectares of land at North Side was allocated for general employment uses comprising offices and non-strategic warehousing, freeing the land from long standing 'airport related uses' restriction.

⁹<http://www.uttlesford.gov.uk/developinguttlesford>

OUR POLICY FRAMEWORK

LOCAL PLANNING POLICY



Access to the airport was covered by Policy SP13. This sought to maintain the airport's role as a national, regional and local transport interchange, and recognised that the necessary public transport infrastructure and service capacity to serve the airport must be maintained and improved to accommodate the permitted number of passenger movements.

The Local Plan also included a specific chapter on Stansted which promotes the concept of Stansted being "an airport in the countryside". This chapter included a number of detailed policies on:

- design of development;
- development in the terminal support area;
- cargo handling/aircraft maintenance area;
- development in the southern and northern ancillary areas;
- the long term car park;
- strategic landscape areas; and
- public safety zones.

We will continue to work with Uttlesford Council as their new plan emerges.

SUSTAINABLE DEVELOPMENT PLAN LAND USE



LOCAL PLANNING POLICY



EAST HERTS LOCAL PLAN

The airport is also located close to the East Herts District Council boundary. Public consultation was undertaken on the draft East Herts District Plan (Preferred Options) in Spring 2014¹⁰. When adopted, the Plan will replace the 'East Herts Local Plan Second Review' (2007). The draft plan recognises that whilst Stansted Airport is outside the district, it is immediately to the north-east of Bishop's Stortford and has strategic implications for the area. The plan states that East Herts is not a self-contained economy and therefore in economic terms plays a supporting role to the adjacent urban centres and Stansted Airport. Thus the airport is identified as a major centre of employment for East Herts residents.

OTHER LOCAL PLANS

Other surrounding local authorities are at different stages in the preparation of their local plans. These authorities include the district authorities of North Hertfordshire, South Cambridgeshire, Braintree, Harlow, Epping Forest, and Chelmsford City Council. The economic potential of the airport encompasses these districts and therefore there are opportunities for us to contribute to the preparation of the emerging plans of these authorities. We will assist in developing policies and strategies with these authorities, drawing on the direct, indirect and supply chain economic potential and promotion of transport opportunities that the airport brings. In addition, we will provide guidance on how to deal with the protection of noise-sensitive uses and aerodrome safeguarding.

MINERALS LOCAL PLANS AND WASTE LOCAL PLANS

Bird strikes are a major hazard to aviation. In the vicinity of an airport certain types of mineral and waste development can increase the level of bird activity and the risk of bird strikes. Proposals that may increase bird activity include facilities for the handling, compaction or disposal of household or commercial waste, such as landfills, and proposals for the restoration or reuse of mineral sites that include landscaping or the creation of water bodies. In order to protect aerodromes against these hazards, local planning authorities are required to consult the airport on proposed developments that have the potential to attract birds within a 13 kilometre radius of the safeguarded aerodrome.

We will work with Essex County Council and Hertfordshire County Council as the mineral and waste planning authorities to guard against new or increased bird hazards caused by development and where appropriate to provide guidance on aerodrome safeguarding as part of the local plan process.

¹⁰<http://www.eastherts.gov.uk/index.jsp?articleid=15325>

DEVELOPMENT CONTROL



AERODROME SAFEGUARDING

Major civil aerodromes, because of their importance to the UK air traffic system, are protected through a process known as aerodrome safeguarding. This operates through the planning system. Local Planning Authorities (LPA) are required to consult the safeguarded aerodrome on those developments that could potentially affect the safety of aircraft and air traffic control operations. These developments can include the construction of tall structures in areas around the airport, developments that have the potential to attract birds (including pond creation, landscaping schemes and mineral extraction), and wind turbines and wind farms (within a 30km radius of the airport) that can interfere with radar and navigation systems.

Guidance on aerodrome safeguarding is set out in the joint ODPM and DfT Circular 1/2003¹¹. This details the process and consultation requirements that are required by the local planning authority and the airport. Further guidance on the aerodrome safeguarding process can be obtained by emailing aerodrome_safeguarding@stanstedairport.com.

Aerodrome safeguarding is undertaken by technical specialists at the airport. It is an important part of the CAA's aerodrome licensing process and, in carrying out this duty, the airport will continue to ensure that the safety of airport and air traffic control operations, and ultimately public safety is not compromised.

In common with other major airports, Stansted's runway is at the centre of a series of 'obstacle limitation surfaces' which define, relative to the runway, maximum acceptable heights for buildings and other structures. The protection of these surfaces is undertaken as part of the aerodrome safeguarding process.

Safeguarding of aerodromes¹² occurs through the planning process by consultation between the LPA, the CAA, airport operators and the applicant of a proposed development. The process is intended to:

- ensure that an airport's operation is not inhibited by developments, buildings or structures which might infringe the aerodrome's obstacle limitation surfaces;
- protect visual flight paths, e.g. by ensuring that runway approach lighting is not obscured by development, and that lights elsewhere cannot be a cause of confusion;
- protect the accuracy of radar and other electronic aids to air navigation; and
- reduce the hazard from bird strikes to aircraft, associated with such land uses as waste disposal, sewage treatment, mineral extraction and areas of water (e.g. fishing lakes) all of which may attract birds.

Surrounding local planning authorities are issued with safeguarding maps which enable them to identify those planning applications on which there must be consultation.

As a consequence of this consultation process we may object to the proposal, not object, or not object subject to the imposition of appropriate conditions.

¹¹ODPM and DfT Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas

¹²The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002

DEVELOPMENT CONTROL



PUBLIC SAFETY ZONES

The risk of air accidents occurring within and in close proximity to airports has long been the subject of Government policy, through the definition of Public Safety Zones (PSZs). PSZs are the means of identifying the area where the risk of an aircraft accident, while extremely low, may be such as to merit restrictions on the use of land.

Government advice is set out in DfT Circular 01/2010¹³ and is designed to prevent new developments that would result in a significant increase in the number of people living, working or congregating in the areas. Over time, the aim is that existing numbers of people should reduce.

The current PSZs date from 2012, but were originally defined following a thorough Government study of the risk of death or injury to people on the ground in the event of an aircraft accident on take-off or landing at the UK's busiest airports¹⁴.

The areas of Stansted's PSZs are based on the 1 in 100,000 individual risk contours for the airport. The PSZs represent a simplified form of the risk contours, close in shape to an isosceles triangle. The DfT intends to review the PSZs periodically at all airports. The extent of the Public Safety Zones may be reviewed to reflect changes in aircraft technology and changes in the numbers of aircraft movements. Should there be a requirement for a review of the Public Safety Zones the airport will work closely with the Civil Aviation Authority.

NOISE SENSITIVE DEVELOPMENT

The National Planning Policy Framework outlines the considerations that Local Planning Authorities should take into account when making planning policy or determining applications for noise sensitive developments. There should be an aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development and through the use of planning conditions. The National Planning Policy Framework also recognises that development will often create some noise and existing businesses should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established. We will continue to provide details of the areas affected by aircraft noise and respond to local planning applications to ensure that adequate noise protection is provided in new developments.

¹³DfT Circular 01/2010: Control of development in airport Public Safety Zones

¹⁴DfT Circular 01/2002: Control of development in airport Public Safety Zones (withdrawn).

OUR POLICY FRAMEWORK

DEVELOPMENT CONTROL



PLANNING AGREEMENTS

As part of the airport's 2003 planning permission and subsequent 2008 permission (a variation of the 2003 approval), the airport entered into a number of agreements and unilateral undertakings (under Section 106 of the Town and Country Planning Act) with Uttlesford District Council, Essex County Council and Hertfordshire County Council. Through these agreements, the airport committed to a series of funding obligations covering public transport initiatives, sound insulation grants, air quality monitoring, improvements to water quality, contributions to the Stansted Community Trust Fund and support towards improving skills and employment opportunities. The airport has also committed to providing highway improvements to the A120 and surrounding junctions and roundabouts, triggered by reaching 25mppa.

The 2008 planning permission enables the airport to grow to 35mppa and provides for supporting development. It contains conditions relating to aspects such as the aircraft noise contour, landscaping schemes, archaeological investigations, water management, and the provision of water recycling and energy saving measures. We will deliver growth at the airport in line with the conditions set out in this planning consent.

We remain committed to honouring these commitments. Many of them remain valid, however owing to the length of time since they were established some have now expired while others are potentially out dated. As the airport continues to grow we will work collaboratively with the local and county councils to review and where appropriate re-negotiate planning obligations to ensure that they remain valid, take account of policy, standards or legislative changes, remain relevant and robustly serve their original purpose.



GROWING THE AIRPORT

We believe that Stansted has significant unrealised potential. Our aspirations for the airport mean that we need to plan ahead to ensure that we understand the facilities and infrastructure needed to support its future growth and the investment required to improve service to users and operational efficiency.



This Plan sets out how we are planning to develop Stansted to enable full capacity of the existing runway within the current land boundary, while at the same time managing the airport's environmental impact and maximising its value to the local community.

DRIVERS OF CAPACITY

Annual passenger throughput is widely used when referring to airport activity and future growth. However, when considering key airport infrastructure, hourly capacity and capability is a more appropriate and useful measure for identifying land and facility requirements. Hourly measures are also used to make operational and investment decisions across the business. The principal drivers of airport capacity are:

- local airspace;
- runway capacity;
- apron capacity;
- terminal capacity; and
- surface access capacity
(including car parking, rail, road and bus).

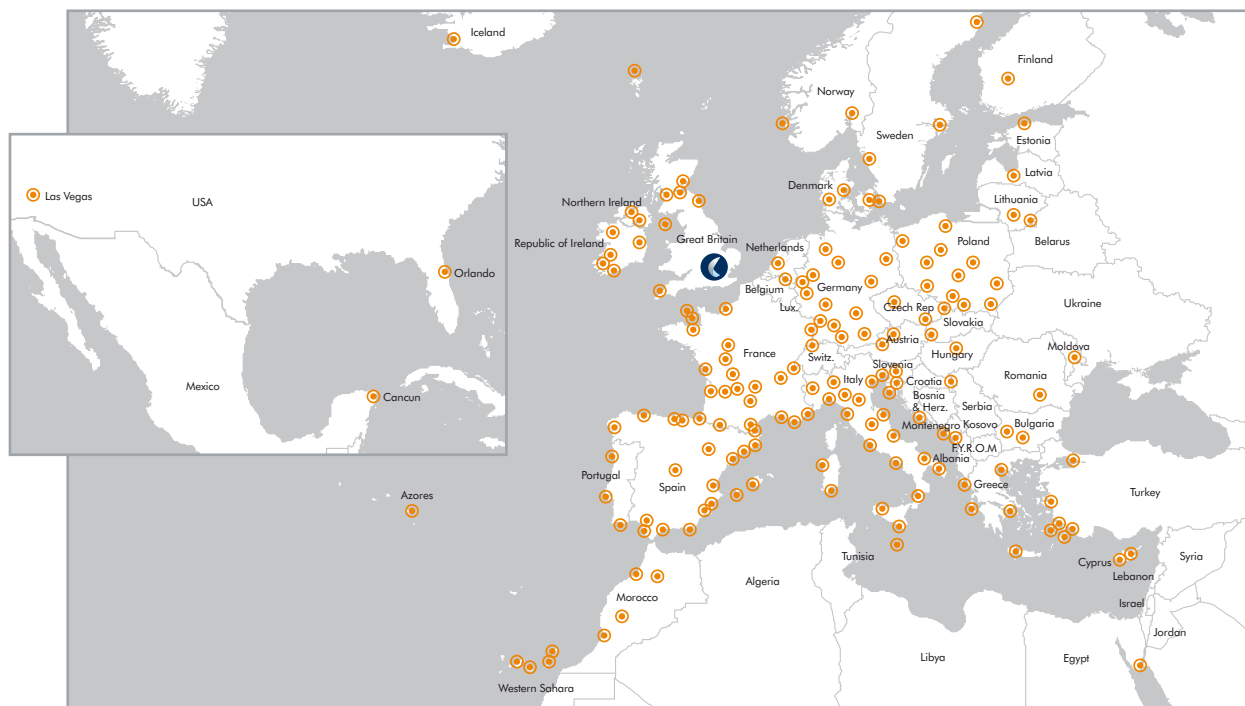
An airport's overall capacity is a balance between all five areas and is generally determined by the most constraining factor. The trigger for expansion in any one category is derived from the number of passengers, vehicles or aircraft expected to utilise capacity in a typical busy hour. This is conventionally the 30th busiest hour in a year, rather than the 'peak of peaks'. Stansted's passenger throughput has distinct peaks across the day. The daily traffic profile shows a concentration of passenger departures in the morning peak (06:00 – 09:00), a lunchtime peak (11:00 – 13:00) and an evening peak (18:00 – 20:00). There is a seasonal peak throughout the spring and summer months, with a decline over winter by comparison.

By spreading this peak (particularly throughout the day) we make a greater and a more efficient use of the airport's facilities, enabling more passengers, or aircraft, to be handled by the same facilities and infrastructure. More efficient use will help limit the overall scale of passenger facilities for a given annual level of passengers, as well as minimising some of the environmental effects associated with the airport's growth.

GROWING THE AIRPORT

MARKET POTENTIAL: PASSENGERS

The airport currently serves a wide range of short haul destinations, with services predominantly operated by low cost airlines. In considering the airport's future we have taken a view of the potential for growth in different airline sectors.



Interactive destination map available to view at: stanstedairport.com/flight-information/route-map

Our strategy for growth is to attract new routes and new airlines; to extend our range of destinations and increase frequency (or capacity) to existing destinations. We expect to grow our strong leisure market to offer a network of short haul and long haul routes. We will also work with airlines to add more business destinations and frequencies so that the airport plays a stronger role in supporting the growth of the regional economy and serving the London market. We have already made progress in this respect, as a result of our long term growth deals with airlines.

One of our key objectives is to ensure that Stansted is an airport better capable of serving the region and beyond, building on the current strong low cost European connectivity. We will move away from the previous approach of focussing solely as a facility for low cost airlines. This will align our ambitions with those of local people and the business community, developing new short haul routes to key European business destinations with existing and new carriers, as well as medium and long haul routes to key overseas hubs. This will also reduce the number of passengers in our catchment area who have to make long surface access journeys to other London or UK airports to access direct services – enhancing the attractiveness of Stansted's catchment as a place to live, visit, work and do business.

Stansted is the only major London airport with significant spare runway capacity and room to grow, particularly during peak hours. This peak hour capacity will be critical to attracting business-orientated services that typically need to be served with a minimum of a double-daily frequency to be competitive. Furthermore, our terminal and airfield capability is flexible enough to meet the needs of different carriers and their aspirations for service levels; thereby ensuring that a range of commercial opportunities and needs can be accommodated for the benefit of the catchment we serve.

GROWING THE AIRPORT



FACILITATING PASSENGER GROWTH

In 2013, the Airports Commission consulted stakeholders on how to optimise the use of existing airports and runways. Our response, submitted in May 2013, identified that well targeted policy support from Government would contribute significantly to making more effective use of existing capacity, enhancing airport competition and providing greater choice and international connectivity for consumers. Our proposals included:

- reforming Air Passenger Duty (APD) to promote the take-up of capacity and enhance international connectivity;
- improving surface access to airports with spare capacity, and in particular cutting the rail journey time to Stansted to 30 minutes to enable fairer competition between London airports;
- exploring reforms that would make more effective use of the scarce capacity at Heathrow and improve the allocation of demand around the London system;
- promoting de-regulation as a way to strengthen competition between the London airports and encourage investment; and
- further liberalising bilateral policy to open up capacity to overseas airlines.

The Commission's Interim Report in December 2013 identified the need for an urgent study to consider improvements to the quality of Stansted's rail links. The Government has asked Network Rail to undertake a further study of these issues to inform the development of its long term investment programme and in November 2014, the Draft Anglia Route Study was published by Network Rail.



GROWING THE AIRPORT



Our objective is to see West Anglia Main Line (WAML) enhancements delivered as soon as possible to make best use of available capacity at Stansted and deliver journey time benefits to all users. We do not believe the proposals in the draft route study are enough. Over the course of Network Rail's Long Term Planning Process, we will continue to work closely with Network Rail, Department for Transport (DfT) and other partners to develop a more ambitious solution that will result in greater savings in journey times for all WAML users.

On APD, the Chancellor of the Exchequer announced in March 2014 that the two highest bands of APD for long haul flights would be abolished, and in December 2014 he announced an extension to the child exemption to include children under the age of 12 travelling in the lowest class of travel, and a further extension planned to include children under 16. This represents significant progress, but we believe that substantial additional benefits would be gained from further changes to the way APD operates. In particular, a temporary suspension of APD would be highly effective in stimulating growth in long haul connectivity, especially in the UK regions. We will continue to lobby Government to make further changes.

In addition, the CAA has removed Stansted from economic regulation. From April 2014, Stansted has been free to compete with other airports without the need for price regulation. We believe that competition rather than regulation will deliver the best outcomes for passengers and airlines.

Nevertheless, further substantial changes can be made to improve competition in the UK and make best use of existing capacity, such as 'open skies' and improvements to surface access. We will continue to push for further change, to facilitate passenger growth and improve connectivity.

GROWING THE AIRPORT



MARKET POTENTIAL: CARGO

Stansted is one of the UK's most significant airports for freight and mail. It is the gateway to London with around 14 companies including Fed Ex, UPS and TNT, providing weekly services. The cargo operations at the airport are therefore strategically important for both the economy of the surrounding area and that of London and the South East as a whole.

In line with the region's economic aspirations for growth (see Economy and Surface Access Plan), Stansted is capable of supporting this with significant cargo capacity. This could be through 'pure freight' routes, new scheduled passenger services (which carry cargo in the belly hold) and the expansion of the existing 'integrated' freight carriers. A range of generally high value/low bulk goods are already flown by air, and expansion in Stansted's cargo capacity will support key local growth sectors, such as the life-science industry.

There is potential for cargo goods volume at the airport to increase on the single runway, potentially doubling the current throughput of cargo on dedicated aircraft to around 400,000 tonnes per annum. Further growth can be expected from belly hold cargo as the range of airlines and destinations operating from the airport increases. The current modest amount carried in the belly hold of passenger aircraft could increase to around 60,000 tonnes a year.

CASE STUDY

AFRICAN PERISHABLES

In May 2014, Stansted Airport attracted the flying activity connecting UK supermarkets with the farms of Kenya and Ghana, where large quantities of fresh produce are grown to ensure year-round availability of otherwise seasonal products. This particular trade is estimated to be worth in excess of 30,000 tonnes of imported air cargo annually, carried by more than 10 B747 aircraft every week.



GROWING THE AIRPORT



Cargo aircraft either fly outside the daytime peaks associated with passenger operations or during the night period. As such, growth in cargo operations needs to be considered in the context of both the expected increases in passenger operations and the current night noise operation restrictions. Taken together, these two factors could potentially limit the number of air traffic movements available for cargo operations.

Although the airport operates 24 hours a day, 365 days a year, night quota restrictions apply during the period 23:30-06:00. Night noise is a key concern of local people. The majority of the airport's ATMs occur during the daytime. Feedback from the consultation on our draft plan has shown a preference for Stansted's operations to continue to be regulated centrally by Government. We accept this feedback, however, we would like to continue to discuss the noise metrics, controls and mitigation that best fit the local setting and the priorities of local stakeholders. To ensure that we include all relevant stakeholders, we will establish a technical forum with local authority officers, so that they are fully engaged in this debate. More widely, we will jointly consider with local stakeholders the appropriateness of central control and the circumstances in which it would be appropriate for the Government to de-designate Stansted for the purposes of noise control.

ANNUAL THROUGHPUT

As outlined earlier, the key drivers of airport capacity are assessed and provided for on an hourly basis. The annual throughput arising from hourly capacity is a complex relationship, as it is variable based on a range of factors, for example the average number of passengers per aircraft movement and the average number of aircraft movements per hour through the day.

To inform strategic policy, the Government produces annual passenger forecasts over long-term planning horizons. It is acknowledged by Government that these forecasts are inherently uncertain¹⁵. A range of assumptions, including oil price, carbon price and GDP are used to generate a range of forecasts (low, central and high) reflecting the variable levels of possible demand at an aggregate UK level. To provide context for our assumptions of the airport's potential, we set out below the DfT forecasts nationally and for Stansted.

As a business, we also do our own forecasting taking into account airline needs, commercial considerations and investment programmes. These forecasts often differ from the DfT's forecasts because they are developed using a combination of specific commercial information relating to Stansted and high-level longer term forecasts. Neither the national nor our own forecasts should be interpreted as targets or firm predictions, given their long-term nature and uncertainties. However, these forecasts can be used to assist long term planning, assess impacts and provide an indication of the potential timing of growth. We will continue to monitor and update these forecasts as part of future reviews of the SDP.

¹⁵UK Aviation Forecasts (2013), DfT, paragraph 1.3

GROWING THE AIRPORT



PASSENGERS PER ANNUM

The Government's most recent central case constrained forecast for Stansted (January 2013) is for the airport to serve 25mppa by 2020 and 36mppa by 2030. Forecast total UK demand in 2020 is 255mppa and in 2030 is 313mppa¹⁶.

Since these forecasts were published 2 years ago, we have secured significant long term growth deals with our key airlines. These have already led to faster rates of growth than predicted by the DfT forecasts, particularly in the short term. We consider this growth would be consistent with all realistic longer-term options for new capacity in the South East as we will seek to develop a more diverse mix of airlines and operations at Stansted.

Taking these factors into account, we forecast that in the next ten years the airport will be approaching its current planning cap of 35mppa. This level of throughput can be accommodated by the infrastructure that is in place or permitted under the extant planning permission.

Beyond 35mppa, the airport could continue to grow, subject to the raising of the planning cap. We believe there is a strong case to make the most efficient and full use of the current single runway and we will ask that the Airports Commission recommends this in its final report. Growth in passenger numbers is expected to continue to rise through to the late 2020s, reaching the full capacity of the single runway in the early 2030s.

The ultimate capacity of the airport's single runway is likely to be between 40-45 million passengers a year. The exact capacity will be a product of our route network, aircraft size, the spread of traffic through the day and year and the capacity drivers described earlier. However, for the assessment of certain environmental and surface access effects we have used a figure of 43mppa¹⁷ as the maximum throughput the airport could achieve with a single runway; owing to capability limits of the runway and the associated infrastructure.

¹⁶ UK Aviation Forecasts (2013), DfT, Table 5.5

¹⁴ Figure assumed for technical assessment purposes

GROWING THE AIRPORT



ANNUAL TRANSPORT MOVEMENTS AND THE NIGHT NOISE QUOTA

Stansted handled 146,010 ATMs in 2014, comprised of 133,928 passenger movements and 12,082 cargo movements. There were also 11,557 'other' aircraft movements that include business, general aviation and training flights. In the short term, passenger air transport movements (PATMs) are expected to grow in line with passenger throughput as the average aircraft size is likely to remain similar to the present. In the long term, increases in load factors, increasing diversity of routes as well as larger capacity aircraft operating new routes, will see a lower growth in aircraft movements relative to passenger throughput.

We expect Stansted to be able to reach 35mppa within the current cap of 243,500 PATMs. Operating at full capacity, we expect the single runway to be capable of handling some 285,000 PATMs, based on current market knowledge and our view of how the market will develop in the future.

Cargo air transport movements (CATMs) are expected to grow, and there is permitted capacity to handle 20,500 CATMs under the current planning permission. CATMs take up a sizeable proportion of the night noise quota¹⁸. In 2013, there were a total of 9,295 night movements including QC zero (exempt aircraft). Looking to the future, the bulk of the passenger flights are expected to remain during the daytime and the majority of the cargo movements are expected to operate during the late evening and at night. Cargo aircraft will continue to operate during the off-peak periods between passenger movement peaks. However as these become more constrained, we will need to consider the potential impact on cargo growth of the current limit of 12,000 night movements per annum by aircraft that are 'QC rated'. We are aware of the local concerns surrounding night movements generally and the preference for continued centralised policy control. Our Environment Plan discusses our approach to noise in detail and how we view the debate about night noise as an on-going issue.

There is potential that cargo movements could rise to make full use of the current movement limit, however this needs to be considered against growth in passenger movements and the night quota. For planning purposes we have assumed that the number of cargo movements will be in the range of 15,000 and 18,000 per annum.

¹⁸The Night noise quota is a maximum limit on the number of movements that are permitted at night (7,000 summer season and 5,000 winter season). The system of designation also imposes a maximum quota points limit, whereby the quota count system assigns each aircraft operation at night a points value, with noisier aircraft attracting a higher points value and quieter aircraft assigned a lower or zero rating.

SUMMARY

The SDP as a whole and this Land Use Plan specifically, seek to ensure that Stansted is planned in the most efficient way to develop to the full capability of its single runway.



Our assumptions on market potential and air traffic forecasts provide an appropriate guide to create this framework for Stansted's growth, and have informed the development of the Plan. In particular, they have helped us to understand the consequences of growth rather than its exact timing.

We have the ability to grow through efficient utilisation of runway slot capacity across the day. We have planning permission to grow to 35mppa and operate up to 243,500 PATMs and 20,500 CATMs per annum. The airport could handle between 40-45mppa within the current boundaries and physical constraints, as a result of improvements to the way in which we operate and use our facilities.

It is clear that there is significant headroom for growth before the planning conditions restricting the airport's operation are reached. We have received a range of differing views from stakeholders as to when any application should be made, with the two principal choices being either to secure the increased limit early to ensure certainty and assist in commercial negotiations with airlines, or to wait until such a time when the growth of the airport substantiates the need for increased limits.

It is our view that there is no immediate need for us to enter into a regulatory process to alter the planning conditions. The timing of any application remains inextricably linked to the rate of growth at the airport, and wider policy considerations. Therefore, we will remain in dialogue with key stakeholders as to the timing and form of any application and undertake specific consultation with the local community at the appropriate time.

LAND USE PROPOSALS

This section of the Land Use Plan considers the various categories of land use across the airport site. It seeks to anticipate the likely changes and identifies major development proposals.



We will provide facilities that meet the needs and the aspirations of customers – passengers, airlines, cargo operators and on-site businesses – whilst at the same time minimising the impact of growth on our neighbours.

Our approach to considering land use is to first consider the potential maximum capability of the existing and permitted infrastructure. This has been followed by an analysis of the likely impacts arising from the use of the infrastructure, and then forming an understanding as to the potential capacity: i.e. the likely number of passengers and amount of cargo the airport could accommodate.

This section describes the development that would enable the airport to grow within its current environs and which could serve up to the 35mppa planning limit and beyond to the full capacity of the single runway (assumed for assessment purposes to be 43mppa). The detail of the environmental impacts and surface access implications are considered in their respective documents within the SDP.

In assessing and describing the land use implications of the growth potential discussed earlier in this plan, the underlying principle of our proposals is that the major infrastructure is either currently in place, or already permitted, to grow to the full capacity of the single runway airport. There are limited operational improvements and alterations required for the airport to provide a modern flexible facility which can respond to future growth, but these are limited to improvements that can be made within the current airport boundary. It is this spare capacity and potential which makes Stansted unique among the major London airports – with both Heathrow and Gatwick approaching the limits of their current sites and infrastructure.

This section of the Land Use Plan should be read in conjunction with the Land Use Proposals Map at the end of this document.

AIRFIELD

The airport has a modern and fully capable runway (04/22) with a full-length parallel taxiway system. The runway has a declared length of 3,048 metres and is 46 metres wide.



In addition it has strengthened shoulders providing capability to handle a range of wide-bodied aircraft (up to ICAO Code F) including Boeing 747-8, Airbus 380 and the AN-225 aircraft. The runway is served by sophisticated airfield navigation and air traffic control systems, including a CAT IIIB Instrument Landing System for aircraft arriving on both 04 and 22 runways. This ensures operations can continue during poor weather conditions.

The operational capability of the runway is not a constraint on the growth and capacity potential of the airport as its layout is able to handle the full range of aircraft types, including flights to long haul destinations. Improvements can be made to the taxiway network, assisting the efficiency of aircraft queuing and sequencing and taking into account the different spacing required from different aircraft types. The envisaged future improvements to the taxiway network are minor in scale and have limited potential impact as development would only involve some removal of airfield grassland which has limited ecological value. A stand-by runway was

approved in 2001 with the intention of providing resilience in the event of the main runway being unavailable. However, we do not intend to complete this development. The stand-by runway would not offer any material capability enhancement to the airfield. Our view is that the level of additional operational resilience it would provide is not sufficient to warrant the capital cost associated with its construction.

APRON AND STANDS

The total number of passenger aircraft stands is currently 69; comprised of 53 contact stands (i.e. directly accessed from a pier) and 16 remote stands.



These are arranged around five apron areas (Alpha to Echo) and three satellite piers (1 to 3) which provide departing passengers with gate areas prior to boarding the aircraft and arriving passengers with a route to the terminal:

- Satellite 1 is used by international passengers and is served by the tracked transit system;
- Satellite 2 is used by both domestic and international passengers who directly walk and use the tracked transit system respectively; and
- Satellite 3 is used by international passengers who walk to and from the terminal.

The aircraft stands are designed to be used flexibly by a range of different aircraft sizes. The vast majority of passengers use the satellite facilities to access aircraft, however occasionally passengers are taken by bus to remote aircraft parking stands. To make better use of the current apron, we are carrying out feasibility work with regard to construction of an additional forward gate facility at the site of future Satellite 4. This is to enable continuing improvement of our passenger facilities and is timed to support the growth that will result from the commercial agreements that we have signed with our key airlines.

The Alpha (west) and Zulu aprons and associated stands are predominantly used for the airport's cargo operations, although they can also be used for the remote parking of passenger aircraft. Alpha (west) provides up to eight stands including provision for the largest Code E aircraft, whilst the Zulu cul-de-sac provides a further eight stands for medium sized aircraft or four large aircraft, depending on configuration. This provides a maximum of sixteen cargo stands, which are all in regular use.

Echo Apron was started in 2005. It has not been fully completed but it is currently in use for some remote stands as described above. We envisage that it will be completed within the next 10 years. This will allow us to increase our stands to 82 in total (of which 72 would be 'contact' and 10 would be 'remote'). We expect the full development of Satellite 4 to occur in parallel, which would enable use of the airport to reach the current capacity limit of 35mppa.

Beyond this, we have considered the options for capability enhancement and associated environmental impact. The land around the existing apron and four satellites could be configured to provide 88 stands. This could be achieved through improvements to Satellite 1 and minor extension of Echo apron along its taxiway axis (beyond its envisaged completion described above).

This apron and stand capacity, along with the airfield improvements, would accommodate the maximum number of movements from the runway at the busiest hour. Such capability enhancements, operating within current environmental limits (see Noise within our Environment Plan), would enable the airport to make full use of the single runway.

There is also potential to increase the number of available cargo stands. This issue is addressed in the Cargo section that follows.

TERMINAL

The terminal has been expanded since its original construction through several phases of development. Currently, it is undergoing further transformation, introducing internal alterations to improve the customer journey. This will maintain its operational capacity of at least 25mppa.



The terminal is a modular building, providing further potential for expansion to either side of the structure. The 35mppa permission provides for a further two bays of expansion to accommodate passenger growth. This is proposed for the south west elevation, towards Enterprise House. However, there is also land available to the north east, should future considerations suggest this to be a more appropriate location.

TERMINAL TRANSFORMATION

Following M.A.G's acquisition, we set a clear strategy to make Stansted the best airport in London in respect of value to airlines, customer experience and to deliver our facilities as a joined up team with our stakeholders and partners.

The iconic terminal building is still recognised for its design qualities. However, there were elements that needed updating and refreshing to deal with changes in the industry and to improve all aspects of the customer journey. Our transformation plans better reflect how travellers now use our airport facilities. There have been dramatic changes in recent years both with the introduction of new technologies as well as far fewer passengers using check-in desks or travelling with hold baggage; instead they spend more time in the departure lounge.

Security requirements have also radically changed in the last ten years. The previous security screening area was landlocked in the centre of the terminal with limited space for expansion. It also meant all passengers had to pass through the check-in area even if they didn't need to. The new security area has been relocated and enlarged so that passengers entering the terminal without check-in luggage can immediately enter the security area, making it a more efficient, relaxed and convenient experience.

The key areas of improvement include:

- repositioning of the landside/airside boundary to create better facilities and spaces on both sides;
- removal of check in island 5 and changes to the baggage system to reflect the changes to the check in islands;
- a relocated and enlarged security search area, incorporating new technology and dedicated lanes for families and passengers with reduced mobility;
- a redesign of the International Departure Lounge (IDL) layout and retail experience;
- wayfinding from the arrivals concourse to onward travel options, including simplification of the various onward travel choices; and
- departure lounge exit improvements to improve access to satellites.

TERMINAL



IMMIGRATION

The previous size and layout of the immigration hall had limitations and suffered frequent delays and crowding for passengers. The improvements that have been delivered are aligned to longer-term aspirations for expansion of immigration desks and improvements of the hall, such that wholesale reconfigurations are not required as throughput increases.

The first phase works completed in summer 2014 reduced the overall amount of time it takes arriving passengers to get through the Immigration Hall into the Baggage Hall and ensures that immigration queuing does not encroach into circulation space within the newly configured hall.

TRACKED TRANSIT SYSTEM

The Tracked Transit System (TTS) is vital to the efficient running of the terminal. When it is not available, passengers need to be transported by bus to the satellites. This causes disruption and impacts on the passenger experience. We have carried out a strategic review of the TTS and in the medium term it will remain in operation. To support this we will be investing in improved control systems and track maintenance. There will however come a point when the vehicles need to be replaced or completely refurbished. At that point, we will carry out a further review to establish its long term future in conjunction with both passenger user groups and our airline partners.

SATELLITE 1

To support our strategy of building on our strong position in the low-cost carrier market, we aim to incorporate a range of service offers to airlines. We have commenced an enhancement and refurbishment of Satellite 1 which will create a terminal suitable for the needs of full service scheduled carriers. This is being driven by the airport's ambition to attract more passengers, airlines and long-haul services to Stansted. The upgrade of Satellite 1 will provide an area that is sleek, modern and contemporary in style and which offers enhanced passenger facilities. The refurbished Satellite 1 will open in 2016.

FUTURE CAPABILITY

From an operational perspective, the terminal space approved in the 35mppa planning permission (an additional two bays) would be capable of supporting growth to the full use of the single runway. Some further expansion may be needed in the future to support enhancements to the customer experience (both check-in and facilities) or future changes in operating procedures. We are also mindful that regulatory and security arrangements continue to evolve and create new requirements for additional terminal space. In the event that such requirements materialise, we will need to incorporate these into a future review of our plans for the terminal.

CARGO

There are three separate types of cargo operations: dedicated freighters, integrators and belly hold. All types require cargo handling and processing space, but dedicated freighters and integrator's aircraft utilise stands and apron that are typically dedicated to cargo operations, and can be located away from passenger facilities.



Belly hold cargo is carried in passenger aircraft and therefore requires processing space that is located close to the passenger aircraft stands to minimise ground handling time.

The current cargo facility comprises two main processing buildings which use the Alpha (west) and Zulu aprons and the associated taxiways. Overall there is some 41,000sqm of cargo shed floor space, complemented by office accommodation, areas for HGV loading/unloading and open areas for equipment storage and parking.

Air cargo will play an important role in fulfilling the economic potential of the region. Our Land Use Plan has been designed to accommodate any necessary stand and apron capacity. Growth can be flexibly accommodated by extending the Zulu apron, doubling the number of stands available from a current provision of 8 to 16. This would result in a total future provision of 24 stands when combined with Alpha (west) apron.

Additional cargo buildings can be provided both to the south of the current FedEx facility on Pincey Road and adjacent to the expanded Zulu apron on its three sides. The potential for expansion of cargo facilities in this location maximises the potential for all types of freight transport by providing both dedicated airfield infrastructure whilst also maintaining proximity to the passenger stands.

This increase in capability would allow Stansted to handle up to around 400,000 tonnes annually on dedicated cargo aircraft and around 60,000 tonnes in belly freight. The flexible configuration of facilities will also support operations by a range of different cargo operators.

The prospects for growth in cargo operations at Stansted are strong. The rate of growth in cargo will be influenced by economic growth in the region, and also by competition between airports and airlines for cargo capacity. We will seek to develop long term commercial relationships with cargo airlines and support their growth with investment in new facilities and infrastructure. Given the highly competitive nature of the cargo industry, it is difficult to develop precise forecasts of cargo volumes. However, we will respond to opportunities to grow demand and ensure that the noise impacts of this growth are appropriately addressed, especially at night.

OTHER OPERATIONAL FACILITIES

There are a diverse range of facilities required at an airport of Stansted's size. In addition to the facilities outlined above, these include aircraft maintenance, security, emergency and ancillary support facilities.



POLICE

The Police Station is located within Enterprise House. Essex Police is responsible for the policing of the airport. It is not anticipated that any expansion of the existing police infrastructure is required to support the growth of the airport up to the full use of the single runway.

FIRE AND RESCUE

Rescue and Fire Fighting Service (RFFS) vehicles are essential to airfield operations at all times and response and deployment times are critical for safe operations. Our Fire and Rescue facilities, comprising the fire station and training area, are of sufficient capability to handle the largest aircraft (e.g. Airbus A380) up to the maximum CAA defined standard (Category 10). Thus, the facilities are appropriate for the airport's current use and will be capable of supporting growth of the airport up to the full use of the single runway.

DE-ICING AND SNOW CLEARANCE

Stansted is fully equipped to deal with snow and currently we de-ice aircraft on the aircraft stands. Importantly we will seek to maintain service and schedule capability and the clearance of snow from the airfield and rapid de-icing is critical to our operation.

We have made commitments to our partners to investigate the provision of remote de-icing facilities and a trial is underway to investigate the benefits of de-icing at the exits from the apron cul-de-sacs. If fully implemented, this plan would allow for two positions per cul-de-sac and all runoff can be collected, retained, and treated within the current infrastructure.

In the future we will continue to review the appropriate scale and location of de-icing facilities in the light of aircraft requirements and volumes, as well as managing the environmental impacts of the operation.

AIR TRAFFIC CONTROL AND NAVIGATIONAL AIDS

The runway in both directions (04 and 22) is fitted with the highest specification category IIIb Instrument Landing Systems allowing operations in poor weather conditions. The existing control tower and radar systems comply with modern international standards. As a result, based on current available technologies, we do not foresee any changes being required to support the growth of the airport up to the full use of the single runway.

GENERAL AVIATION, NORTH SIDE AND MAINTENANCE FACILITIES

General Aviation facilities at Stansted provide an important service to users and play a valuable role in the local economy, with the airport hosting more fixed based operators (FBO) than any other UK airport.



Currently, five FBOs provide private and executive travel: Harrods Aviation, Inflight Jet Centre, Universal Aviation, Diamond Hangar Aviation Hub, and Fayair. Inflight provides hi-tech manufacturing facilities of aviation electronics and also maintenance for Embraer aircraft.

The main general aviation area is located in the northern part of the airport or 'North Side'. North Side has airfield manoeuvring, dedicated taxiing and stand capacity to serve the existing FBO airside hangar operations.

The hangars are relatively modern, particularly the recently constructed FayAir facility. However, more generally the landside area is predominately an area characterised by older buildings, some vacant and in poor repair and open, underused spaces. The area does contain some critical infrastructure (e.g. the fuel farm and balancing ponds) but we recognise that there is commercial development potential in this part of the airport.

On the south side of the runway is the Diamond Hangar Aviation Hub. This is one of the largest hangar spaces in the world at 8,720sqm and it provides a broad range of hangar space, workshops, storage and office accommodation. Located adjacent to the Diamond Hangar is the Ryanair maintenance facility, which plays a crucial role in supporting the company's based aircraft.

We will continue to support the retention and operation of these facilities, and have land available within the site if additional hangars are required.

HOTELS AND COMMERCIAL DEVELOPMENT

At the airport there are a number of additional facilities that work in parallel with the core aviation facility, as set out below.



NORTH SIDE

The Uttlesford District Council Local Plan publication version (2014)¹⁹, allocated an 18ha area of North Side for non-aviation commercial development. We supported this allocation during the Council's Examination in Public. Despite the plan being withdrawn, the Inspector concluded that provision of general employment on this site as part of the district's land supply was a sound approach. We are therefore continuing to work towards a scheme for the site, suitable for securing planning permission for its development. It is likely that this will be realised towards the end of 2015, providing development opportunities for new employment and investment from late 2016 onwards. This previous Local Plan allocation and our on-going commitment to delivery is an indication of the airport's potential to meet wider economic need and growth, as a component of inter alia the London-Stansted-Cambridge and A120 growth corridors (see Economy and Surface Access Plan for further details).

TERMINAL ZONE TO SOUTH GATE

Further ancillary commercial opportunities exist on the south side of the site, adjacent to and around the terminal. Land in closer proximity to the terminal is typically more attractive for further hotel provision and, should demand arise, some further office accommodation.

There is considerable expansion space still available towards South Gate (including areas such as Coopers End, Taylors End, Thremhall Avenue and Long Border Road) which can facilitate a range of aviation-related commercial uses. Meeting demand for commercial space (as well as accommodation of displaced parking and car rental facilities) must make efficient use of existing land. In order to achieve this aim, whilst also ensuring a need to remain flexible so as to respond to arising commercial interest, we are adopting a broad mixed use strategy for land from the Terminal Zone to South Gate.

Some key land uses in this area will include:

ROAD SIDE FACILITY

As passenger numbers increase, there is commercial interest for a further road side facility. The demand for additional facilities is partly due to shortcomings at the current facilities at South Gate; where there is limited accessibility, and congestion at peak times. As the airport grows, additional suitable sites will need to be provided for food and beverage and petrol filling station facilities. A site on Thremhall Avenue provides a suitable site for such facilities within the airport boundary.

¹⁹Uttlesford Local Plan: Pre-Submission Consultation (April 2014), Policy SP3 – Employment Strategy, page 31.

OUR LAND USE PROPOSALS

HOTELS AND COMMERCIAL DEVELOPMENT



OFFICES

There are currently four principal locations for office accommodation, providing accommodation for the airport company as well as airlines and service partners. The current location and accommodation levels are:

SITE	LETTABLE SPACE (,000FT ²)	VACANCY LEVEL (AS OF 2015)
Enterprise House	97	11%
Endeavour House	64	20%
Stansted House	25	56%
Airways House	17	100% (now mothballed)

Airways House has come to the end of its economic life and is scheduled for demolition in 2015. The space is not intended to be directly re-provided, as the site of Airways House is within the North Side redevelopment area.

As the economy recovers and business confidence continues to build, we have seen an increase in enquiries for accommodation on-airport. It is anticipated that the remaining on-airport stock of office accommodation could be let within the next five to seven years. As a result, further demand would require office development to ensure there is adequate supply.



HOTELS AND COMMERCIAL DEVELOPMENT



HOTELS

Currently there are four hotels within the airport totalling 1,288 bed spaces. An international airport needs to provide a range of hotel accommodation, both in terms of price and quality, to meet passengers' needs. Provision of hotel space has grown steadily at the airport, but currently there is only one hotel within walking distance of the terminal (Radisson Blu Hotel). Hotels in close proximity to the terminal provide passengers with the maximum flexibility and convenience to utilise the full airport facilities – in particular the transport interchange, thereby maximising potential for public transport mode share – and improve the passenger experience generally. Our hotel development strategy therefore is to locate hotels, where possible, on prime sites in close proximity to the terminal buildings and rail and bus stations to facilitate the sustainable growth of the airport.

The current and pipeline supply of hotels on site is:

HOTEL	CAPACITY	LOCATION
Radisson Blu	494	Terminal
Land adjacent Enterprise House	329	Terminal
Express by Holiday Inn	254	South Gate
Premier Inn	303	South Gate
Hilton	239	North Side
1,617		

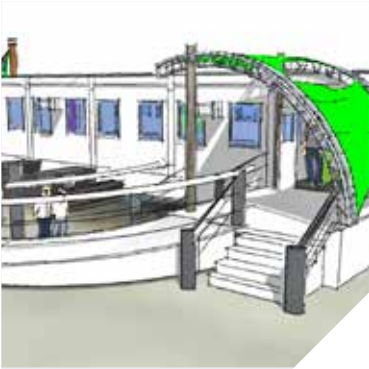
The need for future hotel provision is typically expressed in the number of annual passengers per bed space. However it is important to recognise that there is no defined level of need; rather service quality and price (as noted above) are the critical factors to ensuring an appropriate supply of bed spaces. In context, Stansted (as of 2012) has 35 passengers per bed space compared to Heathrow which has 19; Gatwick which has 16; Manchester which has 23; and East Midlands which has 15. As a result of such under-provision, there is clearly a supply shortage at Stansted and the need for the ratio to improve.

We have recently secured planning permission for development of a new hotel on land adjacent to Enterprise House, comprising 329 bedrooms. We expect this hotel to be developed during 2015 for a 2016 opening.

We will continue to identify sites for hotel provision in line with passenger growth that will maximise the potential for direct links to the terminal.

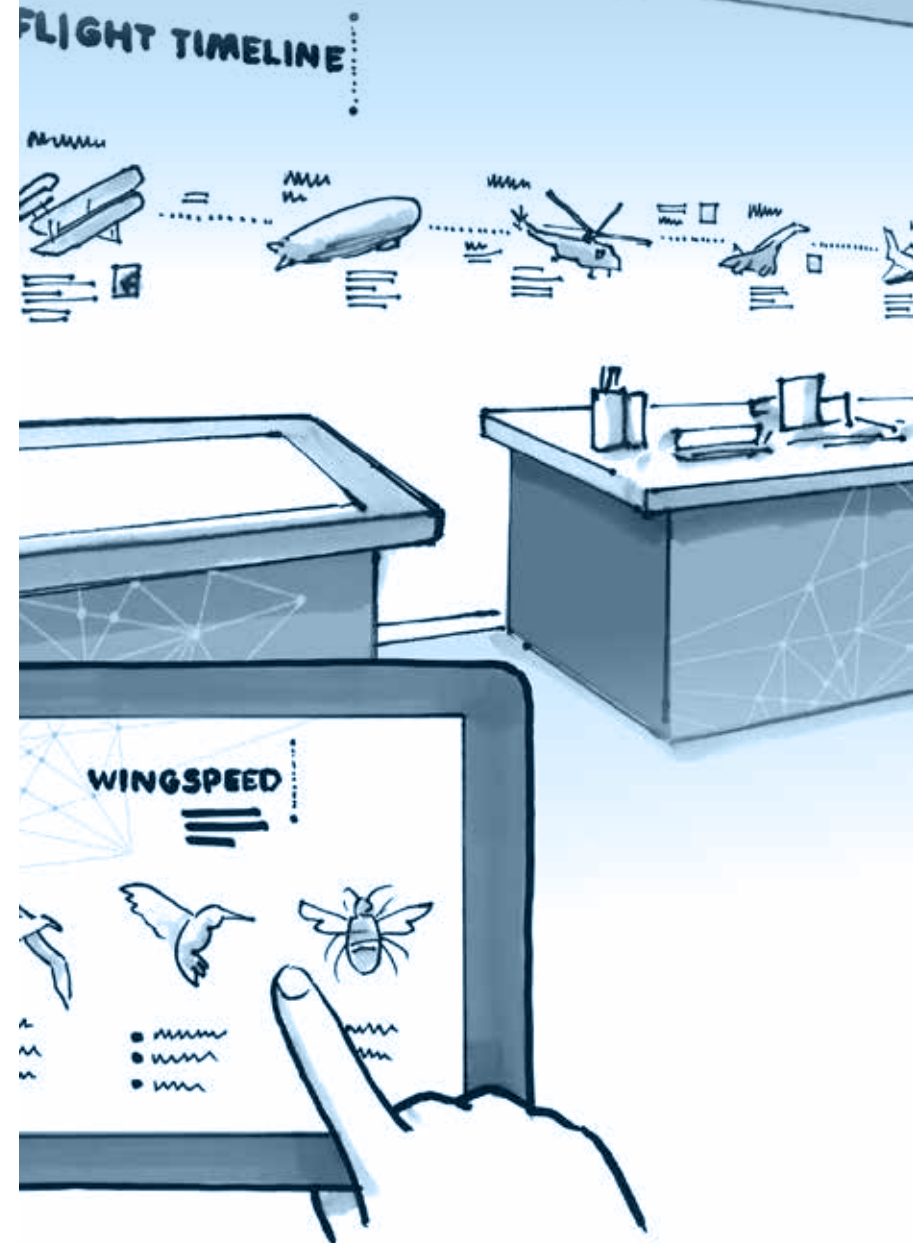
OUR LAND USE PROPOSALS

EDUCATION FACILITIES



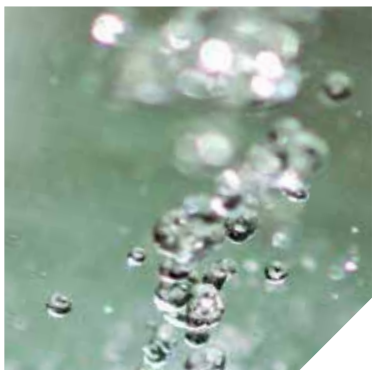
As set out in our Community Plan, we are committed to inspiring a generation of young people. To support this vision, we are developing an on-site education centre aimed primarily at children and young adults. The new facility will be based on the airport site and it will be open for use in spring 2015.

SUSTAINABLE DEVELOPMENT PLAN LAND USE



ENVIRONMENT AND ENVIRONMENTAL MITIGATION

As part of our operation, certain areas are set aside to provide facilities for mitigating environmental impacts, including waste facilities, balancing ponds and structural landscaping.



WATER MANAGEMENT

One of the more land intensive elements is the surface water drainage system. Currently, there are three areas of the site that host containment ponds, with the most extensive area to the south of the site, beyond the A120.

As the airport has grown, investment has been made in the surface water system. This is to protect local watercourses from water contaminated by de-icing chemicals and also to balance the surface water run-off from the airport during periods of heavy rainfall.

The Environment Plan proposes that new infrastructure will incorporate water efficient technology. However, additional storm-water storage may need to be provided as part of future development of infrastructure. These works could include the extension of existing balancing ponds or the construction of new storage capacity.

Before we develop any new infrastructure we will investigate use of sustainable drainage techniques and where possible will implement measures to reduce peak surface water flows to the balancing ponds. This approach will maximise the efficiency in the use of land and limit the need to allocate new sites.

STRATEGIC LANDSCAPING AND ON-SITE HABITATS

Strategic landscaping is a key element of the airport's external boundary. Its primary purpose is to effectively screen the development from the adjacent countryside. Much of the landscaping was planted in the late 1980s and now provides dense and effective woodland screening.

Elsewhere existing established woodland has been retained within the airport as development has taken place. For example, a landscaped earth buffer mound located at the northern end of the passenger apron is provided to protect the village of Molehill Green from visual and noise intrusion. In addition to strategic landscaping, areas of key environmental importance, such as The Fen and Stocking Wood have been identified for protection for their ecological value.

We will ensure that strategic landscaping on the boundary of the site is protected and, where possible, enhanced. The development of the planned and permitted infrastructure discussed above will result in the development of land which may have some ecological value. Where this is the case, appropriate landscape or ecological mitigation will be carried out either on site or off-site as appropriate. Those sites of high value and importance (identified in the Environment Plan) will be retained.

ENVIRONMENT AND ENVIRONMENTAL MITIGATION



ARCHAEOLOGY AND BUILT HERITAGE

There are a number of heritage assets within the airport boundary including the possibility of sites with archaeological interest. As part of our development plans, we will ensure that consideration is given to potential impacts on heritage assets. At the relevant time, emerging detailed proposals will be shared with key stakeholders such as English Heritage and Essex County Council and we will retain appropriate specialist advisors.

WASTE MANAGEMENT

The airport generates and manages large quantities of waste from its own operations and from the activities of passengers and business partners. The Environment Plan sets out our strategy for dealing with waste. We will continue to manage our waste according to the principles of the waste hierarchy (Reduce waste generation, Re-use, Recycle, Recovery, Disposal) and work with our business partners to minimise the production of waste and, where possible, achieve our goal of zero waste to landfill.

As the airport grows there will be a need to provide additional facilities to manage waste in the form of an on-site waste transfer station. This is best located close to, or within, the terminal to minimise transfer distances. The current facility is located on the lower level of the terminal. Within the planned terminal extensions, the detailed design will seek to include appropriately sized waste handling facilities.

REDUCE WASTE GENERATION

RE-USE

RECYCLE

RECOVERY

DISPOSAL

BEST



WORST

SURFACE ACCESS AND CAR PARKS, PUBLIC TRANSPORT AND RENTAL FACILITIES

Our Economy and Surface Access Plan contains full details of our strategy. However, our various modes of transport also need suitable areas of land to support their operation. The land use effects of our Surface Access Strategy are set out below.



RAILWAY STATION AND RAIL TUNNEL

The railway station is a key element of our surface access strategy. It is a modern and well developed facility. Two platforms have been lengthened, and are now capable of taking 12 car trains. We do not see a need to expand the size of the station at the present time or consider the development of a second tunnel. We will review the need for works to the railway station and the timing of a second tunnel in light of potential infrastructure improvements on the WAML. In the meantime, we will safeguard an alignment for a second tunnel.

BUS AND COACH STATION

This occupies a prime location, adjacent to the passenger terminal entrance. It is a large area, reflecting the scale and intensity of the airport's bus and coach operations. As passenger numbers grow, we see a need to improve and extend the passenger waiting facilities, provide shelters for the charter coach bays and expand the number of coach and bus bays. This may require additional land, away from the terminal area to accommodate long term and layover parking. Our bus and coach facilities will remain in their prime location, easily accessible from the terminal.

CAR PARKING

Despite the airport's very high public transport use, there is not always a viable or convenient alternative to the private car. Approximately half our passengers still use the car. This includes passengers driving themselves, and parking, or being picked up and dropped off by others, or by taxi. We need to provide adequate road access and an appropriate level of car parking within the airport boundary to meet future demand. We discourage on-road parking for safety and security reasons.

A range of high quality car parking products are provided to meet the different needs of users. On-site parking generates half the road journeys of 'kiss and fly'²⁰ or taxi trips. It can therefore help in managing road traffic and reducing congestion and carbon emissions.

There are currently just over 26,200 passenger car parking spaces on-site, all at surface level. The main facilities are:

SHORT STAY – 2,300 spaces in a surface car park adjacent to the terminal.

MID STAY – 5,100 spaces at South Gate, adjacent to the A120.

LONG STAY – 18,800 'self park' and storage spaces, mainly in the north western sector off Bury Lodge Lane.

²⁰'Kiss and fly' is a term used to describe the drop off or pick up of passengers by friends or relatives

SURFACE ACCESS AND CAR PARKS, PUBLIC TRANSPORT AND RENTAL FACILITIES



In July 2013, two new car park products were introduced. These were designed to compete on both convenience and price with 'kiss and fly' and taxis and also with unofficial off-site car parks.

'JET PARKS' is a competitively priced service. Passengers park in the long stay car parks and are ferried to the terminal by a regular free shuttle bus.

'MEET & GREET' – enables drivers to park next to the terminal building; unload passengers and bags and depart. The vehicle is then moved to a remote storage area; but is moved back to the terminal pick up area ready for the passenger's return. This has proved exceptionally popular, matching the convenience of taxis and kiss and fly.

Passengers use the different types of parking on the basis of convenience, price, length of stay and journey purpose.

The traditional forecourt access at airport terminals was restricted following a security incident at Glasgow Airport in 2007. However, in July 2014 we were able to reintroduce limited access with an Express Set Down facility on the terminal forecourt that will improve service to passengers. A charge is made to utilise this area but a free set down area is provided at the Mid Stay car park. A free shuttle bus operates from this area to and from the terminal.

EMPLOYEE PARKING

There are a number of employee car parks across the site, related to the main employment centres. A total of 2,408 spaces are available for staff. A number of these are communal facilities, controlled by us. These are adjacent to Enterprise House (to serve the terminal complex), in the cargo area and at Coopers End Road.

As the terminal area becomes more intensively used, the long-term strategy may require the closure of some employee car parks and their relocation to the north side of the airport.

A charge is made to on-site airport companies who request an employee space in communal car parks. Some employers pass this cost on to their employees. Due to the success of the Airport Travel Plan, and incentives to use public transport, the growth in staff car parking has been at a lower rate than the growth in employee numbers.

SURFACE ACCESS AND CAR PARKS, PUBLIC TRANSPORT AND RENTAL FACILITIES



PARKING STRATEGY

Sufficient parking, in convenient locations, will continue to be needed to meet passenger demand. As explained earlier, parking is an integral part of our overall transport strategy. In terms of road traffic, it sits between public transport and kiss and fly & taxis in our hierarchy of preferred modes of travel. In some cases, parking on site competes with public transport; offering choice and competition. In other cases, it is the only viable alternative to kiss and fly and taxi. This is particularly true in the more rural parts of our catchment area, or for those communities without direct, or suitably timed, public transport services. We will continue to monitor passenger behaviour, demand and the volumes of road traffic to ensure we meet passenger needs.

The demand for the different types of parking varies by time of day and time of year. And passenger demands are changing, as shown by the popularity of premium 'meet and greet' type services. Pricing is a key element in passenger choice. We will always ensure we have sufficient space on site to meet our peak demand. For long stay parking, this generally arises in the summer months and peak holiday times. For short stay, it fluctuates greatly, with daily peaks related to flight arrivals and departures as passengers get picked up and dropped off.

SHORT STAY – This will continue to be provided close to the terminal building with easy pedestrian access. The current short stay car park is intensively used and reaching capacity. Our forecasts suggest an additional 4,000 spaces will be needed over the next 20 years. Surface level options around the Terminal are limited due to competing demands e.g. bus and coach parking. We will review the case for decked or multi storey provision, as is common at most

major UK airports. BAA gained planning permission for multi storey parking (with a height limit) at the south west and north eastern ends of the current short stay car parks. We will review these options, along with locations to the side of the terminal, adjacent to the Radisson Blu hotel and Enterprise House. Any parking structure will need to be carefully located and sensitively designed.

MEDIUM STAY – We expect the distinction between medium and long stay parking to blur over time, as new products emerge. The main distinction is now between 'self-park' and 'valet parking'. We will retain the current surface car park adjacent to South Gate services, but see scope to increase the density of parking and make more efficient use of the land while still screening it in the landscape. We expect it to remain a surface car park.

LONG STAY – The extensive surface car parks on Bury Lodge Lane will remain. This area will provide a mix of 'self-park' long stay and storage areas for 'meet and greet' cars. We again see scope to improve the efficiency and layout of this area and increase the intensity of use. There is additional land to the north which will be our preferred option for the expansion of long stay capacity. We will also explore options for 'meet and greet storage' in other parts of the site, closer to the terminal so reducing the distance and volume of transfer trips. In the medium term (post 2020) we may have to consider one or two level decking of long stay car parks in order to handle the growth in demand and contain it within the current site. But this remains a more expensive solution, which risks on site car parking losing its competitive position against 'kiss and fly' and taxis.

SURFACE ACCESS AND CAR PARKS, PUBLIC TRANSPORT AND RENTAL FACILITIES



Overall, we expect the current parking provision of just over 26,200 passenger spaces to increase to between 45,000 and 55,000 spaces at Stansted. This range is likely to satisfy growth to both 35mppa and beyond to 40-45mppa. These will all be contained within the current site.

EMPLOYEE PARKING – We will continue with a mix of sites. Large, communal provision is most efficient and best suited to the terminal area, where there are the largest numbers of staff. As pressure on space increases around the terminal complex, we may need to consider more remote staff parking areas (served by a bus shuttle) or decking parts of the existing staff car park. Elsewhere, space will continue to be provided within individual employment sites e.g. in the maintenance area and north side. In the long term, we expect the scale of staff parking to increase from the current 2,408 spaces to around 5,000 spaces at 40mppa.

CAR HIRE

Historically, car hire customer facilities have been adjacent to the terminal, separate from the maintenance and storage facilities on Coopers End Road.

Consistent with our approach to maximise efficiency in our land use and operations generally, in the short term we are combining both facilities on an expanded site at Coopers End Road. This will ensure that the space vacated around the Terminal and Radisson Blu Hotel can be more effectively used as short stay car parking, relieving pressure on the current short-stay car park.

FORECOURT

This is likely to remain in restricted use for the foreseeable future as a result of the security arrangements required nationally further to the Glasgow Airport incident in 2007.

Since our purchase of the airport in 2013, we have listened to customer feedback and from July 2014 the drop-off/set down facility ('Express Set Down') has moved to the outer lane. The inner lane however will remain closed to vehicles.

By locating the Express Set Down we have provided the most convenient possible access to the terminal. Managed and charged access to the forecourt is a key element in the management of kiss and fly mode, as we aim to minimise this form of transport to the airport. We recognise that there is a need to manage demand at peak times for this mode of transport and with the addition of 'real time' technology we will be able to divert passengers to the free set down at the Mid-Stay car park.

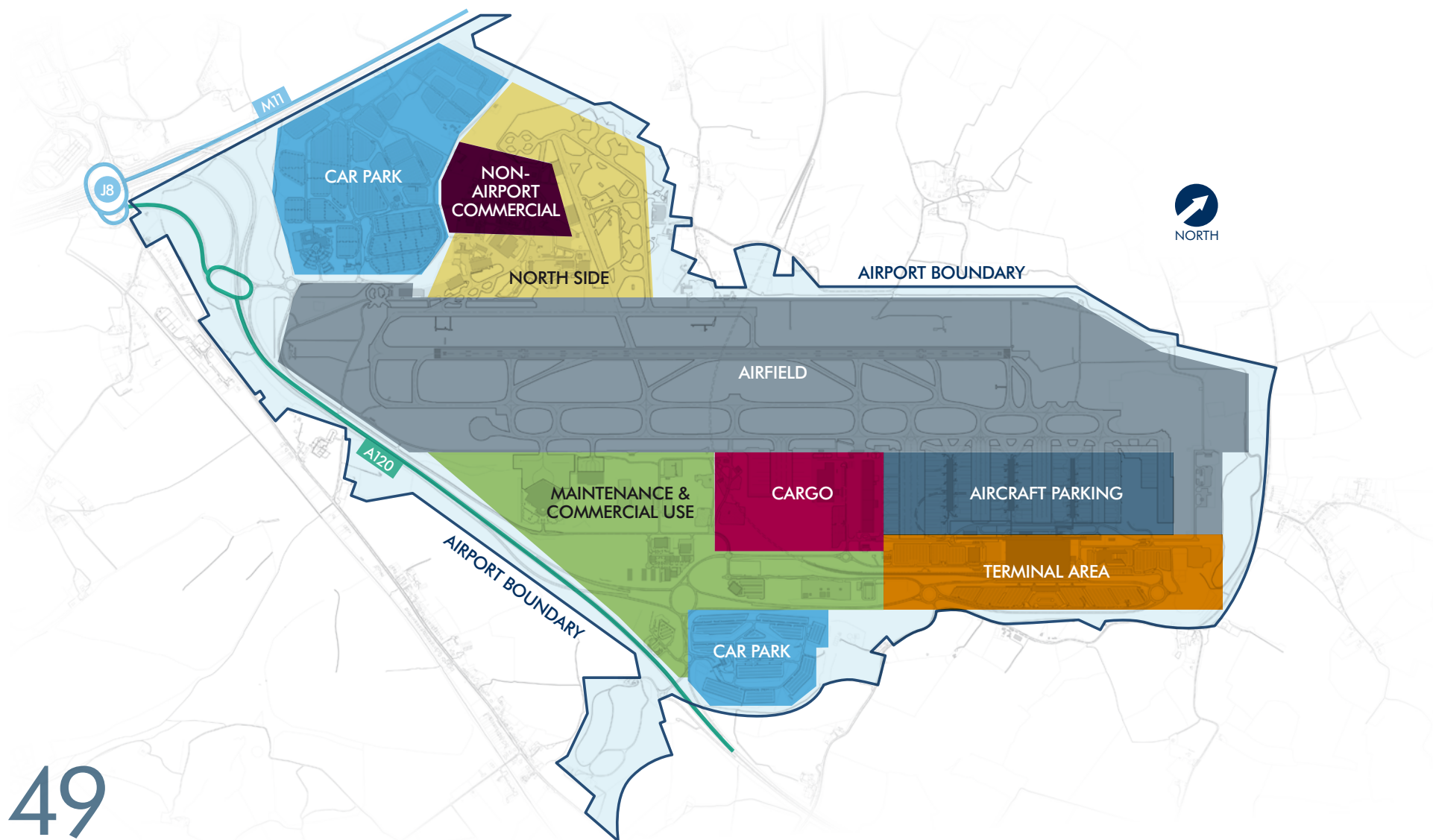
ROADS

The road network within the airport is predominately private and at its current layout will support the use of the airport to 35mppa – and beyond – to full capacity of the single runway. Some improvements may be needed at individual points in the network to address particular areas of congestion. These works will be undertaken in line with increases in road traffic.

OUR LAND USE PROPOSALS

SUSTAINABLE DEVELOPMENT PLAN
LAND USE

LAND USE PROPOSALS MAP







HOW TO CONTACT US

The Sustainable Development Plan is an important document for us as it sets out what our aspirations are for development to the full capacity of the single runway at Stansted. There are many stakeholders who have an interest in the airport and the views and comments from Government, local authorities, neighbours, the business community and customers are an important part of the planning process.

We are committed to being open in sharing our vision for Stansted and the local area. Our plan reflects local views and ideas that were expressed during consultation on the draft version. We will continue to engage; to report our performance and review our plans in the light of changing circumstances. We expect to review and update this SDP at least every five years in line with current Government advice on airport master plans.

To obtain copies of the Sustainable Development Plan or contact us about its content:

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