London Stansted Airport

LONDON STANSTED SUSTAINABLE DEVELOPMENT PLAN 2025

Growing our airport over the next 20 years

STANSTEDAIRPORT.COM

v2 January 2026

CONTENTS

FOREWORD

Our long-term plan for sustainable growth

I am proud to introduce our Sustainable Development Plan, which details our proposals to manage and plan for the airport's growth in the coming decades.

Stansted Airport has put our area on the map and connected it to the world. Our post-pandemic recovery led the way amongst UK airports. In the last year we helped nearly 30 million passengers reach over 190 destinations. They value the number of routes we offer, at excellent value and using an easy and efficient terminal that is well connected to all the places around it.

We believe in the role we play for passengers, our communities and take the responsibilities we have to them seriously. The scale of those responsibilities are shown by London Stansted Airport being:

- the biggest employer in the East of England – supporting over 12,000 good local jobs;
- a source of income to hundreds of local businesses that supply us;
- a supporter of over 100 community projects.

We take our responsibility to operate and grow sustainability and manage and reduce our impact on the environment equally seriously. Delivering on these responsibilities to travellers, our communities and the environment is the core of this sustainable development plan.

This Sustainable Development Plan outlines how we support the 30 million passengers who currently use the airport annually, and how we will continue to deliver sustainable growth going forward. Over the next 15-20 years we expect the airport's popularity and its connectivity to global destinations to grow. This plan charts our intentions over this period and identifies the work we need to do to enable this.

Our airline partners are ordering bigger, more environmentally efficient planes. This means more seats available for passengers to travel to and from our airport to more destinations as we grow our reach, offer and customer experience in the years to come. To accommodate this potential, our plan also outlines how we might grow beyond our current 43 million passenger limit. Our forecasting suggests the airport could accommodate 48-51million passengers per year by the early 2040s, within the existing limit on flight numbers.

Realising this potential will bring more local jobs and better connections to the world.

This SDP allows us to set out not only how we intend to support our permitted growth to 43 million passengers per year, but the measures we are taking to manage and control impacts on road traffic, air quality and noise and how these will mitigate the likely impact of the airport growing further.

Importantly, our plan is based on making the best use of what we have – a single runway within the same boundaries. It also honours our commitment to ensure more than half of all passenger journeys to the airport remain on public transport which will ease pressure on local roads. So too will we continue to grow our contribution locally through offering quality skills and training opportunities for young people, growing the Stansted Airport College. And finally, ensuring the airport's sustainable growth provides thousands more worthwhile careers for all those who seek to work with us.

Gareth Powell,
Managing Director at
London Stansted Airport

INTRODUCTION

The purpose of our SDP is to set out the context and strategic approach we propose to take for the operation and development of the airport over the long-term. London Stansted Airport is a major transport infrastructure asset for the East of England and the UK. As a responsible operator, it is important that we set out our vision for the airport over the next 15-20 years and review it periodically.

In early 2025 we carried out a comprehensive programme of direct engagement with our local community and other stakeholders to explain our plans and gather people's views.

This SDP describes our vision and ambitions for the future development of the airport as well as the opportunities and challenges that we face. It includes our surface access, environmental and community strategies as important individual components of a sustainable future for the airport. It also describes a clear context and direction for the airport's contribution to a stronger and growing regional economy.

In setting out our ambitions, the SDP can also inform the plans of other organisations across the region. It provides visibility of our strategy to enable a constructive dialogue with our customers, our business partners, and our neighbours in the local community.

Vision for the Airport

Our Vision:

To make our airport the number one choice for people travelling to and from London and the East of England, and for airlines serving our catchment.

Our strategy to achieve this is:

- To make the best use of the capability and capacity of the existing runway and airfield infrastructure, airport facilities, and associated land uses within the existing airport boundary.
- To maintain our position as an attractive and accessible airport for passengers and staff across the East of England, London and the South East, and sustain a public transport mode share of above 50%.
- To continue to play an important and positive economic role within the East of England region.
- To be an airport that is accelerating the transition to a more sustainable future.
- Actively supporting and taking action to help tackle the major environmental issues of climate change, aircraft noise and air quality.
- To support education, skills, and employability programmes in key areas across the aviation sector.

London Stansted Airport Today

About London Stansted Airport

London Stansted Airport is the third busiest passenger airport in the South East, handling 28 million passengers in 2023. The airport is firmly positioned as the UK market leader for low-cost short haul travel, serving over 190 destinations in 39 countries. With such 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. Global long-haul connections are provided by the airport's routes to Istanbul and Dubai.

The network of routes and the levels of connectivity make London Stansted Airport one of the UK's key gateways and it is an important point of entry for non-UK residents arriving by air. The airport is well established as a global gateway for London and the East of England with 25 million people being within a 2-hour drive of London Stansted Airport. It has the largest number of connections to European airports than any other airport in the UK, providing passengers with an unrivalled choice of destinations, and access to the UK from across Europe. Inbound traffic is important, as around 32% of the airport's passengers are non-UK nationals travelling to the UK either on business, visiting friends and family or on holiday. This reinforces the important role that the airport plays in providing international connectivity to and from the East of England and the airport's wider catchment.

Figure 1: Map of destinations served from London Stansted Airport.

London Stansted Airport is also the UK's 3rd busiest air cargo airport with over 274,000 tonnes of air cargo handled in 2023. The airport and its cargo network play an important role in connecting businesses across London, the East of England and the South East with the global marketplace.

Within the East of England, the airport is the largest single employment site with over 12,200 people employed in over 200 on-airport companies. The airport is also a major economic asset. In 2023, London Stansted Airport contributed over £1.3 billion gross value added (GVA) to the UK economy. Over two-thirds of the people who work at the airport live in North Essex and East Hertfordshire and the airport is a major source of employment for people who live in the nearby towns of Bishop Stortford, Great Dunmow, Harlow, and Braintree. The airport also 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.

We are unique amongst the airports in the South East as we handle significant numbers of low-cost, full-service, charter and regional airlines.

With the airport's wide range of European connections and a strong and growing passenger catchment, we saw a very strong recovery as pandemic restrictions were lifted and as air passenger travel has recovered.

It is the largest base for Ryanair, who carried 22.4m passengers in 2023. However, the airport is not just focussed on short-haul low-cost services. The reintroduction of the successful twice-daily Emirates flight to Dubai provides global connectivity and serves as a clear demonstration of the opportunity for the growth and development of long-haul services from London Stansted. Royal Jordanian Airlines launched direct flights to Amman in March 2024, signalling the expansion of our Middle East network.

We have continued to attract new routes and carriers in recent years. We have seen further expansion of our European network welcoming SunExpress' direct flights to four major Turkish cities, and a suite of new destinations offered by airlines such as Jet2, British Airways, easyJet and Ryanair.

195k

AIR TRANSPORT

AN AIRPORT HANDLING 195,503 AIRCRAFT MOVEMENTS

18

AIRLINES

LONDON STANSTED AIRPORT IS SERVED BY 18 AIRLINES, INCLUDING A TWICE-DAILY EMIRATES SERVICE TO DUBAI

274k

TONNES HANDLED

THE UK'S 3RD LARGEST CARGO AIRPORT HANDLING SOME 274,000 TONNES A YEAR

£2.2bn

GVA SUPPORTED

IN 2023, INBOUND TOURISM THROUGH STANSTED AIRPORT SUPPORTED £3.4 BILLION IN GVA

190

DESTINATIONS

THE UK AIRPORT WITH THE LARGEST EUROPEAN NETWORK WITH ROUTES TO OVER 190 DESTINATIONS

11%

UK AIR FREIGHT

11% OF UK AIR FREIGHT IS FLOWN THROUGH LONDON STANSTED

22.4m

RYANAIR PASSENGERS IN 2023

THE LARGEST BASE FOR RYANAIR, EUROPE'S LARGEST LOW-COST AIRLINE.

28m+

PASSENGERS

AN AIRPORT HANDLING OVER 28 MILLION PASSENGERS

Location

London Stansted Airport is within Essex in the District of Uttlesford and is the main airport for the East of England. Its location borders Hertfordshire and the District of East Hertfordshire and sits adjacent to the M11 motorway that links Cambridge with London.

The airport site covers 957 hectares and is located approximately 40 miles north-east of London, and 30 miles south of Cambridge. The land surrounding the airport is predominantly rural with arable agricultural land, interspersed with dwellings and farmhouses. Towns in the vicinity of the airport include Bishop's Stortford, 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.

London Stansted Airport 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 which runs along the A120, through the heart of Essex, linking employment sites and key international gateways such as the airport and the ports of Harwich and Felixstowe. In all directions, the airport is well placed to serve growing population centres and economic and employment hubs.

AN AIRPORT SERVING THE EAST OF ENGLAND, LONDON AND THE SOUTH EAST THAT HAS THE CATCHMENT, CAPABILITY, AND CAPACITY FOR LONG-TERM GROWTH.

Figure 2: Showing the location of London Stansted Airport in the Southeast of England.

STRATEGIC CONTEXT

The Development of London Stansted Airport

The airport's origins date back to the Second World War when it was operational as a three runway US Air Force base (1943–46). In 1956, the airport's main runway was extended to its present length of 3048m, with the two other less-used crossing runways being subsequently decommissioned. Civilian flights were introduced, and a passenger terminal was built on the former air base to the west of the airfield.

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, 25mppa and 35mppa were subsequently granted.

1985
Planning permission for growth to 15mppa

1991
Sir Norman Foster-designed Terminal and new supporting facilities were built

2003
Planning permission for growth to 25mppa

2008
Planning permission for growth to 35mppa

2021
Planning permission for growth to 43mppa

Figure 3: Planning History of Stansted Airport.

Since the new terminal opened in 1991, the airport has been one of the fastest growing in the UK from around 1mppa in 1990 to 28mppa in 2023.

As demonstrated in Figure 3, there is a well-established approach at London Stansted Airport to plan for the long-term and to deliver airport capacity in managed stages, helping to provide long-term visibility, certainty and environmental mitigation and protection.

Passenger Growth to 43mppa: Making Best Use of the Airport

London Stansted Airport was acquired by MAG in 2013 when the airport was handling 17.8mppa. Since then, the number of passengers using London Stansted Airport has grown significantly. In February 2018, when the airport's passenger numbers had grown to 27mppa, MAG sought planning permission to enable a further phase of Stansted Airport's growth up to 43mppa. Planning permission was secured in June 2021, accompanied by an updated series of conditions and obligations including:

- A rolling 12-month limit on the number of passengers that can use the airport up to 43 million.
- A maximum number of aircraft movements (274,000), of which no more than 16,000 shall be cargo air transport movements (CATMs).

The 2021 planning permission improved the airport's noise controls, including new and reduced limits on the area of summer daytime and summer night-time noise contours.

Along with most of the UK aviation and aerospace sector, the impact of the COVID-19 pandemic on our passenger services was severe. Restrictions on international travel in 2020 and 2021 resulted in passenger traffic falling to around 25% of 2019 levels. In the aftermath of the pandemic, however, London Stansted Airport was the fastest recovering major airport. This growth has continued, and it is expected that over 30 million passengers will travel through the airport in 2025.

We have been on a strong growth pathway, with airlines growing their networks and the airport better serving the travel needs of its catchment area. This growth will continue, and it reflects the underlying strength of the airlines with operations at the airport, and the core passenger catchment in the East of England. The airport also has a strong business model that enables it to compete effectively within in its core market and with the other major airports in the South East.

As one of the UK's major dedicated freighter air cargo airports, we play a further role within the UK and the regional economy. The goods that are generally transported by air are high value and require speed and/or security of delivery. Air cargo supports the key sectors in the regional economy in particular life-sciences, pharmaceuticals, and health care, whilst also supporting wider logistics operations and global supply chains.

The growth of the airport up to 43mppa by the early 2030s will bring increased connectivity and greater convenience for passengers who would otherwise have to take longer surface journeys to other airports. As the airport grows, its economic and employment contribution in the region will increase, helping to drive the region's overall economy.

The growth and development of the airport beyond 35mppa is wholly consistent with national policy to make best use of existing airport runways. This was confirmed by the Panel of Inspectors appointed by the Secretary of State in their decision to grant planning permission for the airport's growth to 43mppa in 2021.

Growth Beyond 43mppa

The planning permission granted to enable the airport's growth up to 43mppa was based on air traffic forecasts that were originally prepared in 2018. Since planning permission was granted on appeal in 2021, there have been important new developments in airlines' approach to fleet transition. This has resulted in material increases in the size of the aircraft that will replace the existing fleet mix compared to the aircraft modelled at that time.

Current passenger forecasts and updated analysis of the changes that airlines are making to their fleet show that London Stansted Airport has potential to grow beyond 43mppa, with no change to the present agreed limit of 274,000 aircraft movements.

Based on the rationale outlined below, we submitted an application in May 2025 to increase the passenger cap to up to 51mppa. That growth could be seen by the late 2030s.

The airline industry is dynamic and continually evolving in response to technological advances in aircraft design and changing passenger requirements. There is now a clear need for airports such as London Stansted also to evolve to meet the requirements of the airline industry, the overall growth in the demand for air travel, and the increasing expectations of our passengers.

In May 2023, Ryanair committed to purchasing the 737-Max10 aircraft from Boeing. This aircraft has capacity for an additional thirty seats compared to the 737-Max8 aircraft (which heavily influenced the forecasts for growth up to 43mppa) and an additional capacity of forty seats compared with the 737-800 series aircraft which are both currently in operation. Over 150 737-Max10 aircraft have been ordered by Ryanair, with an option to purchase a further 150. By the mid-2030s some 40% of Ryanair's fleet will be made up of Boeing 737-Max10 aircraft.

Jet2, another major operator at the airport, has also publicly committed to – and increased its order of – the Airbus 321neo aircraft, upgrading its previous commitment for Airbus 320neo aircraft. These aircraft also have materially greater seating capacity compared to the older generation Boeing aircraft that they will replace.

This recent trend of our airline partners towards larger, single aisle aircraft is in part due to growing demand and limited capacity across Europe's busy airports. However, it also reflects the airlines' commercial strategy of maximising their efficiency by increasing the number of passengers per aircraft movement and a shared ambition in the sector to improve the environmental efficiency of flying.

This approach to aircraft orders and fleet transition is not just limited to the airlines currently operating at London Stansted. It is an approach that is also being adopted by many other airlines, including those which we hope will consider London Stansted as a destination in the future.

The fleet changes that are now planned by the existing airlines alone create the potential for additional passengers to fly to and from London Stansted Airport without exceeding the current limit on aircraft movements. As the airport develops more medium and long-haul routes, this will also increase the overall size of the aircraft operating from the airport, therefore facilitating more passenger movement through the airport.

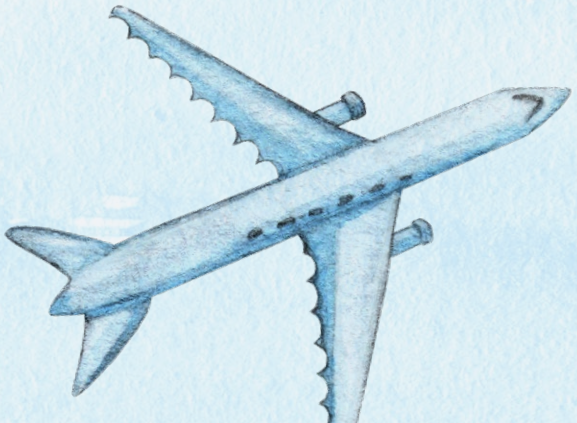
Importantly, we are committed to operating and developing the airport in a way that makes the most efficient use of our single runway, our airport facilities, and associated land uses within the currently approved aircraft movement limit of 274,000.

Remaining within the approved limit on the number of aircraft movements is consistent with the policy of making the best use of the runway. The Environmental Assessment that accompanied the planning application demonstrates that growing the airport up to 51mppa, on the same number of aircraft movements, will not result in additional environmental impacts. It also demonstrated that the recently agreed mitigation (2021) is still appropriate to manage our environmental impacts.

We have also considered the impact on surface transport of more passengers. With a direct Stansted Express rail service to London Liverpool Street (four times an hour), and the high frequency coach services, the airport has a public transport mode share of around 50%, one of the highest at a UK airport. The public transport network already has the capacity and capability to support the long-term growth of the airport. The direct connectivity to the M11 provides good road access across the East of England and the airport's wider catchment in London and the South East. Since the opening of our new terminal in 1991, public transport connectivity has been at the heart of the airport. This will remain critical as the airport looks to support more passengers in the future.

In past planning applications, the airport has already secured permission for infrastructure improvements to accommodate growth in passenger and aircraft movements. This includes the 2021 permission for the Rapid Access Taxiway, Rapid Exit Taxiway, six additional aircraft stands (adjacent Yankee taxiway) and three additional remote aircraft stands (an extension to the Echo apron) and improving terminal infrastructure through permissions granted in 2017 and 2021.

This infrastructure already permitted is sufficient for 274,000 aircraft movements and remains the optimum use of the single runway for sustained periods. No further alterations to the single runway are envisaged to accommodate an increase in proposed passengers.



[1] Our intention remains to build the terminal extension first given the need to improve the passenger experience. The departure lounge is under the greatest short-term pressure. Delivery of the terminal extension first, most quickly increases capacity of the departure lounge, while also allowing the reconfiguration of the check-in, security, immigration and baggage reclaim areas.

Summary

London Stansted Airport has developed in a phased and planned manner within a well-defined physical boundary and in line with a policy framework that supports airports in making the best use of existing runway capacity. This has involved a clear and continuous intention to optimise the capacity of the airport's single runway, enabling the airport, airlines and wider stakeholders to plan effectively for growth, whilst the accompanying environmental limits and controls provide a long-term commitment to mitigation and environmental management.

Striking the right balance between economic benefits and environmental impacts of aviation is at the core of making best use of our airport's runway. This was the foundation of the 2021 planning permission.

Following changes to our airlines' fleet commitments and a full review of the potential for making best use of the runway within the existing movements cap, achieving a further planning permission is a necessary part of our plan for the next phase in the airport's development up to 51mppa.

THE POLICY FRAMEWORK

Aviation Policy

The growth of aviation in the UK is supported through a policy framework, which seeks to promote the benefits and the growth of air transport whilst mitigating and minimising environmental impacts.

National Policy

The principal policy statements are:

- Aviation Policy Framework (2013).
- Beyond the horizon: The future of UK aviation – making best use of existing runways (2018).
- Aviation 2050 The future of UK aviation (2018).
- Flightpath to the Future (May 2022).

Aviation Policy Framework

In March 2013, the Government published an updated aviation policy in the form of the Aviation Policy Framework. This superseded the 2003 Air Transport White Paper. Although more than ten years old, it continues to form part of national aviation policy.

The Aviation Policy Framework (APF) makes clear that the Government's primary objective is to achieve long-term economic growth and it recognises the major contribution that aviation makes to economic growth by providing global connectivity. It also states that the Government supports the growth of aviation within a framework that maintains a balance between the benefits that aviation brings and its costs, particularly the contribution to climate change and aircraft noise. It also emphasises the importance of striking the right balance to safeguard the UK's long-term economic prosperity. Other main aims 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.
- Encourage the aviation industry and local stakeholders to streamline the way that they work together.

The APF recognises the important role that airports across the UK play in providing domestic and international connectivity, and the vital contribution that they make to the growth of regional economies.

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 transparently considered in the development of local plans and contribute to the plans of others. This SDP is the airport's updated masterplan, and looking forward, we expect to review and update the SDP at least every five years in line with current Government advice.

Beyond the horizon: The future of UK aviation – making best use of existing runways (2018)

Beyond the horizon: The future of UK aviation, making best use of existing runways (MBU) was published in June 2018. It sets out the Government's response to a recommendation by the Airports Commission for airports other than London Heathrow to make more intensive utilisation of their existing infrastructure. It confirms (paragraph 1.29) that the Government is supportive of airports beyond London Heathrow making best use of their existing runways, including those in the South East, subject to local environmental issues being addressed.

In formulating MBU, the Government made clear that carbon emissions from airport expansion schemes to make best use of existing capacity, were a matter to be considered at a national level. The Government were satisfied (and confirmed in subsequent decisions) that growth under MBU would not compromise the UK's ability to meet its national carbon commitments. MBU still remains the latest policy statement on airport capacity for UK airports other than London Heathrow.

Aviation 2050: the future of UK Aviation

Following MBU, in December 2018 the Government published 'Aviation 2050: the future of UK aviation', which sought views on the long-term vision for aviation to 2050 and was intended to be the final consultation on the policy proposals ahead of a new Aviation Strategy. This emerging policy continued to recognise and highlight the importance of aviation to the UK, and that growth and development continues to be supported, provided growth takes place in a sustainable way, and includes actions to mitigate the environmental effects.

Due to the unprecedented challenges that aviation then faced because of the COVID-19 pandemic, the Government decided not to issue any further responses to the remaining parts of the Aviation 2050 consultation and instead published 'Flightpath to the Future' – a medium-term strategic framework to guide and deliver a sustainable aviation sector as it recovers from the pandemic.

Flightpath to the Future

In Flightpath to the Future (May 2022), the Government reaffirms that airports have a key role in boosting global connectivity and that the Government continues to be supportive of sustainable airport growth. Importantly, the strategy states (page 7) that the existing planning frameworks for airport growth (Beyond the Horizon: The future of UK aviation, making best use of existing runways, June 2018) and Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England (2018) are the most up-to-date policy on planning for airport development and that they provide a robust and balanced framework for airports to grow sustainably within strict environmental criteria. Flightpath to the future also confirmed that statements of national aviation policy continue to have full effect, as a material consideration in decision-taking on applications for planning permission for airport developments.

Jet Zero Strategy

The Jet Zero Strategy was published in July 2022. In the Strategy, the Government confirmed that sustainable airport growth will continue to be supported and that decarbonisation in aviation to meet the UK's net zero obligations will instead focus on "the rapid development of technologies" to deliver reductions in emissions.

In formulating the Jet Zero Strategy the Government also updated the forecasts of aviation's carbon emissions underpinning MBU to reflect updated airport capacity assumptions and the approach to net zero. In the light of this exercise, the Jet Zero Strategy advises (paragraph 3.57) that: "it is possible for the potential carbon emissions resulting from these expansion schemes to be accommodated within the planned trajectory for achieving net zero emissions by 2050, and consequently that our planning policy frameworks remain compatible with the UK's climate change obligations."

National Planning Policy Framework

The National Planning Policy Framework (NPPF) 2024 sets out the Government's planning policies for England and how these should be applied. The NPPF also provides a framework within which local development plans are produced.

The NPPF is based on a presumption in favour of sustainable development. This means that local plans and strategic policies should promote sustainable patterns of development to meet the development needs of their areas and align growth and infrastructure. There are three overarching objectives for achieving sustainable development, which are economic, environmental, and social. These objectives are interdependent and should be pursued in mutually supportive ways.

The 2024 revision to the NPPF included a greater emphasis on strong economic growth and housing delivery. It also includes provisions to encourage cross-boundary planning and strategic policymaking whilst including a consistent approach to the delivery of major infrastructure.

National Infrastructure Strategy (2020)

Published in 2020 the National Infrastructure Strategy sets out plans to transform UK infrastructure to level up the country, strengthen the union and achieve net zero emissions by 2050. The UK has the third largest aviation network in the world, with flights into UK airports connecting the regions and nations of the UK to the world. The development of infrastructure and investment is required to maintain the UK's position as a global trading nation with the Government supporting private sector investment in improvements to international aviation and freight infrastructure.

The Strategy outlines that unlocking land to deliver new infrastructure whilst ensuring citizens are empowered to shape their local communities and achieving the best environmental outcomes is central to addressing the UK's infrastructure land use priorities.

Additional Policy Documents

There are a series of other relevant policy documents covering the UK's carbon agenda including the Transport Decarbonisation Plan (2021), Managing Carbon Emissions & Decarbonising Transport, Net Zero Strategy – Build Back Greener (2021), and the Ten Point Plan for A Green Industrial Revolution (2020).

Future Airspace Modernisation

The UK's airspace and how it operates has remained largely unchanged since the 1960s. By continuing to rely on traditional ground-based aircraft navigation aids, the UK aviation industry has not yet been able to capture the full potential of modern aircraft technology.

The DfT forecasts that UK air passenger numbers will grow by around 30% by 2030, and the UK airspace also needs to accommodate overflights such as transatlantic services to and from Europe. Through taking account of both factors, NATS estimates that by 2030 there will be an additional 1 million aircraft movements per year, compared to 2015, flying within or through UK airspace. Unless action is taken, the current airspace design is likely to lead to more than 1 in 3 flights being delayed by at least 30 minutes resulting in potential operational disruption and increased emissions and noise.

The Government are undertaking a national programme of airspace change that also includes changes to local airspace around individual airports. A key part of this work is to enable a transition to satellite-based navigation technologies. This has the potential to reduce aircraft emissions, manage noise impacts more effectively, and to reduce airspace congestion and delay whilst maintaining the highest standards of safety.

The process for undertaking a review and making changes to airspace and flight procedures is overseen by the Civil Aviation Authority (CAA) and is set out in a document CAP1616[2]. The London Stansted Airport Airspace Change Programme was launched in 2019 and following the CAP 1616 process, it established a series of Design Principles against which any changes to the airspace around the airport could be considered. The airport's Future Airspace Programme has cleared the second gateway, passing through Stages 2a and 2b. To move through Stage 3, the other airports in the London Terminal Manoeuvring Area (LTMA) need to reach the same point. This is because of the proximity and the inter-relationship of airports and flightpaths as the next stage involves a public consultation about route options and an assessment of cumulative impacts of all of the airspace change proposals within the LTMA.

Full details of London Stansted Airport's airspace change programme can be found here.

[2] CAP1616: Airspace change: Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information. Civil Aviation Authority, October 2023

Local Policy

Uttlesford Local Plan

The Uttlesford Local Plan was adopted in January 2005, and it remains the most recent adopted plan for Uttlesford District Council (UDC) against which planning applications are judged. The majority of policies were 'saved' by the Secretary of State in 2007 and in line with the NPPF, are attributed weight in decision-making on planning applications based on their consistency with the NPPF.

In policy SP9, reference was made to the Stansted Airport 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 2005 Plan will eventually be replaced by an updated Uttlesford Local Plan. The Uttlesford Local Plan 2021–2041 Examination hearings concluded in June 2025 and formal adoption of the plan is anticipated in early 2026.

East Herts Local Plan

The airport is also located very close to the East Herts District Council boundary. The East Hertfordshire District Plan was adopted in 2018 and recognises that whilst London Stansted Airport is outside the district, it is immediately to the north-east of Bishop's Stortford and has strategic implications for the area. Recognition is made to the London Stansted Cambridge Corridor (now the UK Innovation Corridor) which, over the past decade or more, has been an engine of UK economic growth with its world class industries and businesses. The plan states that East Herts is not a self-contained economy and therefore in economic terms, the district plays a supporting role to the adjacent urban centres and the airport. London Stansted Airport is identified as a major centre of employment for East Herts residents.

Other Local Plans

London Stansted Airport is also near to the surrounding local authorities of North Hertfordshire, South Cambridgeshire, Braintree, Harlow, Epping Forest and Chelmsford City Council. (See Figure 4). Each authority is at a different stage in the preparation of their Local Plan. The economic potential of the airport encompasses these districts we will contribute to the development of policies and strategies with these authorities, drawing on the direct, indirect and supply chain economic potential and the 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 minerals and waste development can increase the level of bird activity and increase the risk of bird strikes to aircraft. Proposals that may increase bird activity include facilities for the handling, compaction, or disposal of household or commercial waste, and proposals for the restoration or reuse of mineral sites that include landscaping or the creation of water bodies. 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 (under CAP 772).

We will continue to 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.

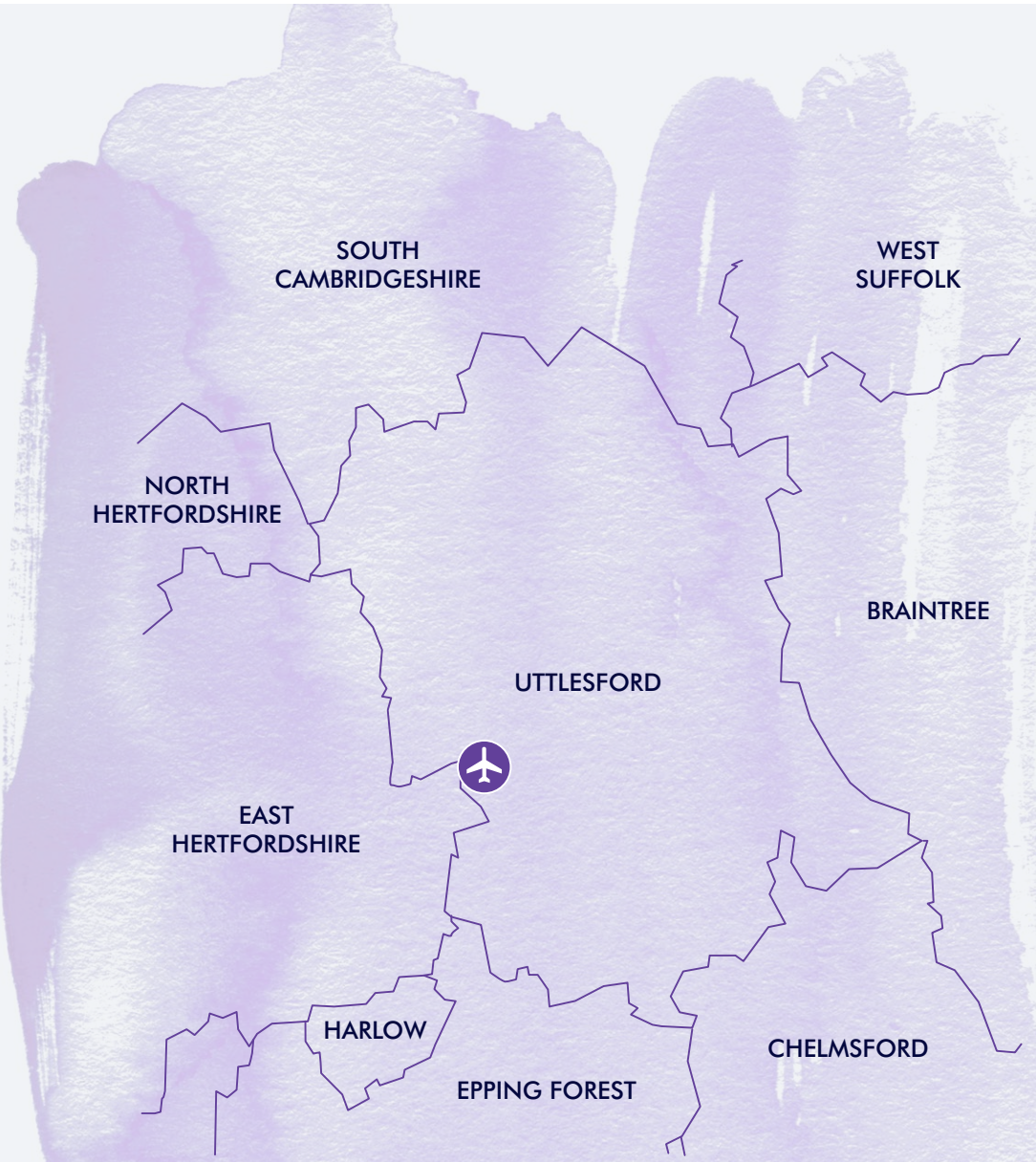


Figure 4: Stansted Airport in the context of Local Authority Boundaries.

ECONOMY

Our Vision

We will seek to develop and capitalise on the international connectivity that London Stansted Airport brings to the East of England and to the wider greater South East. As the airport grows, we will continue to play an important and proactive role working with our partners to increase economic activity and productivity and we will work with the nationally important economic sectors in the airport's catchment area, driving economic activity and employment. As our business grows and flourishes, the communities that we serve will prosper as well.

This section sets out our ambitions and the opportunities for London Stansted Airport across the region. It looks at the prospects for economic growth, how we can develop the airport's global and regional connectivity, and how we can fully maximise the airport's economic and employment contribution to the regional economy and to the wider UK.

Today, London Stansted Airport is a key element of the London airport system and it makes a significant contribution to the economy of the East of England. As the airport grows, the scale of this contribution will grow significantly.

This will lead to increases in direct value of the economic activity at and around the airport, but also wider economic benefits that are associated with improved international connectivity. In this way, the airport will play a key role in supporting the growth and development of the nationally important clusters of economic activity within its catchment, particularly in and around Essex, Cambridge, and in north and east London.

Principles

- We will provide capacity for the London aviation system to grow.
- We will develop the network of destinations that are served from London Stansted Airport, working with our airline partners to grow the number of long-haul destinations available from the airport. Not only will this give passengers in the East of England an attractive and convenient alternative to the other London airports; the better and more direct connectivity should promote inward investment and create export opportunities into key markets for businesses in the region.
- We will continue to promote regional business' high value exports through dedicated air cargo facilities and the contribution played by express freight.
- We will work with our stakeholders in the nationally important economic centres such as the City and East London, Cambridge, and Norwich that have access to air services at London Stansted Airport.
- London Stansted Airport is one of the major businesses in the East of England. We will work with and develop our local supply chain to continue to support and grow businesses in the area around the airport.
- We are committed to creating high quality accessible jobs, skills and training for people living in the areas that need them most, providing opportunities for all in an equal, diverse, and inclusive workplace.

The Value of International Connectivity

Aviation is a major contributor to the UK economy. In an economy exposed to global markets, air connectivity is important to the UK and its regions' ability to trade.

The Government has maintained national policies for aviation for many years in recognition of the economic, social, and environmental importance of the sector. Through the 2013 Aviation Policy Framework (APF) its growth is supported within a structure that maintains a balance between the benefits of aviation and the costs, particularly in relation to climate change and aircraft noise (paragraph 5).

The UK is both a highly globalised economy and an island and as a result, air connectivity is more important to the UK than it is to many other countries across the world. Furthermore, London and the South East are the most globalised regions in the UK, attracting the most foreign direct investment compared to all other UK regions[3] and are a growing exporter of services[4]. Connectivity is an important driver of economic growth.

> "The UK's airports support connections to over 370 overseas destinations in more than 100 countries facilitating trade, investment and tourism. It facilitates £95.2 billion of UK's non-EU trade exports; contributes at least £14 billion directly to GDP; supports over half a million jobs and underpins the competitiveness and global reach of our national and our regional economies."[5]

Whilst the APF emphasises connectivity to new emerging markets at a national level, the need for air connectivity to support economic growth applies equally at the regional and sub-regional levels. A region that offers easy and convenient access to air services will be at an advantage in attracting inward investment, tourism and in maintaining and enhancing the productivity of existing businesses.

Return to Growth

The COVID-19 pandemic had a severe impact on the global aviation industry, and all the major UK airports experienced significant reductions in traffic. At London Stansted Airport, our passenger throughput fell sharply in 2020 and 2021. However, we recovered strongly, and during 2024 returned and passed the pre-pandemic (2019) level of 28.1mppa. Our cargo business grew significantly during the pandemic. This was driven mainly by the reduction in long-haul passenger flights at London Heathrow and at London Gatwick, the international demand for medical supplies, and the growth in online retailing.

The pandemic had a significant impact on the communities and the economy in the East of England, along with the whole of the UK. Early in the pandemic, the fall in GDP in the region was one of the highest across the UK, and second only to the West Midlands. However, the region's recovery has been particularly strong, by the end of 2022 the regional economy had recovered to 101% of its pre-pandemic size[6] and ahead of the UK average of 100.7%.

[3] EY 'Navigating through turbulence' EY UK Attractiveness Survey UK including Scotland Spotlight 2023
[4] Resolution Foundation 'Local roots of trade routes: The UK's regional services trade over time' 2024
[5] SoS speech in Feb 2020
[6] EY 'UK Regional Economic Forecast', 2023

ECONOMIC CONTEXT

Economic Geography

London Stansted Airport is located in the East of England, and considered part of the greater South East (Greater London, and the South East and East of England regions).

The East of England is one of the fastest growing regions in the UK. The region has a population of 6.34 million (2021) and makes an annual economic contribution to the UK economy of some £153 billion[7]. This economic strength is a major national asset, and the region is one of the UK's fastest growing in terms of both population and economic activity.

The East of England is a well-connected region with fast connectivity into Greater London and the wider South East and strong inter-regional links. The region is globally connected with the air passenger and cargo services at London Stansted Airport and the international seaports at Felixstowe, Harwich, and the Thames Gateway. Cambridge is a national economic asset and the Cambridge to Oxford Arc is recognised as a globally significant area of economic growth. The East of England region, especially the cities of Cambridge and Norwich, is a leading global player in scientific research and technology, with a particular focus on life-sciences, pharmaceuticals, and bio-medical technology. There are more people employed in scientific research and development in the East of England than any other region in the UK, and the spend on research and development per head of population is the highest of all regions in the UK.

The majority of UK-originating passengers at London Stansted Airport come from North London and the East of England. Since 2014, we have widened the airport's catchment to include significant parts of Kent, Buckinghamshire and the East Midlands. Some 25 million people live within a 2-hour car journey from the airport, and it is a strong catchment that is at the forefront of global finance, technology, and innovation. London Stansted Airport is in the northwest of Essex and at the heart of the UK Innovation Corridor (UKIC). This is an area of economic geography linking north and east London through Hertfordshire and Essex to Cambridge and Peterborough. UKIC also occupies a strategically significant position connecting the East and West of England and linking with the Oxford to Cambridge Arc. London Stansted Airport's location and its direct access to the M11 and the A120 provides essential connectivity across the region.

£189bn

GVA PRODUCED BY THE UK INNOVATION CORRIDOR

20%

GVA PER HOUR IS 20% ABOVE THE UK AVERAGE

2X

ANNUAL GROWTH RATES AT TWICE THE UK AVERAGE (2014–2024)

NUMBER OF JOBS IN THE CORRIDOR INCREASED AT MORE THAN TWICE THE NATIONAL RATE (2014–2024)

[7] Office for National Statistics, East of England, 2021.

In January 2025, Stansted Airport announced a 12-month partnership with the UK Innovation Corridor (UKIC), to become one of its main partners. The new strategic partnership will help support the growth and development of the region, bringing together businesses, government, and other organisations to drive innovation, job creation and boost international connectivity.

The Corridor hosts several important economic sectors such as life sciences; ICT, digital and media; and engineering. It is also home to Europe's leading life sciences cluster, with 17% of all life sciences employment in England based in the Corridor.

The make-up of sectors within the Corridor aligns with London's economic characteristics more closely than with the East of England generally or the UK as a whole. The growing and innovative companies based in the Corridor compete and operate within international markets and require direct, fast, and frequent connections to destinations across the globe.

Cambridge is a national economic powerhouse, a world leader in knowledge-intensive sectors such as life sciences, technology, and advanced manufacturing and one of only three British cities, alongside London and Oxford, in Savills' Top 20 Science Cities around the world[8]. It is also a city that is internationally renowned for its world leading university, high-tech cluster, and its ability to foster and develop a culture of learning and innovation. The city's life sciences and healthcare cluster alone generate a turnover of £7 billion per annum and represents over 600 companies.

Much of this success is founded on the city's academic background and rich heritage of innovation. Cambridge produces 258 patents per 100,000 population each year, compared to the average for a UK city of just 17.8[9].

With further investment, the Corridor has the potential strategic transport infrastructure, in terms of rail, road, and air transport, to drive economic growth and productivity in the medium and long term. This will allow the Corridor to better compete with other globally significant economic clusters through improved and more direct international connectivity. This will help cities such as Cambridge attract global investors to the city and its world-leading research and innovation hubs. We have a strong and growing route network, which is best placed to provide this important connectivity.

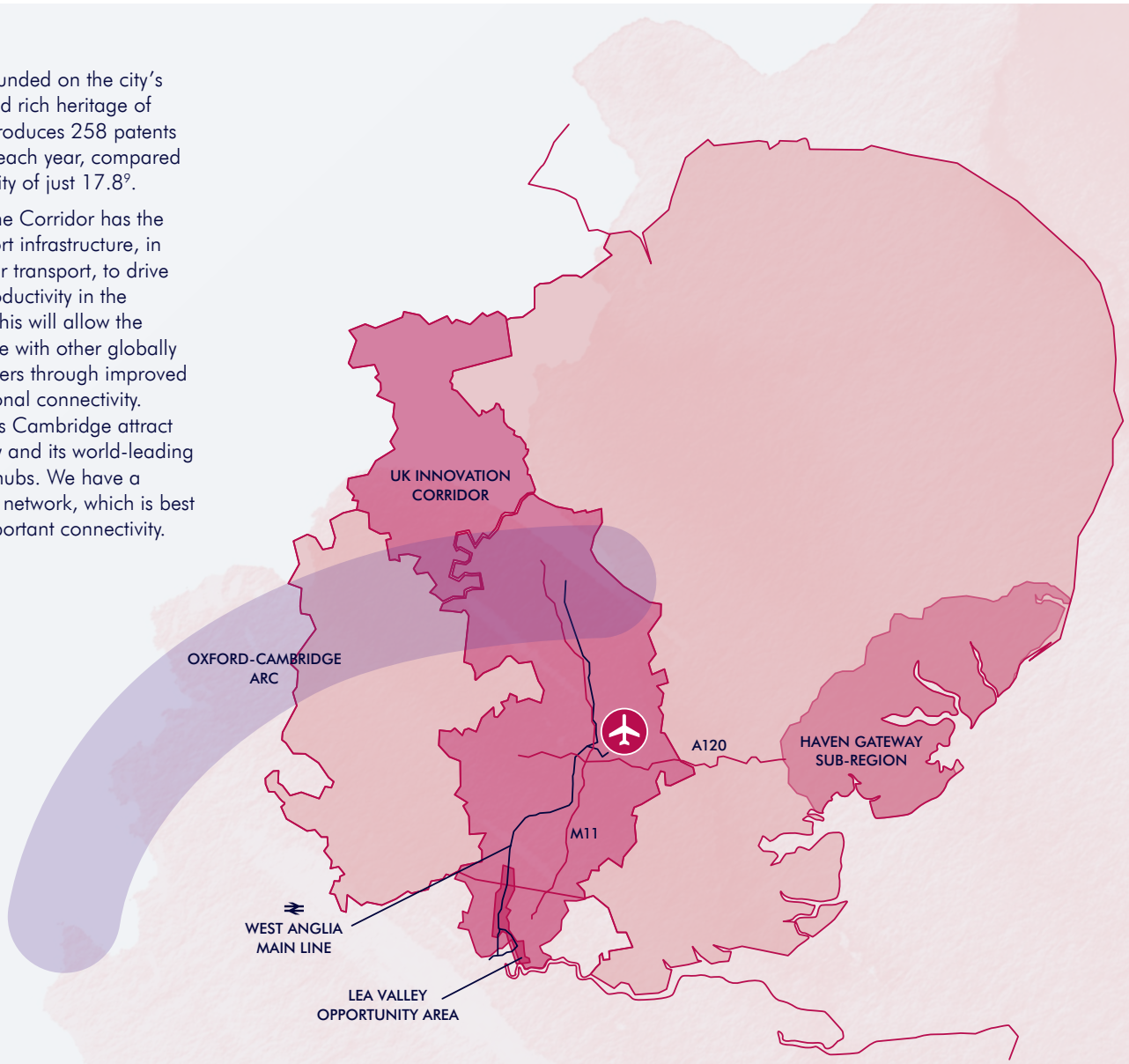


Figure 5: Stansted Airport in the context of the UK Innovation Corridor, Oxford-Cambridge Arc and the Lea Valley Opportunity Area.

[8] Savills 'Savills Science Cities, top 20', 2021
[9] Cambridge & 'Connecting Cambridge to the World' 2022

The airport is also a key node on the A120 strategic corridor within Essex that links to Harwich International Port, known as the Haven Gateway, and to the Port of Felixstowe. The two ports lie at the heart of Freeport East that is one of the eight English Freeports that were announced in 2021. With its unique global links and existing innovative industrial clusters, Freeport East will be a hub for international trade, innovation, and regeneration. Within Essex, the key growth sectors in the A120 corridor include advanced manufacturing; finance and business services; life sciences; and ports and logistics. Businesses in the area place significant reliance on the international air connectivity offered by London Stansted Airport, and with the expected growth and development, its importance to the regional and local economy is only likely to increase in the future.

Within the regional and sub-regional economy, London Stansted Airport is clearly recognised as a key driver of future economic growth. The airport is located within an area which has strong economic capacity and significant future potential. It has a key role to play in providing international connectivity, which acts to both sustain and drive economic growth, inward investment, and productivity.

Strategic Recognition of the Airport's Role

A summary of how a range of economic organisations view the airport's connection with the local and regional economies are set out below. The plan recognises the importance the UK Innovation Corridor and economic clusters within the surrounding areas, ensuring that future growth also benefits the wider region.

UK Innovation Corridor

The UK Innovation Corridor is operated through a voluntary body known as the London-Stansted-Cambridge Consortium. The Consortium brings together key stakeholders in the Corridor, including two mayoral combined authorities (London and Cambridge & Peterborough) the counties of Essex and Hertfordshire and their districts, the City of London Corporation as well as major businesses, a whole ecosystem of life science companies, six universities, including world-leading Cambridge and UCL and 10 colleges.

By 2036, the vision[10] is for the Corridor to become one of the top five global knowledge regions, and the prime location choice for tech and life sciences firms looking to locate in the UK. This includes having an airport that is a dynamic driver of growth and local business performance, providing the services and routes that the Corridor's tech and life science businesses need. It also acknowledged that airports play a valuable economic development role, and the Corridor needs a strategy and action plan to capitalise on London Stansted Airport as a dynamic source of growth as a well as supporting the region's businesses.

Economic Plan for Essex[11]

The Economic Plan for Essex has a priority to secure sustainable economic growth for businesses and communities across the county. The Plan recognises the important role that we play in the Essex economy and London-Stansted-Cambridge-Corridor, along with the potential of the airport to act as a catalyst for growth across the corridor and beyond.

Uttlesford Economic Development Strategy 2018–21[12]

Published in 2018, this updated strategy shares the Government's commitment to sustainable economic growth. The main actions of the strategy are to promote specific and targeted propositions to attract inward investment and facilitate local business expansion and maximise the local and regional opportunities that arise from the location at London Stansted Airport. The international connectivity provided by the airport is one of the key elements that support the district's economic strategy.

Uttlesford Corporate Plan 2023–27[13]

The Uttlesford Corporate Plan supports sustainable business growth and the promotion of the economic benefits of London Stansted Airport is a key commitment. It highlights the need to work with the airport to increase local airport-based employment opportunities and promote economic opportunities across the district.

[10] Findings and Recommendations of the London Stansted Cambridge Corridor Growth Commission: The Next Global Knowledge Region – Setting the Ambitions and Delivering the Vision
[11] Essex County Council, 'Economic Plan for Essex', 2014 [12] Uttlesford District Council 'Uttlesford Economic Development Strategy 2018–21' 2018
[13] Uttlesford District Council 'Corporate Plan 2023–27', 2023

Economic Impact of the Airport

The scale of our economic contribution can be demonstrated by its economic impacts, the potential for direct interventions in the local economy, and through improvements to connectivity with the local and regional economies.

The airport brings a range of economic benefit which can be summarised into the following categories:

- **Direct Benefits:** Generating direct economic activity (GVA) and providing direct employment on site, for the benefit of the local and wider population.
- **Indirect/Supply Chain Benefits:** Local, regional, and national companies providing employment as a result of supplying goods to the airport and its partners.
- **Induced Activity:** The spend within the local area and region as a result of direct and indirect employment and the acquisition of services and goods.
- **Wider Economic Benefits:** Including tourism, foreign investment, and support for local businesses because of the reputational advantages and connectivity that an international airport brings.

Scale of Economic and Employment Activity

London Stansted Airport is the largest single-site employer in the East of England, employing some 12,200 people in over 200 on-site companies. This highlights its importance to the East of England economy and to Essex where over half of the people working at the airport live. In 2023, the direct economic impact of London Stansted Airport across the UK was around £1.3 billion in GVA[14] (the measure of the value of goods and services produced in an area, industry, or sector of an economy) and the airport is estimated to generate a further £2.5 billion in annual GVA through indirect or induced impacts.

Economic Contribution

The economic contribution of London Stansted Airport is shown through the assessment of the economic activity (GVA) and employment that the airport generates directly or indirectly. There are wider benefits associated with the spending of airport wages and salaries, as well as regional economic activity that is in part due to the international connectivity that the airport provides for the region. This includes tourism and the value of connectivity for regional businesses.

Direct GVA

Direct GVA is the economic value of the activities that are wholly or largely related to the operation of the airport or its air services. These activities mainly take place on the airport site or within the immediate vicinity. The businesses that generate this value include the airport company, airlines, handling agents, cargo businesses, retail, and catering companies. In 2023, the annual direct GVA impact of the airport to the UK economy was some £1.3bn.

Indirect and Induced GVA

Indirect GVA is generated through the supply chain that supports the direct airport economic activity and employment. It generates GVA and supports jobs in a wide range of industrial sectors that supply the airport. The indirect activity is estimated to be worth some £1.5bn to the UK economy. The contribution from induced economic activity, or the value of the spending of wages and salaries in the economy is estimated to be worth £1 billion a year.

Wider Economic Benefits

These wider economic impacts include the contribution that the airport makes to the level of productivity in the economy, due to the international connectivity that London Stansted Airport provides, particularly to the East of England and Greater London. The impact on business productivity is through enabling and supporting international trade, business investment, knowledge-sharing, and the flow of labour into the region. It also reflects the airport's role in enabling passenger business travel and the movement of air cargo.

Tourism

London Stansted Airport is an important gateway for inbound tourism. It is one of the UK's key gateways and an important point of entry for non-UK residents arriving by air with 32% of the airport's passengers being non-UK nationals traveling either on business, visiting friends and family or on holiday. Currently, most of the airlines flying from the airport are short haul low-cost airlines with Stansted serving more cities across Europe than any other airport in the UK, including London Heathrow. The value of inbound tourism to the UK through London Stansted Airport is estimated to have a value of £2.1 billion annually.

[14] The Socio-Economic Impact of the MAG Airports: 2023 Update, York Aviation

Cargo Benefits

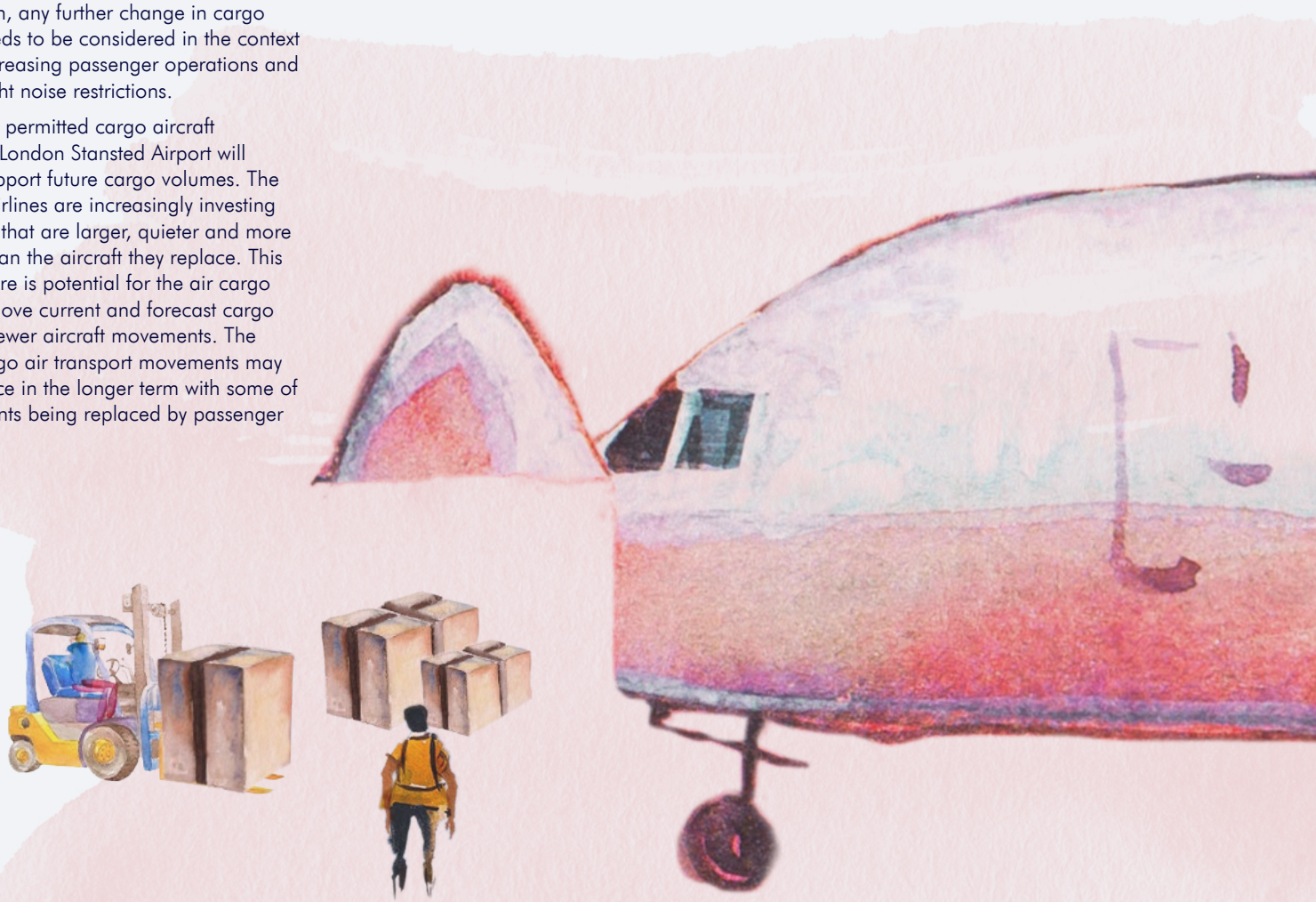
International air cargo is important to the UK economy, particularly for the transportation of goods that have a very high value or are perishable or time critical. The transport by air of foods is of national significance and economic importance. We are the third busiest cargo airport in the UK and one of the larger cargo airports in Europe.

In 2022, HM Revenue & Customs reported that the UK exported £340 billion of goods and services to EU member states; equal to 42% of UK exports. All regions of the UK need easy access to global air freight connectivity if they are to contribute to the Government's objectives of re-balancing the economy and promoting export-led growth. The principal routes for air freight in and out of the UK are the trans-Atlantic routes to the United States and routes to the major Asian economies (making up around 30% of total air freight handled by the airport[15]).

We have a robust and diverse cargo customer base serving dedicated freight-forwarding airlines such as Turkish and Qatar and the express integrated carriers such as FedEx, UPS, and DHL that provide a full door-to-door collection and delivery service. The express integrators provide a full next-day delivery or time-definite shipments across the world. The goods typically carried by these operators are small individual packages that are high in value and low in weight. These include electrical components, small machine parts, documents, pharmaceutical and medical products. The cargo operators support a range of economic sectors and individual businesses across the East of England and Greater London.

Cargo aircraft either fly outside the daytime passenger aircraft peaks or during the night period. As such, any further change in cargo operations needs to be considered in the context of both the increasing passenger operations and the current night noise restrictions.

The number of permitted cargo aircraft movements at London Stansted Airport will continue to support future cargo volumes. The major cargo airlines are increasingly investing in new aircraft that are larger, quieter and more fuel efficient than the aircraft they replace. This means that there is potential for the air cargo operation to move current and forecast cargo volumes with fewer aircraft movements. The number of cargo air transport movements may therefore reduce in the longer term with some of these movements being replaced by passenger services.



[15] Assessment of the value of air freight services to the UK Economy, Steer, October 2018, page ii.

Employment Benefit

Very low levels of unemployment in the immediate area means that the airport has the potential to be an important source of economic benefit to the wider region, providing jobs and opportunities for residents across Essex, North and East London and other parts of the East of England region.

Direct Employment

We are an important employment site in Essex and in the wider East of England region.

IN 2023, THERE WERE APPROXIMATELY 12,200 PEOPLE WORKING AT THE AIRPORT ACROSS OVER 200 COMPANIES.

Airport employees are spread across a wide range of jobs and occupations.

By the time the airport reaches 43mppa, it is forecast that there will around 16,300 direct on-site jobs. Whilst this growth is beneficial in the local area, it also reflects a greater level of productivity from the overall on-site workforce in terms of supporting the number of passengers travelling through the airport and the number of people working on the site. Further direct job creation would occur if the airport were to grow beyond 43mppa, ensuring the airport remains a vital source of local employment over the long term. As part of exploring further growth, we will undertake detailed modelling to understand the potential growth in employment and the scale of economic contribution.

Regular surveys are carried out of the employment number at London Stansted Airport, the types of job, where airport employees live, and how airport staff travel to work.

This survey is undertaken every two years as part of the airport's Section 106 planning obligations. The most recent survey was carried out in 2023. While our workforce has returned to pre-pandemic levels as operations and activity at the airport have recovered and begun to grow, there is an indication that trends in how our employees travel to work have not fully reached previous levels.

The employment survey shows that there is a high proportion of on-site employees that live in Essex or in Hertfordshire, particularly the districts of Uttlesford and East Hertfordshire. Overall, 65% of airport employees live in Essex, 30.4% in Hertfordshire and 2.4% in Greater London. The top 10 districts where the airport draws its staff from are listed in Table 1.

DISTRICT	PERCENTAGE OF AIRPORT EMPLOYEES
East Hertfordshire	18.4
Uttlesford	17.2
Braintree	14.7
Harlow	7.8
Chelmsford	5.0
Epping Forest	1.9
Colchester	1.5
Redbridge	1.7
Waltham Forest	1.3
Tendring	1.3

Table 1: Geographic distribution of on-site employees at London Stansted Airport (2023).

As East Hertfordshire and Uttlesford are the top-two local authority areas for airport employees, accounting for over a third of our workforce, the overall average travel to work distance in 2023 was relatively low at 12.1 miles.
The airport's employability programme has a clear focus on improving accessibility from further afield, such as Harlow and North London, to attract people to work at the airport. Incentives and travel discounts are in place to encourage airport employees to use public transport as the principal way of getting to work. We are proud of the fact that our wide-ranging travel to work initiatives and strong public transport links have driven a public transport modal share of 37.64% for commuting staff in 2019[16]. While this has dropped to 26.77% in 2023[17] as a result of the pandemic and reductions in public transport services, we continue to strive to ensure that mode share recovers, and we remain a leading airport in the UK for public transport use by passengers and staff.

It is important to recognise that airports provide a wide range and type of jobs and careers at all skills levels. Jobs at the airport range from specialist aviation occupations in the fire service, security, cargo, and logistics, through customer service, security and hospitality, to pilots, air traffic controllers and aircraft engineers.
At London Stansted Airport there are also jobs in a range of supporting activities such as the on-site hotels as well as in business aviation and aircraft support.

Indirect Employment

The airport generates indirect employment that is generated by the suppliers of goods and services to the on-site businesses. These include activities such as construction, utilities, business services, and transport businesses. In addition, the spending of people working at the airport or in supporting businesses creates further induced employment in the wider economy.

[16] Stansted Employee Travel to Work Analysis, 2019 [17] Stansted Employee Travel to Work Analysis, 2023

Higher Educational Links

With 12 higher education institutions in the East of England and over 160 across the greater South East, there are important international links to the Higher Education sector for whom air travel is either a necessity to support their studies (international students) or to support UK students undertaking learning and modules overseas. Air travel is also important for facilitating academic travel, research partnerships and conferences, for which international connectivity is vital.

In terms of students coming to the East of England to learn, there were around 47,875 students in 2021/22[18] across the various HEIs in the region, with a total of over 291,000 students coming to study in the greater South East from abroad.

The University of Cambridge is the world's fifth ranked University[19] with over 20,000 full-time students, 38% of whom are international students. The number of UK students undertaking overseas learning at the East of England's universities is particularly high, with the University of Bedfordshire, the University of Hertfordshire, and Anglia Ruskin University particularly active in this market. The connectivity we offer helps to support international partnerships and studies for those in Higher Education, which in turn can aid economic growth across the region.

[18] HESA, Higher Education Student Statistics, UK 2021/22 (released January 2023). [19] Times Higher Education World University Rankings 2025

Importance of Connectivity to the Airport and the Wider Region

The regional, national and international connectivity offered at airports is key to enabling employment, connecting businesses, facilitating trade and collaboration and connecting communities. Nearly 28 million passengers travelled through London Stansted Airport in 2023 and we recognise that many more people use the airport as a transport interchange.

The further development of the network of services operated directly from London Stansted Airport will also reduce the number of passengers in our catchment area who currently have to make long surface access journeys to other London airports, particularly London Heathrow to access direct services. Providing greater global connectivity with air services from a convenient and accessible airport will considerably enhance our attractiveness within our catchment as a place to live, visit, work, and do business.

As a key airport in the greater South East, we are ambitious to help ensure the economic benefits of the domestic and international connectivity that the airport provides is realised across the region. As well as the operational impact of the airport and its on-site businesses, facilitating international connectivity at the airport continues to offer significant economic benefits to business and industry across the UK. Business travel through London Stansted Airport alone generated over £1bn in GVA in 2023[20] and inbound tourism via Stansted Airport contributed to over £2bn in GVA and supported over 47,000 jobs.

While these impacts are shared widely across the greater South East, we have the potential to enable greater international connectivity for a wider range of businesses and deliver more economic benefits not only to the local communities around the airport, but the wider East of England and the South East. This could include the introduction of trans-Atlantic routes and improved long-haul connectivity, allowing businesses such as those within the life sciences clusters in the region to better compete on the global stage. We are committed to ensuring that we are effectively marketed to passengers and airlines as an airport of choice and to capitalise and maximise its potential. We work in partnership with the Haven Gateway Partnership, UK Innovation Corridor (formerly LSCC), and local councils as well as other external authorities to foster long term economic growth in the region. In turn, this will generate wider benefits for the local and regional economies. However, these benefits will only be fully realised through better connectivity to the airport from across the whole of its catchment area.

MAG is a member of the Greater Essex Business Board (GEBB), a new strategic advisory board delivered by businesses aiming to advise and advocate in the interests of Greater Essex.

Research consistently identifies clear linkages between the quality of transport connections and the level of economic development. When transport systems are efficient, they provide economic and social opportunities and benefits that result in positive multiplier effects such as better accessibility to markets, employment, and additional investment. Enhancing connectivity to, from, and around airports enables more employment opportunities, larger markets, and enhanced business productivity.

28m

PASSENGERS TRAVELLED THROUGH THE AIRPORT IN 2023

£1bn+

GVA GENERATED THROUGH BUSINESS TRAVEL IN 2023

£2bn+

CONTRIBUTED BY INBOUND TOURISM VIA STANSTED AIRPORT, SUPPORTING OVER 47,000 JOBS

[20] The Socio-Economic Impact of the MAG Airports: 2023 Update, York Aviation

It also significantly improves the outcome of economic activities and firms that rely on efficient transport services for both passengers and freight. This is particularly the case for businesses with international headquarters or major firms as well as manufacturers and retail outlets and distribution centres, handling imported containerised cargo, who rely on efficient transport and seaport operations. Economies that have good domestic and international connectivity and mobility are well placed to take advantage of economic opportunities, and improving connectivity to airports is key to delivering this.

Oxford Economics recognise that the combination of good rail connectivity and a well-connected airport would further improve the economic attractiveness of the region as a place to live, work and do business. We work with the local Chambers of Commerce network and the SME business community to foster long term economic growth in the region. In turn, this will generate wider benefits for the local and regional economies.

Improving connectivity between Stansted and the greater South East through rail enhancements such as improvements to the West Anglia Mainline, delivery of the East West Rail link, and improvements to the wider transport network around Stansted will also be highly beneficial to the regional and national economy. Better connectivity will provide strong support for the growth of tourism across the region, as more tourists will be encouraged to use Stansted as their port of entry with better rail accessibility. Importantly, there is also clear potential for rail enhancements to benefit local residents through reduced commuting times and by stimulating increased economic activity within the region.

Enhancing connectivity to London Stansted Airport will be a key factor in driving economic regeneration in some local areas around the airport. Employment opportunities at the airport are important for regeneration areas such as those south of the airport (Harlow, Upper Lea Valley) and along the A120 Corridor eastwards (Tendring and Braintree). Delivering rail infrastructure improvements alongside other schemes such as improvements and enhancements to the bus and coach services and the strategic road network will ensure economic benefits are not only shared nationally and regionally, but also with our local communities.

In conjunction with our Surface Access Plan aims, we will seek to improve access to the airport so that jobs can be accessed by those residents. This will have a combined benefit of a larger labour pool for job vacancies arising at the airport, but importantly provide strong impetus for economic regeneration. We will also aim to invest in schemes around the airport to further improve public transport use by the airport's passengers.

Working closely with partners is crucial to ensure the delivery of mutually beneficial infrastructure. The importance of partnership working has been reinforced by the creation of a range of corridor-based economic partnerships, and there is now an overriding emphasis from Government on economic growth, and that local government and businesses should work in partnership to create delivery and funding mechanisms to enable infrastructure projects to be delivered. We will draw on our wider experience in developing, supporting and working with local partnerships.

AIMS

- We will continue to work in partnership with local and Combined Authorities, as well as regional bodies such as the London-Stansted-Cambridge-Corridor Consortium and the Haven Gateway Partnership, to attract funding for infrastructure to drive growth and job creation into the East of England.
- We will continue to enhance the London Stansted Airport Employment and Skills Academy to help provide training and jobs for local people, with particular focus on attracting employees from disadvantaged areas in Harlow and Braintree and generally in Essex and north east London. Our aim is to assist a minimum of 400 people per year through the Academy and support 5,000 adults by 2028 across other employment programmes.
- Our Surface Access Strategy will continue to target connections to key areas for our passengers and current and future workforce.

LAND USE

Our Vision

To make best and most efficient use of the land and facilities at London Stansted Airport in a way that supports the airport's growth and its future development. The airport's growth will make the best use of the core infrastructure, specifically the single runway, and the most efficient use of the airport's land.

Our aspirations for the airport mean we need to make long-term plans to ensure that we understand the facilities and infrastructure that are needed to support the future growth and the investment that is required. This section describes how we intend to use our existing land and facilities to accommodate growth in passenger numbers to between 48 and 51 million passengers per annum. In the light of the rapid recovery and growth in passengers since the COVID-19 pandemic and updated aviation forecasts, which illustrate that the airport is on track to reach 43mppa by 2032, there is a need to plan for future infrastructure and operator requirements now.

Principles

- The development of Stansted Airport will continue to be contained within the airport's existing land boundaries.
- Continue to develop the airport's core infrastructure to support an airport operation with a maximum of 274,000 annual aircraft movements.
- Provide the necessary facilities and infrastructure to maintain the sustainable accessibility of an airport with a high proportion of passenger and staff surface journeys being made by public transport.
- Seek to improve the overall environmental performance of the site's infrastructure and operations.

The Airport's Assets

We already have the infrastructure and facilities to handle all aircraft types, including the largest wide-body aircraft that are currently in service. In addition, the airport has the capability and capacity in its terminal infrastructure to cater for needs of the airlines using the airport, ranging from the low-cost operators to the bespoke requirements of scheduled full-service airlines.

The airport's current land use can be described by the following main functional areas as shown on the plan at Figure 6:

Airfield – The airport's operational runway (Runways 04/22) is 3,048 metres in length. There is a twin parallel taxiway system to the south side 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.

Terminal Area – This principally contains the single main terminal building, remote piers (or satellites) and aircraft apron and is located to the south of the runway at its eastern end. The terminal area also includes all the main passenger-related facilities including short stay car parking, the car rental area, the public transport hub for rail, bus and coach and access roads. Also located adjacent to the Terminal are the airport's main office facility, Enterprise House, the police station the Radisson Blu hotel and Hampton by Hilton hotel.

Cargo and Maintenance Area – Occupying the rest of the space immediately south of the runway stretching south-west from the Terminal area, are the maintenance area, Taylor's End business estate and the airport's dedicated cargo facility. The cargo area houses a multi-user cargo building and a dedicated FedEx facility each with apron frontage. Both the fire station and the NATS control tower and administrative base are located adjacent to the cargo facility. Also in this zone are two large maintenance hangars, for Ryanair and one general aviation business facility known as Diamond Hangar, and office building Endeavour House. There is substantial vacant land in this area available for future development.

Northside – This is a large area of land that was originally home to the main facilities at the airport. It now contains areas for aircraft parking and manoeuvring, the airport's general aviation bases operating from their own facilities and key infrastructure such as the airport's fuel farm. Also, although still within the occupational boundary, a substantial portion of this area now comprises a site which has been sold and is being brought forward for commercial and employment development. In the wider Northside area are the airport's main long stay car parking area, Stansted Airport College, and the Novotel Hotel.

South Gate and Mid-Stay Car Park – In this zone there are a range of uses, including two hotels (Premier Inn and Holiday Inn Express) and roadside facilities (M&S Simply Food, McDonalds, Starbucks, and a BP petrol filling station). It is accessed from opposite the mid-stay car park and, at the entrance to the airport, it benefits from direct access onto the A120. Immediately to the north of South Gate is the airport's Mid-Stay Car Park.

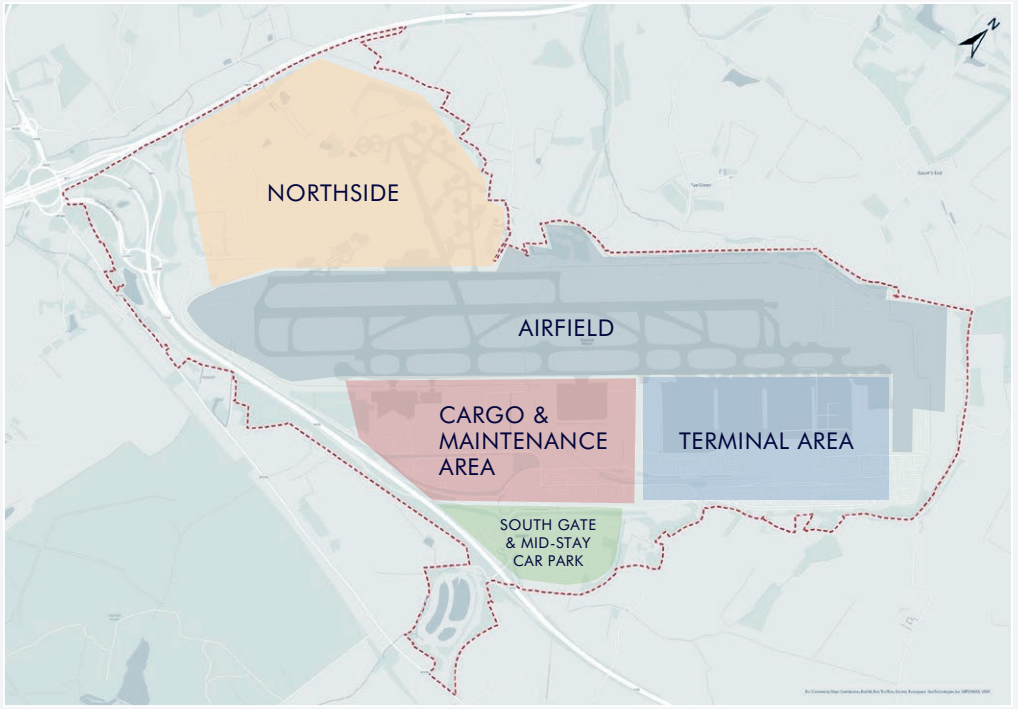


Figure 6: Stansted Airport Land Use Plan.

Airport Capacity

Drivers of Capacity

The capability and capacity of an airport is usually described in terms of passengers per annum, aircraft movements per annum or annual cargo tonnage. These annual figures can often over-simplify the complex interaction between several different factors. To determine more accurate capacity levels, we measure hourly or daily activity, which is a better way of identifying development needs, the requirements of transport and utility networks, and the environmental effects of an airport's operation and development.

An airport's overall capacity is a balance between the following five factors and is generally determined by the most constraining factor:

- Local airspace
- Runway capacity
- Apron capacity
- Terminal capacity
- Surface access capacity (including car parking, rail, road, coach, and bus).

The trigger for expansion in any one category is derived from the number of passengers, vehicles or aircraft expected to utilise the airport's capacity in a "typical busy hour". This is conventionally assessed by taking the 30th busiest hour in a year rather than the highest or peak period. Our current passenger throughput has distinct peaks across the day. The daily traffic profile shows a high concentration of passenger departures in the morning (06:00–09:00), a lunchtime peak (11:00–13:00) and an evening peak (18:00–20:00). There is also an element of seasonality, with the airport considerably busier throughout the spring and summer months and with lower levels of airport traffic during the winter.

Our long-term plans remain consistent with this approach to determining capacity and look to ensure, through timely investment in infrastructure, that we can unlock the potential of the airport in the peak hours. In tandem, we also aim to spread the peaks of aircraft operations (particularly throughout the day). These interventions will help to optimise use of the capacity and the capability of the airport's existing single runway.

Airport Infrastructure

Development of the airport's infrastructure will be required in both the short and the longer term, supporting our growth to meet evolving industry requirements and technological changes.

We remain committed to ensure that our proposals for future development at London Stansted Airport is that airport operations will be contained within the current airport boundary, which was established by the grant of planning permission in 1985.

The critical infrastructure to enable the airport to handle the permitted 274,000 aircraft movements is either in place or has already been approved. This includes the capability and capacity of the passenger terminal, and the rear extension that recently received planning permission. These works will enable the airport to grow to handle 43mppa. The airport also needs continually to modernise and adapt to the changing needs of the airlines serving the airport and the requirements and expectations of passengers.

Environmental and surface access measures are considered in the Environment and Surface Access sections of this London Stansted Airport SDP.

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 giving it the capability to accommodate the largest commercial aircraft that are in service.

These are defined by the International Civil Aviation Organisation as Code F, being aircraft with a wingspan of between 65 and 80m and/or with a width between the outer wheels on the main landing gear of between 14 and 16 metres. This includes aircraft types such as the Airbus A380 and the Boeing 747-800. The runway is served by sophisticated airfield navigation and air traffic control systems for aircraft arriving on both 04 and 22 runways. This ensures that operations can continue during poor weather conditions.

The layout of the airfield and the length of the runway means that the airport can handle the full range of aircraft types, including flights to long haul destinations. Further improvements can be made to the taxiway network, to enable more efficient movement of aircraft on the ground and aircraft queuing and sequencing, that takes account of the different spacing required for the various aircraft types operating from the airport. The 2021 planning permission granted consent for improvements to the airfield taxiway network in the form of:

- a rapid access taxiway (RAT), providing a new link to the south-west of the runway to facilitate aircraft exiting from Runway 22.
- a rapid exit taxiway (RET), providing a new link at the north-eastern end of the runway to allow for additional taxiing space.
- a new point of access to the 'start of roll' point on Runway 22 (the predominant south-westerly operation).

The RET and RAT are designed to enable a higher and a more consistent flow rate of aircraft movements. They will enable the runway to achieve a two-way (sequenced departures and arrivals) flow up to 55 movements per hour. This is achieved by landing aircraft being able to leave the runway at the optimum point, and therefore spending the shortest amount of time occupying the runway, enabling the faster sequencing of departing aircraft. As we remain committed to the approved limit of 274,000 aircraft movements, the airfield infrastructure has been designed to this level of activity. No other alterations to the runway are envisaged to accommodate either the permitted 43mppa or any further proposed increase in passengers.

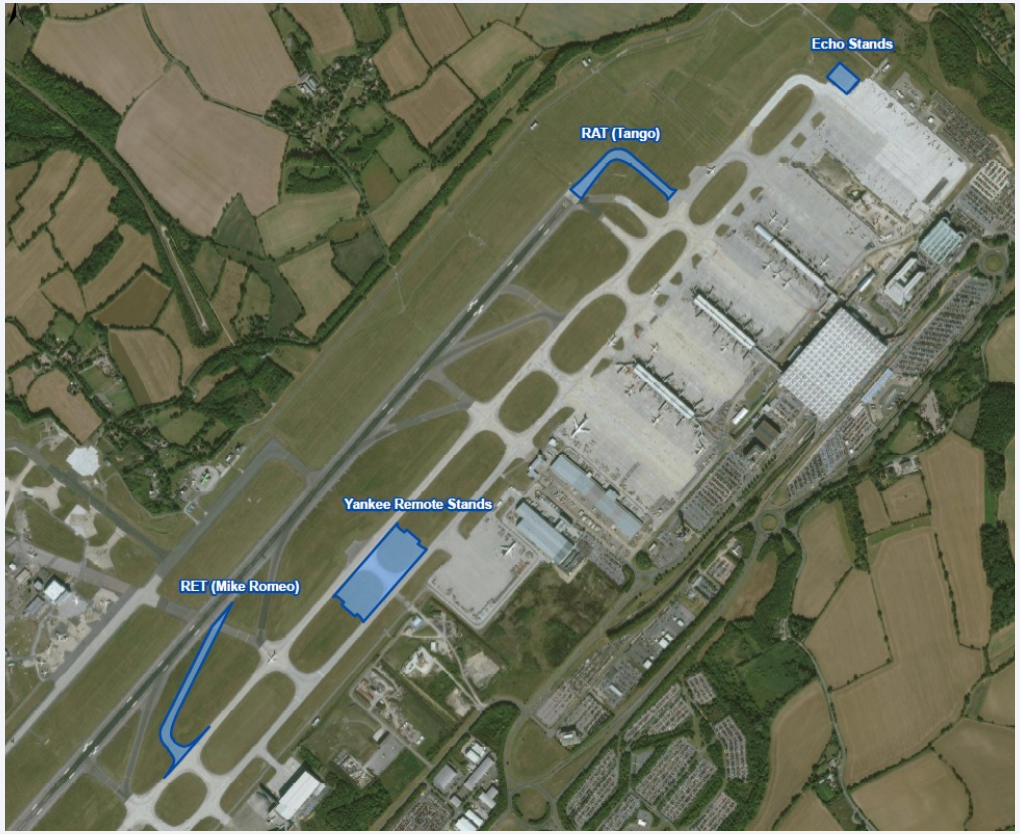


Figure 7: Airfield Infrastructure as approved by the 2021 planning permission.

Commercial Apron and Stands

The airport has a total of 83 passenger aircraft stands; comprised of 56 contact stands (walkable or (at present) via the Tracked Transit System from the terminal) and 27 remote stands where passengers are transported by buses.

These stands 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. The aircraft stands are designed to be used flexibly by a range of aircraft of different sizes. Most passengers use the satellite facilities to access aircraft, however occasionally passengers are taken by bus to remote aircraft parking stands.

The Alpha (west) and Zulu aprons and associated stands are predominately 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 ICAO Code E aircraft (wingspan between 52m and 65m), whilst the Zulu cul-de-sac provides a further eight stands for medium sized aircraft or four large Code E aircraft, depending on configuration. This provides a maximum of sixteen cargo stands, utilised across parts of the operational day.

The 2021 planning permission included development of an additional 9 remote stands; six adjacent to the Yankee taxiway, designed as 'power-through' stands that are remote from the main apron, and three aircraft stands forming an extension of the Echo Apron cul-de-sac.

The current apron and stand capacity, along with the planned airfield improvements, development of Satellite 4, and technological advances in air traffic and aircraft systems provide the capability for the airport to grow up to and beyond, 43mppa. This assessment is based on the forecast levels of passenger traffic and the expected mix of aircraft types, whilst remaining within the current aircraft limit of 274,000 movements. Should any further apron expansion be required in addition to this, the Zulu apron is also capable of expansion.

Terminal

The terminal building is a modular building and is recognised for its award-winning design qualities. One of the building's design principles is its ability to be adaptable and expandable. This is critical as the aviation industry continually evolves. This means that the terminal needs updating and refreshing from time to time for all aspects of the customer journey. The terminal building has been extended twice since its original state. Further expansion is required to accommodate the passenger numbers for which the airport now has permission. Improvements are needed to the check-in hall, the security clearance and search area, the international departure lounge and immigration / border control areas.

It is not just growth in passengers that creates the need for terminal improvements. As a wider range of airlines have been attracted to the airport, including long-haul services, this creates need for different operational and passenger requirements.

There have also been dramatic changes over the years with the introduction of new technologies, as well as far fewer passengers using check-in desks or travelling with hold baggage. As a result, passengers now spend more time in the departure lounge. Security requirements are also radically changing with the introduction of the Future Aviation Security Solutions (FASS) programme, a joint initiative between the Department for Transport (DfT) and the Home Office which aims to deliver a step change in aviation security through the installation of new screening equipment that will provide a greater level of security and a faster and better passenger experience.

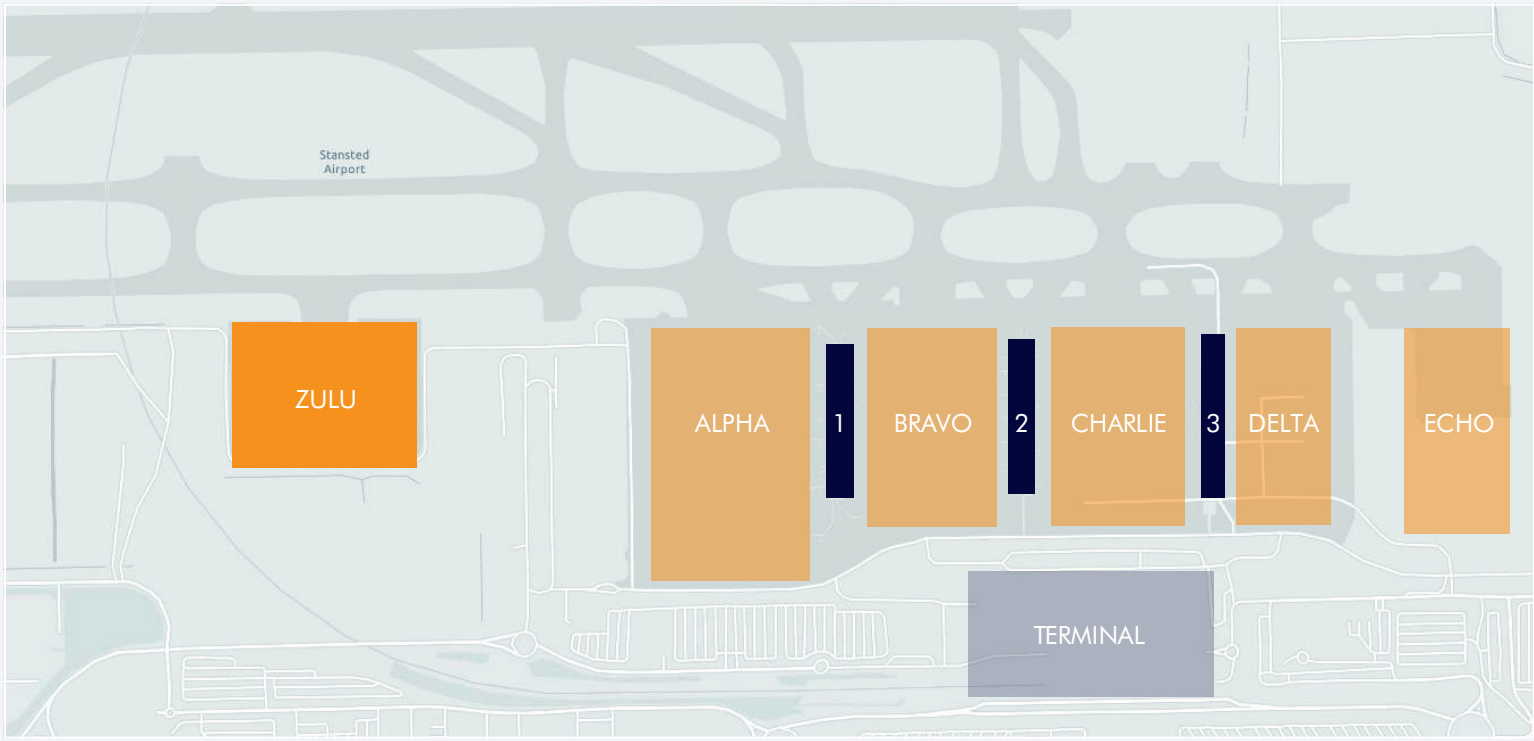


Figure 8: Stansted Airport Airfield plan.

In October 2023, planning permission was granted for an extension to the passenger terminal which will extend the airfield-side of the terminal by three bays across the full width of the building.

The terminal extension will provide:

- a 45% increase to the size of the departure lounge, giving passengers a more spacious environment to relax before their flights as well as providing a wider variety of retail and catering facilities.
- a reconfigured check-in hall to provide a 'shoreline' configuration, replacing the existing cul-de-sac islands and creating a better experience through more open space and improved lines of sight.
- an extended security hall with additional security lanes. Consistent with the wider security hall upgrade, the new lanes will be fitted with next-generation scanners which will enable passengers to leave their liquids and large electrical items in their hand baggage.
- an expanded immigration hall providing additional e-gates and check-in desks (five additional e-gates, eight additional desks).
- additional baggage-reclaim belts to support the wide-bodied aircraft used by long haul airlines.
- a new bus gate facility to provide nine additional passenger gates to support bussing operations to remote aircraft parking.
- new skylinks to connect the terminal to Satellites 1, 2 and 3 replacing the Tracked Transit System, providing more flexibility and reliability for passengers.

Following an extensive review of the necessary terminal infrastructure, we consider that the extension to the existing terminal building provides the best solution to deliver the terminal capacity to enable the airport to handle an annual passenger throughput of up to 43mppa. Our plans also better reflect how travellers now use our airport facilities.

Any further expansion of the airport's passenger terminal facilities that may be required to handle a passenger throughput above 43mppa, or to meet future airline requirements, customer service enhancements or future regulatory changes would be achieved by constructing the separate Arrivals Building to the north-east of the existing terminal, which has already been granted planning permission. The land for this building will be safeguarded accordingly.

Satellite 4

As part of the future operation of the airport there remains the opportunity to construct the fourth satellite pier, Satellite 4. This satellite pier would be consistent with the established design and layout of the passenger terminal, and the timing of this development will be based on airline needs and the expected passenger volumes at the time.

Cargo

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

Other Operational Facilities

The airport provides for a range of ancillary and support facilities that are essential to its safe and efficient operations. These uses often require a location with direct or convenient access to the airfield, or within the Terminal area, and include the airport's Fire Station, Air Traffic Control (ATC) and navigation equipment, fuel farm and facilities for security, policing, and Border Control as well as ancillary services. They are part of the range of facilities and services that are expected at a significant international airport. Where new or expanded, operational facilities are required to support the operation of the airport, these will be contained with the existing operational boundary.

Police

The Airport Police Station is located within Enterprise House. Essex Police are responsible for the policing of the airport. It is not anticipated that any major expansion of the existing police infrastructure is required to support the future growth and development of the airport.

Fire and Rescue

Rescue and Fire Fighting Service (RFFS) vehicles are an essential part of the airfield operation, and the RFFS have set times to respond to any incidents within the airfield boundary. These are critical for safe aircraft operations. The airport's fire and rescue facilities consist of the fire station located on Pincey Road and the fire service training area that is located to the north of the runway. The airport's facilities are rated as Category 10 by the Civil Aviation Authority meaning they can handle the largest aircraft types that are in service such as the Airbus A380. The existing RFFS facilities are appropriate for the airport's current use and will be capable of supporting the future growth of the airport.

De-Icing Facilities and Snow Clearance Vehicles

We are fully equipped to deal with snow. Airline handling agents provide aircraft de-icing services on the aircraft stands, whilst the airport's operations team undertakes snow clearance and the de-icing of the runway and associated areas. We will continue to maintain our levels of service for the airport's winter operations to maintain airline schedules and the clearance of snow from the airfield and rapid de-icing is critical to our overall operation.

We continue to work with airline handling agents and other third parties undertaking aircraft de-icing to minimise usage where possible, support innovation and new technology, whilst allowing a safe operating environment during the winter operations.

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

Air Traffic Control and Navigation Aids

The runway in both directions (04 and 22) is fitted with the highest specification Category IIIB Instrument Landing Systems allowing operations in poor visibility conditions. The existing air traffic control systems in use at the airport, navigational aids 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. We will continue to follow international standards and will upgrade our systems in line with new technologies and the UK's Airspace Modernisation plans.

General Aviation, Northside, and Maintenance Facilities

Currently, four Based Operators (FBOs) provide private and executive travel: Harrods Aviation, Inflite Jet Centre, Universal Aviation and Diamond Hanger Aviation Hub. Inflite provides hi-tech manufacturing facilities of aviation electronics and provides maintenance for Embraer aircraft.

On the south side of the runway is the Diamond Hangar Aviation Hub, providing a broad range of hangar space, workshops, storage and office accommodation, and adjacent to it the Ryanair maintenance facility, which plays a crucial role in supporting the operation of our based airlines and their aircraft.

The main general aviation area is in the northern part of the airport or Northside. Although its ownership has recently changed, Northside remains within the airport's operational boundary and has land for aircraft manoeuvring and parking, dedicated taxiing and stand capacity to serve the existing FBO airside hangar operations.

Currently, Northside is an area that is predominately characterised by older buildings, some vacant and in poor repair, and open, underused spaces. Since the 2015 SDP, the site has been promoted for the development of non-aviation commercial development. Following the sale of a portion of the Northside to Columbia Threadneedle Investments (CTI) a planning application was approved in mid-2023 for the redevelopment of the site for commercial/employment development totalling 195,100sqm. This development will significantly improve the appearance of the Northside environment and contribute significantly to the employment land supply within the local area.

The fuel farm will remain in place following the development. The airport's motor transport facility will be relocated to the south side of the airport to a location along Bassingbourn Road, south of the Zulu apron (leaving space for apron expansion). The Border Inspection post is located on CTI land and will remain in its current place for the immediate future, although looking forward we will seek an alternative site to secure its future location ensuring a seamless level of operation for all users. The residual land at Northside will provide flexibility for the future and use(s) will adapt over time as the airport grows.

Hotels and Commercial Development

Within the airport site there are a range of supporting ancillary functions that support the core operation.

Offices

There are currently two principal locations for office accommodation, Enterprise House, and Endeavour House, providing accommodation for the airport company as well as airlines and service partners.

Hotels

Currently there are five hotels within the airport with a total of 1,664 bed spaces, which provide a range of hotel accommodation, both in terms of price and quality, to meet the needs of the airport's passengers. The hotels also vary in location, with two being within walking distance of the passenger terminal. These provide passengers with maximum flexibility and convenience to utilise the full airport facilities, in particular the transport interchange, thereby maximising the opportunity to access the airport using public transport. However, the other three hotels require a shuttle transfer to / from the terminal area. We will look to add additional hotels within the airport site to meet the growth in passengers, to maintain the variety of the airport's hotel offer, and to meet future needs. Land for further hotel development will only be made available if other uses are displaced and would require more intensive forms of development in order to remain within the airport's current land boundary.

The current supply of hotels on site is:

HOTEL	CAPACITY
Radisson Blu	500
Hampton by Hilton	357
Holiday Inn Express	254
Premier Inn	303
Novotel	250
Total	1,664

Table 2: Supply of on-site hotels at London Stansted Airport.

Education Facilities

Our pioneering Aerozone education centre is located off Long Border Road and hosts young people from schools and colleges in the area around the airport. This learning hub was set up in 2015 and is designed to showcase the career opportunities that are available at the airport, to help prepare young people for the world of work, and to build their confidence in key STEM (Science, Technology, Engineering and Maths) skills. The Aerozone is a free resource for schools and colleges, with all speakers giving up their time voluntarily to tell the story of the airport's rich history, and to show visitors the exciting range of careers available in aviation. Set up in 2015, the centre welcomes on average 3,000 young people each year and are proudly celebrating its 25,000-visitor milestone in November 2024.

Stansted Airport College is the first college of its kind in the country, providing a unique connection between educational and employment within the aviation industry. The College opened in 2018, as a partnership between London Stansted Airport (MAG) and Harlow College and it provides educational programmes for around 500 young people each year. Courses on offer are specifically chosen to bridge the national skills gap in STEM subjects and are aimed at specific airport roles such as aircraft and airport engineering and customer service.

London Stansted Airport and Harlow College are considering options to enlarge the existing 500-student capacity building to cope with future demand as well as creating the UK's first aviation education and skills campus at the site. The airport and the college are exploring the opportunity to create a dedicated education campus on the existing College site bringing together the airport's Aerozone and the college. These plans include the development of a new hangar training facility for aeronautical engineering, further facilities to enable the college to grow, to offer a wider aviation industry curriculum, and to provide school engagement facilities and broader employer support capabilities.

The Airport Academy opened at the airport in 2008 providing a range of services to individuals in the local community who are looking for work at the airport, as well as a tailored recruitment service for airport employers along with free and fully accredited pre-employment training courses. The Airport Academy is run in partnership with Harlow College and is currently based within Enterprise House. The Airport Academy upskills 300 jobs seekers per annum and offers employability support including CV workshops.

Further detail on the airport's education and employment programme is in the Community section of the SDP.

Environment and Environmental Mitigation

We are committed to operating and developing in a responsible and sustainable way and have a comprehensive environmental programme that is set out in the Environment section of the SDP. It is important that we work hard and responsibly to minimise the airport's environmental impacts, make the best use of natural resources, and continue to adopt the best environmental management practices and processes

The Environment section contains the detail around our environmental programme and our approach to managing and mitigating the environmental effects of the airport's operation and growth. However, several environmental measures have land requirements. These include schemes for carbon reduction and renewable energy, surface water management, waste management, biodiversity enhancement and ecological mitigation, and perimeter and structural landscaping. These are therefore included as part of the Land Use section of the SDP.

Utilities, Energy and Carbon Reduction

London Stansted Airport achieved carbon neutrality for its own activities in 2017, we continue to maintain this, and we are independently accredited by The Carbon Trust.

We have worked hard to reduce energy consumption across the airport site and improve the energy efficiency of our buildings, vehicles, and equipment. 100% of the energy used at London Stansted Airport is already purchased from renewable sources and we have also introduced low and zero carbon technologies across the airport site.

Development has started on the airport's 14.3mw solar power photovoltaic scheme on land east of Parsonage Road and south of Hall Road. The facility will provide renewable energy to the airport, and when at full output it will fully provide the airport's current and predicted energy needs. Opportunities for further solar schemes will continue to be explored, but we anticipate the airport's solar power facility to be operational in late 2025.

Over the last 5 years, we have introduced low emission vehicles to our fleet and have encouraged our on-site partners to operate alternatively fuelled vehicles too. In the coming years there will be a further switch to zero-emission vehicles which will require EV charging facilities in an around the airfield and the airport. A scheme for the provision of electric vehicle (EV) charging points at land off Thremhall Avenue was opened in Spring 2024, providing long-term provision for up to 70 vehicle chargers (installed in line with demand and our review of suitable sites for further facilities).

We are also working with our airline operators and other partners to encourage and support the transition towards low and zero-carbon aircraft fuels. We will support the development of an alternative fuelling infrastructure that will include the use of sustainable aviation fuel, an electricity infrastructure for aircraft and vehicles, and the development of hydrogen fuel storage capabilities. We will safeguard land for hydrogen storage and distribution.

To build on our platform of carbon neutrality, our commitment now is for our airport operations to achieve net zero carbon emissions by 2038, which is some 12 years ahead of the national target. This will be achieved through cutting our remaining carbon emissions to zero and reducing the need for any carbon offsets.

Water Management

One of the more land intensive elements is the airport's surface water drainage system. Currently, there are four 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 to balance the surface water run-off from the airport during periods of heavy rainfall.

The Environment section sets out how the surface water infrastructure will incorporate new and more efficient technology. However, additional storm-water storage will need to be provided as part of future infrastructure development schemes such as the construction of new apron and other areas of hard-standing. These works may need to include the enlargement of existing balancing ponds or the construction of new water storage capacity.

However, to limit the need for this, as we develop any new infrastructure, we will integrate aerodrome safeguarding compliant sustainable drainage techniques and wherever possible, 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 for new storage capacity.

100% OF THE ENERGY USED AT LONDON STANSTED AIRPORT IS PURCHASED FROM RENEWABLE SOURCES

EV CHARGING POINTS OPENED IN SPRING 2024, PROVIDING LONG-TERM PROVISION FOR UP TO 70 VEHICLE CHARGERS

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 and the operational airport from the adjacent countryside. Much of the landscaping was planted in the late 1980s as part of the modern airport expansion works and it 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 the strategic landscaping, areas of key environmental importance, such as The Fen and Stocking Wood have been identified and are protected for their ecological value. We will ensure that strategic landscaping on the boundary of the site is retained and, where possible, enhanced.

We will seek to deliver biodiversity net gain in line with legislation. Further detail is provided in the Environment section of the SDP.

Archaeology and Built Heritage

There are several statutory and non-statutory heritage assets within or close to the boundary of the airport, including the potential for sites to also have archaeological interest. As part of our development plans, we will ensure that the appropriate consideration is given to potential impacts on heritage assets. As development proposals are brought forward details and information will be shared with key stakeholders such as Historic England and Essex County Council and we will retain appropriate specialist advisors to advise on the appropriate protection and mitigation.

Waste Management

The airport generates and manages large quantities of waste from its own operations and from the activities of passengers and business partners. Our strategy for dealing with waste is set out in the Environment section of the SDP. As the airport grows there will be a need to provide additional facilities to manage waste and the development of an on-site waste transfer station. This is best located close to, or within, the passenger terminal to minimise transfer distances. The current waste facility is in the under croft of the Terminal, but as part of the works to extend the terminal, the detailed design will include appropriately sized waste handling facilities.

Surface Access – Car Parks, Public Transport and Rental Facilities

The Surface Access Strategy contains full details of our approach to managing access to the airport; however, the various transport modes also need suitable areas of land to support their operation. The land use requirements 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 with three platforms. We do not see a need to expand the size of the station at the present time to meet the increased passenger demand nor a need to consider the development of a second railway tunnel into the airport. We will review the requirement for further railway improvement works should infrastructure improvements on the West Anglian Main Line (WAML) come forward. In the meantime, we will continue to safeguard an alignment for a second rail tunnel.

Bus and Coach Station

The Bus and Coach station occupies a prime location, adjacent to the passenger terminal entrance and it reflects the scale and intensity of the airport's bus and coach operations. For passenger growth beyond 43mppa, there will likely be a need to improve and extend the capacity and the capability of the Bus and Coach station further. This is expected to include additional bus and coach bays as well as enhanced passenger waiting facilities. The extension to the Bus and Coach station is likely to require additional land take from adjacent car parking areas to accommodate additional coach bays and layover parking. Our bus and coach facilities will remain in their prime location, easily accessible from the passenger 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 for passengers to travel to and from the airport. Approximately half of our passengers still use the car which includes those driving themselves and parking on-site or being picked up and dropped off by others including by taxi. It is essential that we provide adequate road access and an appropriate level of car parking within the airport boundary to meet future demand.

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 to that of 'kiss and fly' (a term used to describe the drop off and pick up of passengers by friends or relatives) or taxi trips, and therefore it can play its part in managing airport road traffic movements, reducing congestion and carbon emissions.

There are currently over 37,000 passenger car parking spaces on the airport site, in a combination of surface level and multi storey parking. The main facilities are:

- **Short Stay** – There are approximately 7,000 spaces in a combination of surface level and multi storey car parks within walking distance of the terminal.
- **Mid Stay** – Approximately 4,500 spaces at South Gate, adjacent to the A120 with a free bus transfer to the terminal.
- **Long Stay/Jet Parks** – Approximately 14,000 spaces mainly in the Northside area off Bury Lodge Lane with a free bus transfer to the terminal.

In addition, the 'Meet & Greet' parking continues to be popular and enables drivers to park next to the terminal building, unload passengers and bags and depart into the terminal. The vehicle is then moved to a remote storge area but is moved back to the terminal pick up area ready for the passenger's return. Currently approx. 11,500 spaces are provided as a 'meet and greet' product.

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

The Express Set Down facilities remain on the terminal forecourt, but a charge to utilise this area was put in place to discourage and manage its use. An alternative free set down area is provided at the Mid Stay car park which has a free shuttle bus for passengers to reach the terminal.

Employee Parking

There are a number of employee car parks across the site, related to the main employment centres. Over 2,800 spaces are available for staff. A number of these are communal facilities that are controlled and operated by the airport company. These car parks 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. In order to displace this provision and provide a longer term solution, we would consider the decking of existing staff parking areas. 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.

We remain committed to maintaining the highest public transport mode share of any major UK airport, but there will be a need to increase the airport's on-site parking provision to provide for passenger growth beyond 43mppa. The likely increase in car parking that be required can be accommodated within the existing site.

Car Hire

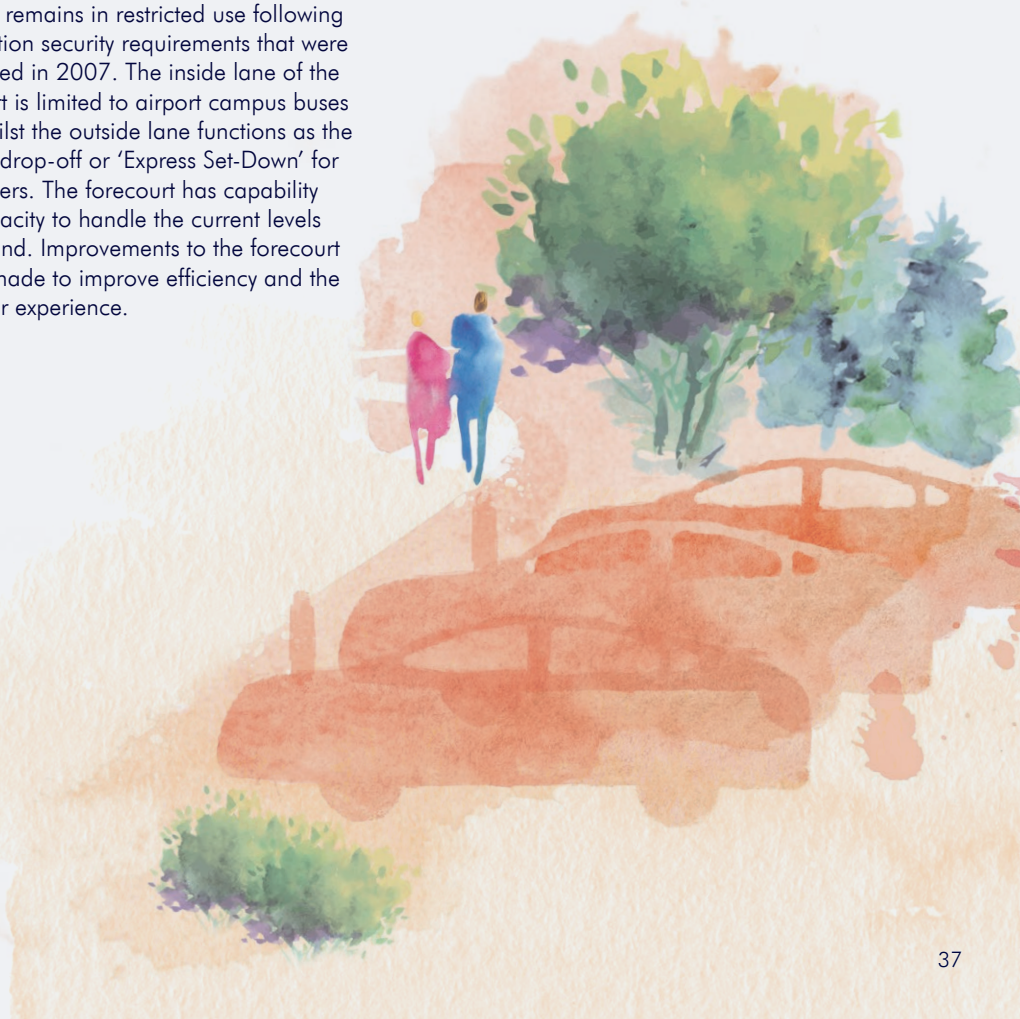
The airport's car hire facilities are located on Coopers End Road. There is scope to rationalise the provision of these services and optimise the land current set aside. Any alterations to the car hire facilities will be considered within the airport's currently boundary.

Forecourt

This area in front of the passenger terminal building remains in restricted use following the aviation security requirements that were introduced in 2007. The inside lane of the forecourt is limited to airport campus buses only, whilst the outside lane functions as the primary drop-off or 'Express Set-Down' for passengers. The forecourt has capability and capacity to handle the current levels of demand. Improvements to the forecourt will be made to improve efficiency and the customer experience.

Roads

The road network within the airport is predominately private and its current layout will support future growth of the airport. Some minor improvements may be needed at individual points in the network to address areas of congestion. These works will be undertaken in line with increases in road traffic.



Development Management

Aerodrome Safeguarding

By virtue of its importance to the national air transport system, London Stansted Airport is an officially safeguarded aerodrome. This is to protect the safe and efficient operation of aircraft at and in the vicinity of the Airport. Legislative provisions regarding the safeguarding process are set out in ODPM/DfT Circular 1/2003[21] – Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas. In accordance with this Circular, we are a statutory consultee for planning applications for developments that require safeguarding to protect the safety of the Airport's operation. Aerodrome Safeguarding is also an important part of the CAA's aerodrome licensing process, and in carrying out this duty, we will continue to ensure that the safety of airport and air traffic control operations, and ultimately public safety is not compromised. In response to planning application consultations, we may have no concerns, or we may have no objection subject to the imposition of specific conditions attached to the planning permission to protect aviation and aircraft safety. Occasionally, we may need to issue a holding objection pending further information or investigation, and when necessary, we will issue an objection to proposed development if we consider that it presents a significant threat to air safety.

Safeguarding maps (which are held by Local Planning Authorities) show the extent of the safeguarded area and set out the requirements for statutory consultation with us. Developments that may be an aerodrome safeguarding concern are:

- heights of obstacles for potential infringement of safeguarded surfaces (Obstacle Limitation Surfaces, Instrument Flight Procedures).
- potential bird attractants such as water bodies, landfill sites, wetland creation, landscaping schemes, mineral extraction and any development that would create habitat for birds to scavenge food or provide a haven to roost or nest.
- lighting for potential ocular glare or confusion with Airfield Ground Lighting.
- materials for potential glint and glare including highly reflective surfaces such as solar arrays and large-scale greenhouses.
- interference with Communications, Navigation or Surveillance equipment and anything that might transmit a frequency or physically block a signal.
- potential to create an increased risk of wind shear.
- wind turbines within a 30km radius of the airport.
- temporary considerations associated with construction including cranes and other tall equipment, and any significant gas purging that may be necessary.

Further guidance on the aerodrome safeguarding process for local authorities and developers can be obtained from aerodrome_safeguarding@stanstedairport.com.

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

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. Public Safety Zones are areas of land at the ends of the runways at major UK airports where the risk of an aircraft accident, while extremely low, may be such as to merit restrictions on the use of land. Public Safety Zone Policy is set out in a DfT Circular 01/2010, and it is intended to control any increases in the number of people living, working, or congregating in the area, and that over time, that number should reduce.

Public Safety Zone policy was updated by the Department for Transport (DfT) in October 2021 and is set out in DfT Policy Paper: Control of development in airport public safety zones. This includes changes to how the size and shape of public safety zones are defined. The previous risk-based model profile of public safety zones has now been replaced with a standardised shape and distance from the runway landing threshold (zone contours). They comprise an outer boundary which is the Public Safety Controlled Zone (PSCZ) and an inner, higher risk zone, which is the Public Safety Restricted Zone (PSRZ). As a result of these changes, the area covered by the Airport's Public Safety Zones has reduced.

We will continue to work with Uttlesford District Council to ensure that Public Safety Zone policy is incorporated into the Local Plan and informs planning decisions. It is expected that Public Safety Zone policy will be reviewed by the Government on a 10-year basis.

Noise Sensitive Development

The NPPF outlines the considerations that Local Planning Authorities should consider 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 NPPF also recognises that development will often create some noise and that existing businesses should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established (the 'Agent of Change' principle). In addition, the Noise Planning Practice Guidance provides further context and explains how Government policies should be applied.

We will continue to provide details of the areas affected by aircraft noise and aircraft flightpaths to aid local plan making and decision making and respond to local planning applications, as appropriate, to ensure that adequate noise protection is provided in new developments. Further detail is provided within the Environment section.

Planning Permissions and Legal Agreements

Pursuant to the 2003, 2008 and 2021 planning permissions, the airport entered agreements and unilateral undertakings (under Section 106 of the Town and Country Planning Act 1990) 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 supporting highway improvements to Junction 8 of the M11 and the Priory Wood roundabout, arising from forecast increases in road traffic, associated with the growth in airport passenger numbers from 35 to 43mppa.

The 2021 planning permission provides for the supporting airfield infrastructure to enable the growth of up to 274,000 aircraft movements and a passenger throughput of 43mppa in a 12-month calendar period. It contains conditions relating to aircraft noise, the area of the airport's noise contour, water and air quality management, ecological mitigation, and electric vehicle charging.

SURFACE ACCESS

Our Vision

As London Stansted Airport grows to 43mppa, we will maintain at least 50% public transport mode share to enable passengers to travel to the airport using a choice of safe, fast, easy, reliable and sustainable transport options.

This section forms London Stansted Airport's Surface Access Strategy (ASAS). The strategy is a rolling plan that is updated every five years. It is an objective-led vision for sustainable access to and from the airport and considers how we intend to maximise the sustainable connectivity of the airport ensuring that the airport is fully accessible for the catchment that it serves.

It is vital that we maintain our position as a major transport hub and an airport with high proportions of passengers and staff using public transport. We are committed to delivering high quality and reliable transport infrastructure with sustainable travel choices for both passengers and employees. This in turn brings better local connectivity to those who live in the area surrounding the airport.

Enhanced surface access is a key element in our plans to attract more airlines and passengers to London Stansted and encourage more passengers to opt for sustainable travel options. Surface access is also central to giving companies based at the airport access to the widest possible pool of labour and to ensure that local residents have access to jobs.

To support the delivery of our 2025 ASAS, we have three subsidiary documents which set our vision and ongoing commitment to enhancing public transport access, encouraging more passengers to choose more sustainable travel. The Bus, Coach and Rail Strategy, and Cycling and Walking Strategy, serve as a comprehensive guides which sit alongside our 2025–2030 Travel Plan.

Principles

We believe that the following principles will support Stansted's future growth:

- **Predictable and Reliable Accessibility:** We recognise that good access to London Stansted, especially by public transport, is important to our success. We will continue to work with our partners to help deliver good quality and reliable transport networks that serve the airport's passengers and its cargo operations, whilst delivering connectivity to key locations across Essex and the wider catchment area. The quality of access and links to the airport are also important in attracting and retaining our workforce, making London Stansted Airport an attractive and a desirable place to work.
- **Sustainable Accessibility:** We will recover and then maintain the passenger mode share figures of at least 50% of all journeys to and from the airport being made by public transport or other sustainable modes. We will work to reduce the number of single occupancy car journeys to London Stansted, especially by airport workers, whilst seeking to discourage air passengers from being picked up or dropped off by car.
- **Funding Commitments:** We will maintain Stansted's Sustainable Transport Fund using revenues from our forecourt drop-off charges and from our car parks. We will use this fund, via the Transport Forum, to contribute towards the development and improvement of the airport's active travel infrastructure and its public transport services. In addition, ring-fenced funds are available to the Transport Forum for bus network development, highway infrastructure and challenging fly-parking in the local area.
- **Working with Partners:** We will work with our airport partners, including the airlines, public transport bodies and transport operators to help deliver our aims and plans for Stansted Airport's connectivity. We will also work with our partners across Essex and Hertfordshire to encourage the development of new travel modes, new vehicle technologies, and the use of alternative zero-carbon fuels.
- **Reduce Congestion and Improve Air Quality:** Our approach is to encourage greater use of public transport and reducing the use of private car will help reduce local road congestion and further improve the air quality in the local area.

What is Surface Access?

Surface access refers to all the ways in which passengers, employees, and goods travel to and from the airport. This includes travelling by train, coach, bus, taxi, private hire vehicle, car, motorbike, lorry, bicycle and on foot.

The surface access network connects people and freight to London Stansted Airport. Fast and frequent rail services connect London Stansted Airport to London, with links to Peterborough, Cambridge and Birmingham, and an extensive bus and coach network provides connections locally, to London and to the rest of the country. Stansted Airport benefits from direct road access from the A120 and the M11.

Why does Sustainable Surface Access matter?

Surface access is critical in ensuring that the airport can grow sustainably to make a positive impact on our local community, the environment, and the economy. It plays a fundamental role in reducing congestion, improving air quality, and lowering carbon emissions and is an important factor in customer experience, attracting more people to use the airport. We recognise the impact that airport traffic can have on the strategic road network around London Stansted Airport, particularly the M11 and A120. Our ASAS addresses this by encouraging greater use of public transport, walking and cycling and ensuring that the remaining car trips are managed efficiently. Interventions aim to move passengers along the surface access spectrum (see Figure 9) towards travel modes that involve fewer car journeys and have lower carbon emissions. Improving surface access to the airport will help to deliver some of the key targets set out in the Environment Plan.

We are committed to widening the range of transport options for people travelling to and from London Stansted Airport and improving the quality of their experience. Surface access is also an important factor in ensuring as many people as possible have access to jobs at the more than 200 businesses based at the airport. Our passengers and colleagues value reliable, direct and convenient travel to and from the airport.

In this respect we are working jointly with our partners through the Stansted Area Transport Forum to support the delivery of national and local policies that seek to encourage travel by the most sustainable mode.

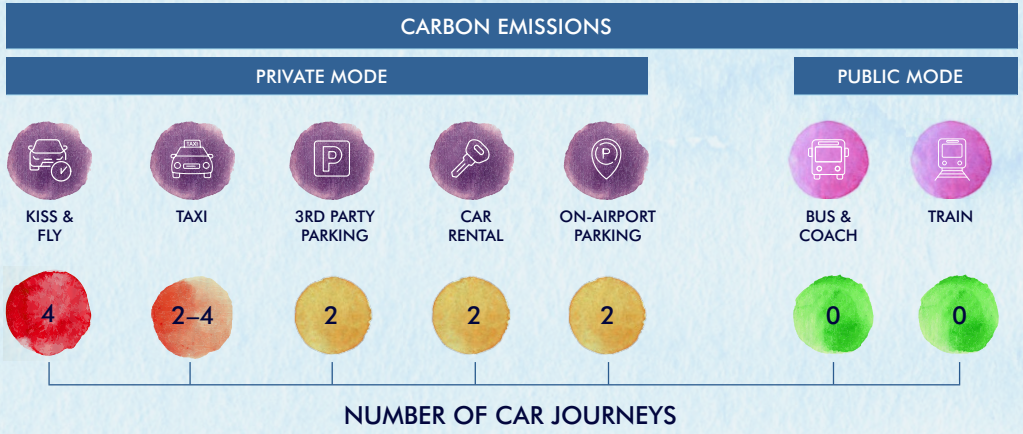


Figure 9: Surface Access mode share: passenger choice vs carbon emissions.

Surface Access Policy

There is a wide range of national and local transport policies that influence the operation and development of London Stansted Airport and the transport networks that serve it. Our ASAS has been developed to take account of national aviation policy including access to airports, national planning policy, best-practice guidelines published by the Department for Transport, and those that are prepared by a range of professional bodies and transport agencies.

National Policy

The 2013 Aviation Policy Framework (APF) recognises the importance of high quality, efficient and reliable surface access to airports that contributes to the passenger experience, the movement of air freight, and journeys by airport staff and visitors. Airports are encouraged to work with Government, national and regional transport bodies, including National Highways and Network Rail, and transport operators to improve access, with a particular focus on public transport.

National policy also encourages airports to work closely and collaboratively with a range of local stakeholders, including those that have an interest in transport and accessibility. Continuing an approach that was set in 2003, airports are encouraged to establish and maintain airport transport forums that work collectively to increase the proportion of public transport journeys to airports, devising targets, and overseeing the progress that is made. Airports are also recommended to prepare surface access strategies that focus on public transport access, low-carbon journeys, and improving local air quality (paragraph 4.20 of the APF).

The Stansted Airport Surface Access Strategy forms part of the Sustainable Development Plan (SDP).

The National Planning Policy Framework (NPPF) promotes the active management of transport networks to encourage the development of more accessible and sustainable locations. This includes developing the opportunities from existing and proposed transport infrastructure to encourage and promote public transport and active modes such as walking and cycling. The NPPF seeks to:

- Facilitate access to high quality public transport services, maximise public transport catchment areas, and encourage the development of public transport facilities.
- Address the needs of people with disabilities and reduced mobility.
- Create places that are safe, secure, and attractive, minimising the scope for conflicts between pedestrians, cyclists, and vehicles, whilst responding to local character and regulatory design standards.
- Allow for the efficient delivery of goods and access by service and emergency vehicles.
- Enable electric and other low-emission vehicles in safe, accessible, and convenient locations.

The Government last published detailed guidance on Travel Plans in 2014, setting out how they can contribute to the national transport objectives of:

- Encouraging sustainable travel.
- Lessening travel generation and its detrimental effects.
- Reducing carbon emissions and climate impacts.
- Creating accessible, connected, inclusive communities.
- Improving health outcomes and quality of life.
- Improving road safety.
- Reducing the need for new development to increase existing road capacity or to provide new roads.

The range of national aviation and transport policy has been used to shape our surface access strategy and our plans for further improving the links to London Stansted Airport, especially the use of public transport and low-carbon and sustainable modes.

Local Policy

Essex County Council is the local transport authority and is responsible for the local road network beyond the airport. The Essex Local Transport Plan (The Essex Transport Strategy) summarises the Transport Authority's transport strategy and policies, identifying a priority to improve access to London Stansted Airport by low carbon forms of transport. The importance of connectivity to London Stansted Airport across the region is also recognised within other local transport plans.

The Stansted Area Transport Forum

The Stansted Airport Transport Forum (SATF) has been recognised nationally and internationally for the successful way in which it has delivered new transport initiatives, forged strong partnerships and changed the way that people travel to and from the airport.

The SATF was set up in 1999 to establish a partnership approach to improving surface access to and from London Stansted Airport. By looking at transport issues in an area-wide context, the airport has developed an integrated approach to transport initiatives that has yielded many benefits. It brings together commitment and expertise from local authorities, transport operators, airport companies, Stansted Airport Consultative Committee (STACC) and other local business and interested parties. Over 200 organisations are therefore represented on the Forum. Government guidance sets out three key objectives for Airport Transport Forums:

- Identifying short and long-term targets for increasing the proportion of journeys made to airports by public transport.
- Devising a strategy for meeting these targets.
- Overseeing implementation of the strategy.

The Forum is driven by a Steering Group which meets quarterly, and which acts as an executive board, setting objectives for the Working Groups and monitoring progress. Both the Steering and Working Groups have contributed to, and helped shape, this updated strategy. The SATF will be the key body in the delivery of the objectives.

The on-going need for partnership working and collaboration is essential to our success. We work very closely with our service partners and transport operators who are responsible for the maintenance and development of the airport's travel links. Our current partners are shown in Table 3.

Our regional partners have identified a series of transport investment priorities, designed to support and stimulate economic and housing growth and to improve access to Stansted Airport. These are:

- Reduction in the rail journey time between London Liverpool Street and the airport for the Stansted Express.
- Development of the regional bus and coach network to introduce or enhance services to Colchester, Cambridge, Peterborough, Haverhill, Ware, Hertford, Enfield, St Albans, Watford, Ipswich, Epping and North London.
- An improved frequency and journey times on the CrossCountry rail service (to Cambridge, Peterborough, Leicester and Birmingham).
- Trial the introduction of electric, hydrogen or hybrid vehicles operated on the bus and coach network that serves the airport.
- Continue to monitor areas of suspected off airport fly parking and as agreed with the Transport Forum, provide kick start funding to local authorities for the introduction of parking restriction schemes to prevent off airport passenger parking.

MODE OF TRANSPORT	KEY PARTNERS
Strategic roads (eg. M11)	National Highways
Local roads (inc. A120)	Essex and Hertfordshire County Councils
Rail infrastructure (mainline rail services)	Network Rail
Rail services	Train operating companies (Greater Anglia, Cross Country) and Department for Transport
Coach services (long distance)	National Express, Flibco
Bus services (local)	Hertfordshire County Council, Essex County Council, Arriva First Essex, Stephenson's of Essex, Central Connect
Green staff travel	London Stansted Airport, On-site Businesses,Columbia Threadneedle Investments
Taxis	Streetcars (Stansted's authorised on-site provider and other hire companies (pre book only)
Car Rental	Sixt, Europcar, Enterprise, Hertz

Table 3: Current delivery partners of surface access infrastructure and services at London Stansted Airport.

SATF

www.stanstedatf.com

Funding for Sustainable Access

Sustainable Transport Levy

To support our ASAS, a Public Transport Levy was established in 1999 providing the means to fund local transport developments and increase public transport use by passengers and employees, through re-directing income from car parking.

The Section 106 Agreement associated with the 2021 planning permission reaffirmed the airport's commitment to funding and supporting public transport services. An updated approach to the funding model was agreed with the levy rebranded as the Sustainable Transport Levy (STL). This was to reflect the broader approach to the interventions and support that is available so that it is not restricted to just public transport modes but also incorporates active travel and future new technologies. The STL will operate in the same manner as the previous model through the SATF, but it will also include additional income from the introduction of a minimum 10p contribution from every transaction in the Express-Set Down forecourt area on the south side of the terminal building. This supplements the continued income made up of 25p per public car parking transaction plus £10 per employee parking pass issued. On average this accounts for a total of approx. £1.1m each financial year.

The use of the STL is overseen by the SATF and is used for a wide range of activities, including the promotion of the use of alternate modes of transport to and from London Stansted Airport other than the private car, taxis and private hire vehicles. Its objective is to improve access by sustainable modes, increase the number of passengers using public transport, and to limit the impact of airport traffic on the surrounding highway network.

Local Bus Network Development Fund

Established in the 2021 planning permission's Section 106 agreement, this fund seeks to support the development of the local bus network. The fund is to be operated by the SATF, and funding will be prioritised towards the introduction and operation of ultra-low emission or electric vehicles.

Local Roads Network Fund

Similarly, in the 2021 Section 106 agreement, the Local Roads Network Fund provides £800,000 contribution to cover the reasonable costs incurred for the feasibility, design and implementation of highway improvements within a five-mile radius of the boundary of the airport. This could include safety improvements, management or mitigation of the combined impacts of future growth and measures to improve accessibility for all modes of transport. A further £200,000 is to cover measures to assist in the enforcement of local parking controls and restrictions to control unauthorised fly parking in areas around the airport. Both funds are to be operated by the SATF.

AIMS

- We will continue to maintain the Sustainable Transport Levy (derived from passenger parking, express set-down levy and staff annual parking permits, index linked) with the funds used to support measures to encourage and promote sustainable travel.
- We will provide annual reports on the activity, expenditure, and the outcomes (including progress towards targets) of the Sustainable Transport Levy, Local Bus Network Development Fund, Passenger Transport Fund and Local Roads Network Fund. The reports are to be issued to the local planning authority, the local highway authority and to be reported at the Transport Forum's annual conference.
- Before supporting any public transport proposals available through the funding streams, we will seek to reduce scope 3 emissions generated through surface access to the airport.

Surface Access Performance

Passenger Modal Share

In collaboration with the SATF, we have been highly successful in expanding its rail, coach and bus services and is among the best performing airports in the UK and Europe for the percentage of trips by public transport. The last pre-pandemic full year of CAA data from 2019, when the airport was operating at 28.1mppa, showed a continued upward trend of public transport use by air passengers, with 52.7% using bus, coach and rail services.

The 2023 full year data shows a mode share of 48.25%. Nationally, levels of public transport use have reduced since the pandemic, but despite this, the mode share has remained strong for passenger trips to the airport. Nevertheless, this is lower than the airport's targets and we will work with the SATF to return to the pre-COVID-19 levels of public transport use.

AIR PASSENGERS TRANSPORT MODE	2014	2016	2018	2019	2022	2023
Private Car	40.5%	36.8%	39.0%	37.5%	43%	40.42%
Taxi	9.9%	11.6%	11.1%	9.8%	11%	9.71%
Bus and Coach	26.3%	23.8%	19.7%	19.1%	17%	18.13%
Rail	24.7%	27.7%	29.7%	33.2%	28%	30.13%
Other	0%	0.2%	0.6%	0.4%	0.5%	0.49%
Total Public Transport	**51%**	**51.6%**	**50%**	**52.7%**	**45%**	**48.25%**
Passengers (000's)	18,855	22,697	26,347	26,259	21,927	26,226

Table 4: Comparison of passenger mode share from 2014 to 2023. Source: CAA survey data (all data based on 'final mode' and exclude transfer passengers). CAA suspended surveys in 2020 and 2021 due to the Covid-19 pandemic.

Employee Modal Share

Up until 2019 a similar strong performance can be seen in the way that airport employees travel to work. Employee use of public transport increased from 16.4% to 37.64% in the 10 years between 2009 to 2019. As with passenger access, staff travel behaviour in 2021 was significantly influenced by the COVID-19 pandemic which discouraged transport modes with higher contact risks (public transport).

The 2021 and 2023 employee travel survey concluded there has been an increase of staff driving to the airport and a decrease of public transport use. We will work with the SATF towards re-establishing the pre-pandemic levels of employee public transport use. We will work to achieve further continual improvements as the airport grows towards 43mppa, as there is a Section 106 obligation to reduce staff private car use to 45% of all work journeys.

	2011	2013	2015	2017	2019	2021*	2023
Total Employees	10,016	10,170	10,963	11,897	12,997	10,778	12,233
Car Driver	69.9%	68.8%	64.9%	54.28%	54.99%	79.85%	66.4%
Car Passenger	7.1%	5.7%	5.7%	4.3%	2.24%	1.63%	3.63%
Public Transport	19.8%	22.8%	26.9%	36.7%	37.64%	16.49%	26.77%
Other	3.2%	2.7%	2.5%	4.71%	5.12%	2.02%	3.2%

*The 2021 data has been included for completeness, but the survey results are heavily influenced by the Covid-19 pandemic, in particular a significantly reduced sample size due to the survey being carried out online.

Table 5: Comparison of employee final mode share from 2009 to 2021. Source: Stansted Airport Employee Staff Travel Surveys.

As the airport's passenger numbers increase, we will work to ensure there is a commensurate increase in public transport use to maintain this level of performance. To achieve this, we will focus on a number of key issues:

- The increasing levels of congestion on the strategic road network around the airport which have the potential to impact on the journey time and reliability of coach services, especially to London.
- The level of service – in terms of journey time and reliability – provided by train services on the West Anglian Main Line which have the potential to limit the ability of rail to meet the needs of airport passengers and staff.
- The need to encourage more passengers from our local catchment area to use public transport, where at the current time coach and rail services either do not exist or are limited in scope and frequency.

DATA SHOWS THAT IN 2019 WE OUTPERFORMED THE 2015 SDP TARGETS: A PEAK OF 52.7% OF PASSENGERS USED PUBLIC TRANSPORT

Mode Share Targets

To ensure public transport use increases along with the airport's growth, as part of the recent planning approval for growth up to 43mppa we have set the following mode share targets for passengers and staff travel. These are reflected within the 2021 Section 106 legal agreement.

- Maintain at least 50% public transport mode share for non-transfer air passengers*;
- Reach and thereafter maintain single occupancy private car use by London Stansted Airport staff at 45% by the 43mppa date; and
- Reach a passenger mode share 'kiss and fly' of; 20% by the 39mppa date* and 12% by the 43mppa date*.

(*means the end of the first month following the point in which the annual passenger throughput at London Stansted Airport exceeds 39mppa or 43mppa respectively, over a period of 12 calendar months for the first time.

We will review these 2021 surface access targets as we explore the impact of passenger transportation needs beyond 43mppa.

Bus and Coach

Current Performance

In 2023, nearly 5 million passengers used bus and coach services to and from the airport. This is high when compared to other UK airports and it reflects the extensive network of competitive services which has developed at London Stansted Airport. This has been in response to the high demand for travel to central London and the high proportion of overseas visitors who rely on public transport for journeys to and from the airport. Bus and coach services are flexible, adaptable, and represent good value for their users.

There are currently over 700 coach departures per day to over 50 towns and cities throughout the UK, including Birmingham, Norwich and Oxford. At peak times there are 12 departures (1,300 seats) an hour to and from London – the main destinations are Victoria, Stratford, Baker Street, Golders Green, Paddington and Liverpool Street. A range of express coach services to key destinations outside London has also been developed, providing a competitive alternative to the car and taxi.

Local bus services can provide an effective alternative to the car for some passengers and employees. They are especially important for employee travel and the range, frequency and operating hours of airport bus services also provide good local bus connections for residents in the local area. There are over 300 daily bus movements to and from London Stansted Airport.

Four scheduled local bus operators provide nine services which connect to the main towns within the local area – Harlow, Bishop's Stortford, Great Dunmow, Braintree, Basildon, Chelmsford, Colchester, Southend and Saffron Walden. The Arriva 508/09/10, 309 and 133 services and First X30 and X10 are the key connections for employees. Changes in vehicle quality, routes and timetables have increased both revenue and patronage over the years. The 508/09/10 service operates up to every 10 minutes, to Bishop Stortford and Harlow operating 365 days a year, 24 hours a day.

2023 also saw the introduction of the bus route from the Airport Rail Station to the Airport College, which runs at both the morning and evening peaks and in 2023, the Transport Forum commenced funding on the X20 increasing its early morning offering.

We remain fully committed to the development of the bus network serving the airport and will continue to provide funding and support for improvements. A detailed route investment plan will form part of the update to the Bus & Coach Strategy. Our funding commitments are contained within the 2008 and 2021 Section 106 agreements and are administered and overseen by the SATF. While investment in local bus routes as previously included vehicle emission standards to Euro VI, the 2021 Section 106 agreement introduced a formal prioritisation of funding towards low emissions vehicles or electric vehicles where possible.

Current Operation

A passenger's choice of transport mode is as much about reliability, cost, service and their awareness of them as it is about the routes and networks. Encouraging greater use of the airport's bus and coach services must include a focus on the product and passenger experience.

At London Stansted Airport, operations are delivered from the Bus & Coach Station, in front of the passenger terminal, with a short 2-minute walk with step free access. The facilities in the Bus & Coach Station have recently been upgraded with improved waiting areas, new retail and catering, and a full refurbishment of the ticketing facilities. As the airport continues to grow, there will be an increased use in the public transport facilities across the day,

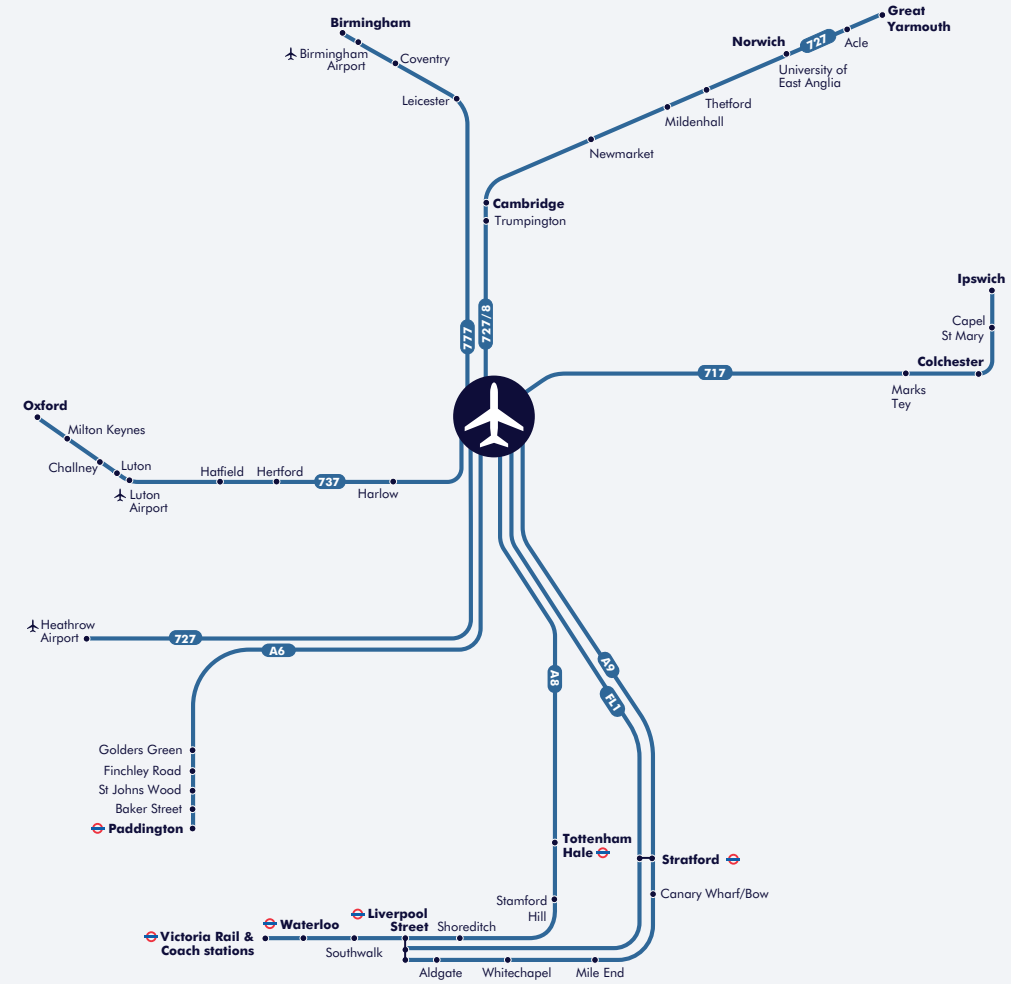


Figure 10: Current bus and coach route network.

including late at night and early in the morning. This will provide an increased utilisation and will further strengthen the network of bus and coach services. For growth beyond 43mppa it is expected that there will be a need to further improve and extend the capacity and the capability of the Bus and Coach station. This is expected to include additional bus and coach bays as well as enhanced passenger waiting facilities.

There are 39 bays for scheduled bus and coach services, hotel shuttle buses and charter coaches, plus a further 30 bays that are used as a layover area. A new welfare facility for staff and drivers was installed during 2018 that provides rest facilities, toilets, and a kitchen area.

The airport operates 24 hours a day, every day of the year. The main activity is between 04:00 and 01:00 hours. To meet demand requires extended operating hours for services, especially to meet the needs of early departures and late arrivals. The frequency of services is similarly important. This can pose a commercial challenge for operators. Our aim is that non-London express coach services should operate at least every two hours and local bus services should provide at least an hourly frequency. Services between London and the airport should offer a minimum of two services an hour. All bus and coach services that operate at the airport should provide as a minimum a first arrival at the airport at 03:00 and last departure from the airport at midnight.

The quality of the journey plays a big part in attracting passengers to switch from the private car. Vehicles should be as a minimum Euro 6 emission standard with plans from operators to move to hybrid and electric vehicles if viable. Free Wi-Fi, USB charging points, air-conditioning, luggage racking or compartments as well as being wheelchair accessible should be provided as a minimum standard to make it attractive for people to use bus and coach. Tickets should be quickly and easily purchased at all stages of a passenger's journey, whether online in advance or on-site at the time of use, contactless payments, and fares should be simple and clear for the passenger to understand. Airlines and public transport operators have successfully worked together to integrate ticketing to enable air passengers to purchase their flight and coach ticket together.

For employees, a number of fare initiatives have helped increase bus use. The Airport Travelcard offers an attractive incentive, with significant savings on standard fares. Over 1,500 Travelcards are sold each month, providing over £1 million of income per year to our bus, coach and rail operators however this has been impacted upon by the national £2 fare cap which was introduced in January 2023 (and now extended to December 2024). A carnet-style discounted ticket is attractive for employees who only use public transport occasionally. A book of prepaid, non-dated tickets can be exchanged for single journeys. It is currently available on the 309, 508/09/10 and 133 bus services. The Airport also funds a local bus service for all colleagues working on Christmas Day.

In partnership with operators, marketing campaigns are undertaken to encourage passengers and employees to use public transport options to get to and from the airport. These campaigns focus on new and improved services and areas where we seek to build demand. Employee travel is promoted via regular communications across the site, and awareness raising campaigns.

To support the introduction of alternative fuelled vehicles, the Transport Forum will work in partnership with operators to look at route viability and the infrastructure that is required to support this. Both hydrogen and electric options would be explored with operators as vehicle technology advances. Operator charging and fuelling facilities will be investigated to further encourage the introduction of electric and hydrogen powered vehicles.

A trial is being undertaken in partnership with National Express with the operation of an electric coach along the London Stratford – Stansted Airport route to demonstrate the potential for the use of electric vehicles on other airport services.

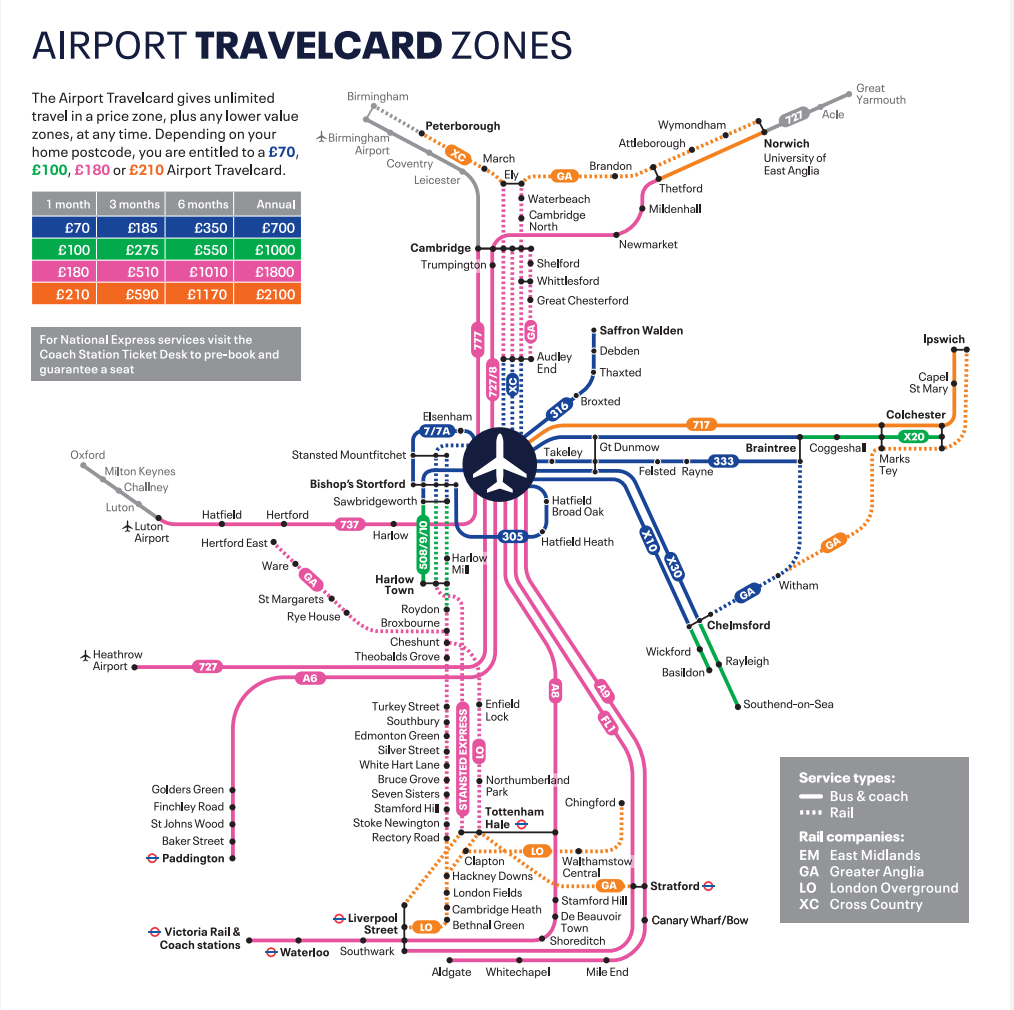


Figure 11: Airport Travelcard Zone offering for employees at Stansted Airport.

Bus and Coach Vision

This is overseen by the Bus & Coach Working Group of the Transport Forum which brings together local authorities and the main operators. An updated Bus & Coach Strategy will be published following the publication of this SDP to provide the detail covering three elements:

- Introduce new services where there is a business case.
- Develop existing services.
- Increase patronage on all services to make the best use of available capacity and increase public transport mode share.

Introducing new services

Over 100 new and enhanced bus and coach services have been successfully launched since 1999. From the analysis of CAA data on the origin of passengers and their mode of travel, along with discussions with airlines and operators, key parts of the airport's catchment area have been identified for new routes. These include Peterborough, Haverhill, Ware, Hertford, Enfield, St Albans, Watford, Epping, and North London.

We will work to ensure that the bus and coach market serving the airport is as competitive as possible, with a wide range of services for passengers. We will continue to work with operators to develop services and serve more destinations. We will continue to enter partnerships with operators and would expect any new service that is funded to become commercially viable within two to three years. This recognises that new services will take some time to establish themselves and develop mode share.

Recently there has significant growth in the 'demand-responsive' market in terms of vehicle hire (a form of shared transport for groups or individuals, such as a bus, which alters its route based on demand rather than a fixed route) and we will continue discussions to provide spaces and facilities for non-scheduled options to the airport.

Develop existing services

The existing network is continually evolving. We see scope to improve services because of growth with greater frequency on routes to: Colchester, Cambridge, Braintree, Ipswich, Norwich, Kent, and Central & East London.

We will work closely with Transport for London (TfL) and the London Boroughs as there is a need to take account of the availability of capacity at key London interchanges such as London Victoria. More widely, congestion and delays on the strategic road network impact on the performance of airport services and could act as a constraint on future growth. We will continue to work with local authorities and TfL to address key bottlenecks.

We will look at alternative transport solutions in areas with lower demand, or further away, when conventional scheduled bus services would not be financially viable. These demand-responsive services have more flexible routes, operate like a shared taxi and require pre-booking.

Increase patronage and mode share

We have identified a number of areas where we will seek to increase the patronage on existing public transport services. These include locations with a significant number of 'kiss and fly' journeys including Cambridge, Chelmsford, Colchester, Southend, Ipswich, Harlow, Bishop's Stortford, and Braintree.

We will continue to build patronage on bus and coach services through:

- The operation of newer, high-quality vehicles.
- Use of technology for journey planning; real time information, ticket sales and marketing.
- Innovative and imaginative marketing campaigns with operators and airlines.

AIMS

- We will work with bus and coach operators (via the SATF) to identify opportunities for new and improved regional and local bus and coach services and provide financial support where justified (detailed routes and services will be set out in the Bus & Coach Strategy).
- We will investigate, and implement where possible, improvements in environmental performance through differential charging and the introduction of alternative fuelled vehicles.
- We will undertake a full review of the existing digital information system for local buses in the Bus & Coach Station and develop a proposal for the Transport Forum for enhanced information provision that improves the customer journey.
- We will continue to work with TfL and London Boroughs to improve the experience for passengers travelling by coach to and from London, particularly with the emergence of Stratford as an interchange destination linked to the new Elizabeth Line.
- Where appropriate we will investigate the provision for demand-responsive services within the airport and implement where appropriate.

Rail

Current Performance

Rail has grown to be the most popular form of public transport for access to the airport, with a peak of 30% (7.8 million) of all passengers using the service in 2023. Rail services connect the airport directly to London, Birmingham and key transport interchanges at Cambridge, Peterborough, Leicester, and Nuneaton. All services were affected by cuts in timetable, frequency or through crew availability during the pandemic and have yet to fully return to previous levels.

Current Operation

The airport is served by a spur off the London to Cambridge main line, which passes beneath the runway in a single bore tunnel. The rail station is directly linked to the passenger terminal by ramps, lifts and escalators and offers catering, ticketing and waiting facilities. There are three platforms; Platform 1 can accommodate trains up to 16 carriages in length, Platform 3 can accommodate trains of up to 12 carriages in length and Platform 2 handles up to four carriage trains.

Greater Anglia (GA) manages the station on behalf of Network Rail. Ticketing facilities are available on the station concourse, in the terminal, on the Stansted Express trains, and at key stations. A number of improvements have been made which include enhancements to station lighting and safety barriers that prevent baggage trolleys and pushchairs from being taken onto the escalators.

GA was awarded the Stansted Express rail contract in 2012, which provides a service from London Liverpool Street to the airport, with intermediate stops at Bishop's Stortford, Harlow and Tottenham Hale.

This runs throughout the day, leaving London Stansted Airport as early as 05:30am and as late as 00:30am (06.00am services Tues to Thurs). The service from Liverpool Street station to Stansted Airport starts at 04:30am (with additional journeys at 3:40am and 04:10am on selected days).

The new state-of-the-art 12-carriage Stadler trains introduced by GA offer over 80% more seats than the 8-carriage trains they replace and include comfortable seating, USB and plug points, Wi-Fi and air conditioning.

CrossCountry Trains operate from Stansted Airport to Cambridge, Peterborough (linking to East Coast main line), Leicester, and Birmingham. The timetable currently operating the CrossCountry service is limited for airport operations, with services not timed to meet airport demand and with the rolling-stock not meeting air passenger requirements such as storage space for luggage.

In June 2021, Network Rail published a medium-term study[22] on the future of the West Anglia Main Line (WAML) on which the Stansted Express runs. It recommended a package of measures for incremental improvements on the rail corridor to take place over the next 10–15 years, in lieu of major investment to four-track the line or introducing Crossrail 2, that would offer transformational improvements in terms of reducing journey times into London.

While we support any steps that can be taken to improve journey times and connectivity between London and the airport, our position is that the package of measures proposed by Network Rail do not appear to offer good value for money in isolation from the major investment described above. We continue to support the West Anglia Taskforce in raising the case for investment on this rail corridor.

Figure 12: Current rail network at London Stansted Airport.

[22] Network Rail 'West Anglia Main Line Medium-Term Study' 2021

Rail Strategy

Rail access is crucial to our growth if it is to realise its potential and fulfil its role within the UK airport system. Rail services are key to:

- Attracting new airlines and passengers.
- Providing competition with other airports.
- Ensuring the London market is properly served.
- Delivering the economic benefits of growth.

Our Rail Strategy focuses on the following five elements:

- Extended operating hours across the Stansted Express and CrossCountry services which cover the Airport's operating day.
- Capacity, performance and journey time improvements on the West Anglia Main Line and a consistent and regular rail service to London.
- Improved links to Cambridge and beyond.
- Passenger service improvements including layout and the gating of the airport station and integrated ticking with other modes.

Operating hours

The early morning rail services out of London currently do not start early enough for air passengers to catch the first morning wave of flights, nor do trains start at a consistent time every day. Together, these factors inhibit greater rail use and cause uncertainty for passengers. The main impediment to longer operating hours is Network Rail's overnight maintenance regime for the line, where access to the track is required for a minimum period.

While the latest rail services out of Stansted Airport to London serve the last arriving flights, passenger numbers are much lower than for the early morning flight departures. To provide services for the greatest number of passengers, we may explore the option to trade-off late night services to enable additional earlier trains to operate in the early morning.

West Anglia Main Line enhancements

The West Anglia Main Line (WAML) runs between Central London and Cambridge and is a busy and complex rail corridor, particularly between Liverpool Street and Cheshunt. Long distance, express and stopping commuter trains all compete for track access and capacity on what is largely a two-track railway. The numerous stations, level crossings and infrastructure result in congestion and frequent delays.

Journey times between London and Stansted Airport are relatively long at 50 minutes, and although operational performance has improved recently, service punctuality and journey times are still below other key airport express services. By contrast, London Heathrow enjoys a 15-minute journey time to London Paddington on a dedicated line and Gatwick is only 30 minutes from London Victoria and London Bridge.

Evidence shows that inadequate rail connectivity and lengthy journey times can deter passengers from using the airport and affects the airport's ability to attract new airlines and its competitive position in the London market.

Although the current services provide sufficient rail capacity for the airport's long-term growth, journey time and quality improvements will further strengthen our competitive position by making it more attractive to passengers and airlines. Improved rail connectivity on the WAML will also be critical in supporting economic growth along the London – Stansted – Cambridge corridor, and enabling economic and housing growth in east and north east London. In addition, commuters from stations on the WAML would also benefit significantly from reduced journey times to London.

Over the course of Network Rail's Long Term Planning Process, we will continue to work closely with Network Rail, DfT and other partners to develop a more ambitious solution that will result in greater savings in journey times for all WAML users. Our long-term strategic aim continues to be the reduction of the journey time from London to the airport to around 30 minutes. In the intervening period, we will continue to explore other measures that could reduce journey times in the medium term, but the long-term solution will be the widening of the line to four tracks.

At the airport itself, rail capacity is limited by the single-track tunnel beneath the runway. At present, twelve paths per hour are in operation during certain periods with the introduction of a recent off-peak service to Cambridge.

This rail infrastructure will be sufficient for Stansted Airport's growth to 43mppa and beyond. Upgrades and improvements to the WAML would however, provide an opportunity to increase line-speed and reduce journey times. We will continue to protect the ability to lengthen the airport station's platforms to accommodate longer or double-stacked trains.

Improved links to Cambridge and the north

In contrast to the 15-minute peak-hourly frequency to London, north bound services are much more limited. GA introduced a new half-hourly service to Cambridge in 2019 that is a key growth area in the airport's catchment area.

Subject to the capacity constraints outlined above, we will support steps to introduce new services to towns and cities outside of London and improve services through to the Midlands and the East of England. This will help to broaden the airport's catchment area, improve accessibility, help reduce kiss and fly car parking and help to support the development of new air routes, especially medium and long-haul services.

The addition of East West Rail, which has the potential to connect in with the Stansted Express on the West Anglia Main Line via a one stop interchange from a new rail station at Cambridge South, is an important development for the airport. We are supportive of East West Rail on the basis that it provides rail access to London Stansted Airport as an option for those living to the west of the airport. This would widen the airport's rail catchment, as well as better connecting and enlarging the UK Innovation Corridor; an important regional location for economic growth and cutting-edge sectors such as life sciences which are nationally significant.

Passenger service improvements

It is important that rail services continue to be competitive, offer good value and deliver high levels of customer service. We will continue to support and work closely with the train operators and other partners to offer new products and services and make the most of new technology.

Smart ticketing, such as contactless payment and 'Tap-In/Tap-Out', better journey planning and real time information are areas where innovation can be expected. Integrated ticketing (linked to the airline ticket or holiday package) are other areas we will explore in conjunction to the rail operator and DfT. Improved facilities including waiting areas, retail and catering, and ticketing that meet the needs of air passengers at key stations and on the trains themselves, can all help to attract passengers to use rail as a preferred mode of airport access.

Automated ticket barriers have recently been introduced at the airport. This will speed up the flow of passengers from the platforms into the airport terminal.

Partnerships

Our rail vision will only be achieved by continuing the strong partnership working that has been established with key stakeholders. Key partners include Government, the Mayor of London, Transport for London, Network Rail, train operating companies and the wide range of local authorities, businesses and economic agencies and partnerships.

It is clear that as the airport continues to grow and by working together there are opportunities to support and grow the network of rail services that serve the airport and connect the wider region.

The Rail Working Group of the Airport Transport Forum will continue to oversee and promote our vision and ambitions, and co-ordinate our activity to secure improved connectivity and better rail access for airport users to support our long-term growth.

AIMS

- We will lobby to secure government commitment through the new West Anglia Task Force to deliver a significantly faster journey time from the airport to Central London, as the first phase in a long-term programme of infrastructure investment on the WAML.
- We will work with the rail industry to develop a resilience plan for rail replacement services.
- We will work with and provide evidence to support train operators to provide a better rail connection with North London, Cambridgeshire and beyond.
- We will seek to improve the customer experience at the airport, London Liverpool Street, Stratford, Tottenham Hale and Cambridge stations and provide an improved on-train information for departing air passengers.
- We will continue to support regional stakeholder aspirations to improve links from the WAML to Stratford, supporting regeneration in the Upper Lea Valley and opening rail access to Stansted Airport to new communities.
- We will monitor the utilisation of the Elizabeth Line and the prominence of Stratford to consider the opportunity for Stratford as an alternative connection to Central London.
- We will work with Network Rail and train operators on improving reliability with the aim of at least 95% of trains running on time as a long-term target with suitable long-term investments on the network.

Road

In 2023, over 10.5 million airport users travelled by car to the airport and for some, it is their only practical means of getting to and from the airport. Our extensive bus and coach network also relies heavily on an efficient, resilient, and safe road network.

There are three main access points to the airport: A120 from the east, M11 Junction 8/ A120 from the west, and M11 Junction 8a. These roads are the responsibility of National Highways. Thremhall Avenue provides a direct, fast link from the M11 / A120 to the airport's terminal core and to the on-site car parks. There are two local road access points at Coopers End (in the terminal area) and Bury Lodge Lane (serving the long stay car park and Northside). These roads are the responsibility of Essex County Council. The airport company manages approximately 23 miles of on-site roads. The Highways Working Group of the Transport Forum provides a means for all the traffic authorities, including National Highways, within the Stansted Airport area to come together and exchange information.

On-Site Road Network

We manage our internal road network in line with the relevant highway acts and standards described in the Department for Transport (DfT) Design Manual for Roads and Bridges. To ensure resilience of the network, we work closely with other highway bodies, including special winter resilience arrangements.

Maintaining clear roads across our network is essential to public and staff safety. To maintain the safe free flow of traffic on the internal network we introduced a mobile enforcement vehicle with cameras located within the vehicle designed to capture motorists who contravene waiting and parking restrictions. Despite only operating 8 hours a day the airport has already seen a transformational impact on driver behaviour and improved road safety. We have also introduced fixed enforcement cameras where hot spots exist of motorists parking up in unauthorised areas.

Before the Covid-19 pandemic, we improved the forecourt layout to address the restrictions in the traffic flow that were causing traffic queues on Thremhall Avenue. By introducing a new barrier system in the Express Set Down this has resulted in improvements to the flow of traffic. There are also plans to use ANPR and remove the car park barriers on the passenger terminal forecourt to ease the movement of traffic in this location.

In addition, as a result of the redevelopment at Northside following the grant of planning permission, the road network between First Avenue and Round Coppice roundabout is to be improved in 2024–2025. This will include a redesign of the roundabout as well as the widening to Round Coppice Road. A new cycleway to link Northside to the wider airport network will also be constructed.

Off-Airport Road Network

The M11 is the most important strategic route to London Stansted Airport. To the south, this provides access to London and a direct link to the M25, and to the north it provides easy access to Cambridge and then to the A10, A11, A14 and M1.

The strategic routes are becoming increasingly congested with limited resilience, particularly along key sections of the motorway to the north of the airport, leading to increasing instances of delay and disruption. This has an adverse impact on passenger and employee journeys and has the potential to limit our ability to attract passengers from areas further away from the airport. However, increasing the number of destinations served from London Stansted Airport will reduce the need for local residents to use the M11 and M25 to access Heathrow and Gatwick for their flights. Flying from a local airport results in shorter and quicker road journeys, lower emissions and can help relieve pressure on the wider strategic road network.

Airport traffic relies on Junction 8 of the M11; a junction which also links to the east-west A120 and serves Bishop Stortford, other local communities and a service area. A strategic assessment has been undertaken by the relevant agencies to assess the impact on this junction of the airport's growth alongside other major new housing and employment sites which are planned in the wider area.

We have completed and discharged our Section 106 obligations from the 2008 planning permission, in respect of highways, which required monies to be paid to ECC towards the J8 'interim' works and with the completion of Little Hadham bypass in Hertfordshire. These obligations mitigate the airport traffic impacts of growth up to 35mppa.

Future highway capacity improvements will be delivered through the 2021 Section 106 obligations that provide for the airport's growth to 43mppa. These include improvements to Priory Wood roundabout, alongside a further contribution towards works at M11 J8. In recognising the growth pressures that exist in the area and that it is not realistic that J8 can continually be expanded, we would support a project for a wider and more significant improvement scheme and are working with partner highway authorities to develop this proposal.

Local Road Monitoring Scheme

We recognise that there is the potential for higher volumes of airport traffic to develop as the airport grows to its optimum use. Current volumes of airport related local traffic have not required any substantial highway improvement works, however as set out in the 2021 Section 106 agreement we will be developing a scheme for on-going monitoring of traffic on both the local road and the Stansted Airport network. Working with the SATF, the information obtained will be used to inform decisions in respect of any future local road improvement schemes.

'Kiss and Fly' Trips

Over 5.1 million of passengers (19.6%) are dropped off by friends or relatives (CAA, 2023). These 'kiss and fly' trips are a significant proportion of the airport's road traffic, as every return air trip generates four car trips. This is double the amount of car trips compared with parking onsite, and adds to congestion, increased CO_2 emissions and air quality. 'Kiss and fly' traffic is an issue at many airports across the UK.

A number of measures have been introduced to reduce this mode of travel, including a charge which is payable for drop off and pick up in the terminal zone; although a free set down/pick up service is provided in the Mid Stay car park using a shuttle bus to the terminal. Products like 'meet and greet' and valet parking and competitive parking charges have also been used to encourage passengers to park rather than being dropped off and picked up or using private hire taxis.

The highest areas for 'kiss and fly' trips are:

- Cambridge
- East Hertfordshire
- Chelmsford
- Colchester
- Basildon

We will continue to target 'kiss and fly' trips and seek to encourage a change to reduce the number of trips per passenger that are made to the airport. The initial focus will be on promoting more sustainable forms of transport, such as public transport or park and fly (on airport car parking or future potential off-site park and ride sites), as well as continued development of the airport's rail and the bus and coach network connecting to areas of high demand. Pricing can also be reviewed to further reduce the attractiveness of drop off.

Taxi and Car Hire

Private hire taxi trips generate the same volume of movements on the road network as 'kiss and fly' and therefore the same volume of emissions. However, we do recognise that a level of taxi service is required for passengers who do not use a private car and for the rural areas around the airport where there is not a viable public transport service. To maintain an on-site service, London Stansted Airport has a licensed concessionaire on airport who operates a taxi service. This allows us to provide a high-quality taxi option, 365 days a year.

We are aware that some private hire vehicles (PHV) drivers choose to wait in local residential areas before driving to the airport, which impacts negatively on our local communities. A dedicated PHV waiting area is available in the Mid Stay car park, Southgate and we are looking into enhancing this facility with welfare facilities and EV charging.

Utilising our Road Network

We will continue to make the most out of our existing infrastructure, including constantly seeking to improve the journey planning and 'real time' information for drivers using new technology. Dynamic signage has been introduced on the airport road network to inform drivers of conditions in the Express Set Down area. We are also linked to the National Traffic Control Centre and provide our transport operators and other companies with direct links to the National Highways database. This includes bus and coach, cargo, car hire and taxi operators, as well as airport hotels.

AIMS

- To make the best use of our road network we will work with others to identify the infrastructure needed to support increased demands for road access where this is essential, through the Local Roads Monitoring Scheme.
- We will review and where relevant implement the highway options of actively discouraging 'kiss and fly' traffic.
- We will work with regional partners to design and introduce capacity, road safety, bus priority and active travel improvements as necessary, and in line with previously agreed obligations.
- We will investigate, and implement where possible, improvements in environmental performance through differential charging and the increased use of alternatively fuelled vehicles.

Car Parking

Despite the very high levels of public transport journeys to and from London Stansted Airport, there is not always a viable or convenient alternative to the private car. Approximately half of the airport's passengers currently still use the car, either driving to the airport and parking, being picked up and dropped off by others, or by private hire taxi.

Car parking on site is a more sustainable form of private car use than 'Kiss and Fly' modes, as the trip impacts are halved from four movements to two. To discourage Kiss and Fly, a managed level of parking provision is necessary. We need to provide adequate road access and an appropriate level of car parking within the airport boundary to meet future demand. Restricting on-site airport parking will lead to passengers switching to 'Kiss and Fly' modes as well as public transport.

We actively discourage on-road parking within the airport site and on local roads using enforcement measures. This is for safety and security reasons, and local residential amenity.

Passenger Parking

There are currently over 37,000 passenger car parking spaces on-site, in a combination of surface level and multi-storey facilities. Further details of the current provision are set out in the Land Use section.

Employee Parking

Over 2,800 spaces are available for staff, in which the majority are in communal facilities, controlled by the airport company; adjacent to Enterprise House (to serve the passenger terminal), in the cargo area and at Coopers End Road.

A charge is made to on-site airport companies for spaces in the employee car parks. Some companies 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.

Parking Strategy

Sufficient car parking, in convenient locations, will continue to be needed to meet passenger demand. Car parking is an integral part of our overall transport strategy. In terms of road traffic, it sits between public transport and drop off ('kiss and fly' and taxis) in the 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. Also, 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.

The current parking provision will increase along with passenger growth. Any additional car parking provision will be contained within the operational boundary of the airport.

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 is reaching capacity. Surface level options around the passenger terminal are limited due to competing demands such as bus and coach parking. We will review the opportunities and requirements for any further decked or multi storey provision. Any new short stay car parks will need to be carefully located and sensitively designed.

Medium Stay – We will retain the current surface car park adjacent to South Gate, but we see the 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' vehicles. 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.

Overall, we expect there will be a need to increase the airport's on-site parking provision to provide for passenger growth beyond 43mppa. An increase in car parking can be accommodated within the existing site.

Emphasis will remain on enabling all modes of travel to and from the airport and to retain the high levels of public transport mode share we currently have.

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 by decking parts of the existing staff car park. Elsewhere, space will continue to be provided for staff car parking within individual employment sites in the maintenance area and at Northside.

Any increase in parking provision will be within the airport boundary, and based on a recent assessment, there is enough land to achieve this.

For those vehicle trips that are still made to, from and around Stansted Airport, we will support the uptake of zero emission vehicles to reduce carbon output and improve local air quality. In 2024, the Government announced that, from 2035, no new petrol or diesel cars can be sold. A major shift to electric vehicles (EVs) is already underway; in 2021 more EVs were sold than in the previous 5 years combined. We are committed to supporting the shift of electric vehicles by making sure the right infrastructure is available. To kick-start this provision, the airport's first EV charging facility is currently being constructed at land off Thremhall Avenue. It has been designed to allow the progressive installation of EV chargers as demand increases over time but at opening, the site will have 10 rapid charging points available to both airport users and the local community.

Off-Airport Parking and Fly-Parking

As is common at most UK airports, there are private companies that offer air passenger parking off-site. Examples are hotels and approved off-site car parks. However, there are also a significant number of unauthorised off-site operations. Some of these are 'self-park', with a shuttle transfer to the airport; more recently we have seen off-site storage by companies offering their own 'valet' type services. Some are in urban and residential areas, others in rural locations around London Stansted Airport. Uttlesford Council maintain a Local Plan policy to discourage such off-site car park developments.

'Fly parking' is the persistent parking on local public highways by air passengers, airport staff, private hire operators or private parking companies of vehicles that are being used for access to the airport. This is a concerning issue for local residents and something the airport takes seriously. We regularly monitor this issue through the SATF website. An online form is available to report issues of off-airport parking and fly parking.

The SATF incorporates the Transport Forum Fly Parking Working Group, established 5 years ago. The aim is to fully understand the concerns of nearby communities and to mitigate and deter this activity. Results of the monitoring are regularly reported to the Working Group. Funding has been provided to install signage at the request of local authorities on key roads in Stansted Mountfitchet, Bishop's Stortford, Takeley and Little Canfield to deter parking vehicles on residential roads. The initial results have shown that it has been proving effective.

The Working Group partners responsible for addressing matters in relation to fly parking are listed in Table 6 below.

As part of our obligations associated with the 43mppa planning approval, we continue to commit up to £200,000 (administered by SATF) to tackle the issues of off-airport car parking and fly parking in local communities and to deter off-airport parking. Furthermore, we will work with local authorities to ensure that their relevant local planning policies can be implemented.

AUTHORITY/BODY	FLY PARKING RESPONSIBILITY
Stansted Airport Limited (STAL)	Provide initial funding contribution to assist Local Authorities to introduce parking restrictions.
Essex County Council	Requests for Traffic Regulations Order 'TROs' associated with fly parking must be put forward by the relevant County Councillor and supplied to the Uttlesford Local Highways Panel which will consider these requests and if approved take through to implementation.
Hertfordshire County Council	Identify with EHDC locations where fly parking is an issue and work with EHDC to make the order.
Uttlesford District Council	Refer schemes to the North Essex Parking Partnership as part of its annual funding allocation for consideration. Fly parking schemes may be included within this allocation.
East Hertfordshire Council	Requests for TROs associated with suspected airport parking should be presented to the relevant County Councillor, who will be able to request officers investigate and consider solutions.
North Essex Parking Partnership (NEPP)	Responsible for the making of TROs apart from those associated with safety or as part of major highway scheme.

Table 6: SATF Fly Parking Working Group partners responsible for addressing matters relating to fly parking.

AIMS

- We will develop an action plan for the rollout of electric vehicle charging infrastructure and support its future implementation and operation.
- We will continue with the enforcement of parking and waiting restrictions on roads within the airport site.

Walking and Cycling

We recognise the benefits of cycling and walking in respect of boosting the health and well-being of our staff. In conjunction with the Hertfordshire and Essex walking and cycling strategies, we will continue to promote these active travel modes for work journeys. In 2025 we reviewed and updated the Cycling and Walking Strategy. However, because of our rural location, walking to the airport is often impractical for most staff and passengers.

Improvements to the internal cycle network have been made by connecting Round Coppice roundabout and Stansted Airport College to Bassingbourn Road and Enterprise House. In addition, a new shared pedestrian / cycle link has been constructed connecting Enterprise House and Coopers End staff car park. A cycle route is available that links the airport to the Flitch Way, entering at Round Coppice roundabout.

Further improvements to the cycle network are to be implemented in conjunction with the redevelopment at Northside. This will see a route developed on land between the long stay car park and the M11 connecting to First Avenue.

Cycle parking is available at key employment areas across the airport site, and the provision of other facilities will be kept under review. We joined the Government's Ride2Work scheme, and a large number of employees have been able to purchase new cycles at a discounted rate.

Due to the nature of the airport's highway network, it is unsuitable for cycle or pedestrian access in several locations, for example crossing Thremhall Avenue where the road is a dual carriageway. This poses a major safety concern. Detailed consideration needs to be given to most suitable and safe routes when promoting cycling and walking around the airport site.

During 2022, a shared cycles scheme was launched to provide a cycle option for staff parking in Coopers End staff car park. This scheme allows staff to hire a bike, free of charge, and cycle between Coopers End Car Park and Enterprise House.

AIMS

- We will work towards our commitments within the 2025–2030 Cycling and Walking Strategy.

Staff Travel Incentives

London Stansted Airport has a successful track record of sustainable travel. It continues to be an example of best practice, with successive Travel Plans delivering behavioural change and a reduction in employee car use. The Airport Travel Plan applies to all businesses with operations on the airport site.

Airport Commuter Centre

This is our dedicated information service for airport employees and employers. It offers travel-to-work advice and administers the Airport Travelcard and Car Share Schemes. Opened in 2007, it sells over 1,500 Airport Travelcards per month generating over £1 million of annual revenue for bus, coach and rail operators.

Airport Travelcard

The travelcard offers an attractive incentive for employees to use public transport, offering significant savings on standard rail, bus and coach fares. The price depends on an employee's home postcode. The fare zones in 2024 are £65, £95, £170 and £200 a month. The prices represent a combination of distance and mode, that is similar to the London Travelcard zoning system, and are reviewed annually to reflect inflation. Staff can also purchase 3, 6 and 12-month Travelcards at significant discounts.

Employees can save as much as £6,000 a year compared to driving to work every day by car. The Travelcard can be purchased 24 hours a day, 365 days a year, via the internet, phone or the Airport Commuter Centre. There has been sustained year-on-year growth of some 25% in Travelcard sales.

Carnet Ticket

A carnet-style ticket in the form of a book of prepaid non-dated tickets can be exchanged for single journeys is ideal for part-time employees that only use the bus once or twice a week. It is currently available on the 309, 510/9/8 and 133 bus services.

Employee Shuttle Services

Our aim is to attract employees from areas of need and regeneration. More detail is set out in the Economy section of our Plan. We recognise that transport can be a barrier to accessing employment. We have been working closely with a number of agencies to align airport employment opportunities with affordable and reliable transport connections. The Stansted Night Run shuttle serves Tottenham Hale, and the airport and provides Airport Travelcard holders with a free service that arrives at the airport at 02:40 ready for a 03:00 shift time.

Car Share Scheme

The Airport Car Share Scheme is a key element of our Travel Plan. The Scheme allows employees to be matched with those with similar work patterns and preferences. Members are provided with 150 designated car share bays located close to Enterprise House and have an emergency ride home facility if needed. Members also receive a variety of discounts. Regular reviews of membership are undertaken, as well as the reissuing of Airport Car Share passes. The scheme saw 304 new members join in 2023.

Recruitment and New Employees

We recognise the need to target new starters before they commence employment at London Stansted Airport, to provide them with the sustainable transport options for their travel to work. The Airport Commuter Centre regularly attends any job fairs to inform potential employees of their transport options, focusing on reducing the number of staff who travel by private car.

One of our key targets will be to continue to increase the awareness of the Airport Travelcard and Car Share Schemes.

Journey Planning

An innovative approach that provides tailored travel information to employees is available from the Airport Commuter Centre. These plans pull together all specific travel information that an individual needs to make an informed choice based on journey times, frequencies, cost, and route.

AIMS

- We will work towards the commitments set out in our 2025–2030 Travel Plan.
- We will undertake employee travel surveys in 2025 and 2027.
- We will encourage the growth of the Airport Travelcard and Car Share Schemes over the next 5 years.

ENVIRONMENT

Our Vision

Work alongside our partners to minimise the wider environmental impacts associated with our operation, ensuring that the sustainable development of the airport protects the environment serving our region and reduce the carbon emissions of our operational activities (scope 1 and 2) to net zero by no later than 2038.

Whilst the airport brings jobs, economic benefits, international connectivity, and prosperity to the area, we recognise that it can have environmental effects and can cause disturbance to local communities. Consequently, for London Stansted Airport to make our full contribution to the growth and development of the region as an attractive place to live and work, it is important that we minimise the airport's environmental impacts, make the best use of natural resources, and continue to adopt a high standard in environmental management practices and processes.

Principles

- Grow our business in a carefully managed and sustainable way, ensuring development aligns with our commitment to minimise the environmental impacts associated with our operation and to achieve net zero carbon operations no later than 2038.
- Maintain and enhance our environmental and energy management systems, targeting key environmental issues, focussing on performance and delivery, with regular independent audits to challenge our performance and ensure continual improvement.
- Engage with our colleagues and business partners to raise awareness and deliver best environmental practice and promote environmental volunteering.
- Engage in a constructive and open dialogue on sustainable development with all our stakeholders, including business partners, the wider aviation industry, regulatory authorities, and local communities.
- Environmental interventions and management will be embedded into our asset management strategy.

London Stansted Airport and the Environment

The effects of the operation, and development of London Stansted Airport on the environment are varied and can be both negative and positive. They also cover a wide range of environmental topics and disciplines. The airport's principal effects on the environment arise from:

- The day-to-day and 24-hour operation of the airport, including its single runway, aircraft movements in the air and on the ground, the passenger terminal, and the air cargo activity and facilities.
- The physical development of the airport, including construction works, and the deployment of physical environmental mitigation works such as landscaping and active ecological management.
- Aircraft support services, such as flight catering, aircraft fuelling and storage, and aircraft cleaning.
- Aircraft maintenance.
- Air cargo operations, handling, and air cargo buildings.
- Passenger terminal operations including retail, catering, and cleaning.
- Passenger terminal and facilities management, such as heating, lighting, and toilets.
- Estate management, including airside and landside maintenance, and the management of the airport grounds including landscape and land management.
- Airport access by passengers, staff, cargo operators and visitors.

Some of these environmental effects are in our direct control as the airport operator, but many are not. Many of the environmental impacts arise from activities undertaken by third parties, including airlines, service partners and tenants who also operate on the airport site. Whilst we will take leadership and overall responsibility for the airport, we will also work closely with other businesses and operators at the airport. This is to collectively understand, manage, and control the environmental effects of the airport's operations, and is necessary for us to achieve our overall vision, objectives, and targets.

Environmental Strategy

We have a long-established approach to sustainable development and environmental management. This goes back to the development of the present airport in the 1990's and the establishment and maintenance of London Stansted Airport as an "airport in the countryside". Whilst we are proud of our achievements and the recognition that we have received, it is important that our approach to environmental management continues to develop and to deepen. This is so we can meet the challenge of net zero carbon for our airport, increasingly tighter environmental standards, and the expectations of all our stakeholders. It is also important that we contribute positively to international and national aviation environmental programmes, so that we can learn from the experience and best practice of others.

Environmental Compliance

We have a track record of understanding and responsibly managing the airport's environmental impact. We continue to maintain our certification to the international environmental management standard ISO 14001; this accreditation is subject to independent audit and certification. We also holds the energy management standard ISO 50001. Whilst we are proud of our achievements to date, it is important that our approach to environmental management continues to develop and deepen to meet tighter environmental standards and the expectations of all our stakeholders.

Environmental Management

Our ISO 14001 certified Environmental Management System is designed to ensure we have measures in place to manage our environmental effects and continually improve our environmental performance. These measures include:

- Processes and procedures to manage our own activities, where we have a suite of work instructions and guidance to support our operational teams. These are regularly updated.
- Objectives, targets, and detailed plans for each environmental topic area such as our energy efficiency and recycling programmes and the London Stansted Airport Noise Action Plan.
- Contracts, licences, and other airport operating requirements, which ensure our business partners and contractors adhere to our environmental policies and local requirements. These include our ground handling licences which include environmental protection requirements, and the audits we carry out on our third-party activities to encourage collaboration and joint working along with continual improvements in our environmental performance.
- Design and development standards to ensure that any environmental impacts and opportunities are considered and managed in our infrastructure development and refurbishment programmes. These also present opportunities to improve our overall environmental standards and performance.
- Incorporating environmental specifications and our expectations into our procurement of goods and services.
- Implementing the 'polluter pays' principle by passing on clean-up costs to those who fail our standards, financially incentivising recycling and waste reduction, and penalising poor practice.
- Providing training and awareness to our staff and those of our partners to ensure that they understand the impact their role has on the environment and the measures they need to take to minimise environmental impact and to comply with environmental legislation.
- Engaging in regular constructive communication and dialogue with key stakeholders, our local communities and with others that have an interest in the airport, including external groups such as the Stansted Airport Consultative Committee (STACC) and its sub-groups, the Environment Agency (EA), Natural England, and other regulators and surrounding local authorities.

Climate Change and Energy

Context

It is clear that action is required to control rising global temperatures and the effects of climate change. We believe that this requires action at international, national, local level, and that we have a responsibility to make major changes to our business and airport operations.

Although aviation is responsible for a relatively small proportion of global greenhouse gas emissions, it is one of the more challenging industries to decarbonise. The UK aviation industry has a plan to reach net zero carbon by 2050. The plan shows that through a combination of operational improvements, airspace modernisation, new aerospace technology, sustainable aviation fuels and large-scale carbon removal projects, aircraft emissions can reach net zero by 2050.

We have a long-standing commitment to tackling climate change. Our own operations at London Stansted Airport are independently certified as carbon neutral through the ACI Airport Carbon Accreditation scheme, whose standard we have held since 2010. Whilst we will maintain our carbon neutral status, we are also determined to go further to remove our remaining use of fossil fuels, reduce waste, and optimise the use of our land and resources to protect the natural environment.

Our new commitment is to make a step-change from the progress that we have made so far, in which we believe we have two responsibilities.

- Decarbonise our own operations; and
- Decarbonising our indirect emissions, including from airport operations.

MAG's airports have an objective to achieve net zero carbon for their own operations (scope 1 and 2) by 2038 at the latest. As set out in the MAG Sustainability Strategy under 'Decarbonising Aviation' we will work to further cut the airport's remaining emissions. We also recognise that we must work with partners from across aviation and aerospace industries to drive down aircraft emissions, and for the industry to achieve net zero carbon by 2050 in line with national targets. We are an active partner in national initiatives and programmes including the Jet Zero Council, and Sustainable Aviation, where airlines, airports, manufacturers, regulators and government are working together to drive a low, and ultimately zero-carbon future for UK aviation.

LONDON STANSTED AIRPORT SCOPE 1 AND 2 EMISSIONS (FY24)

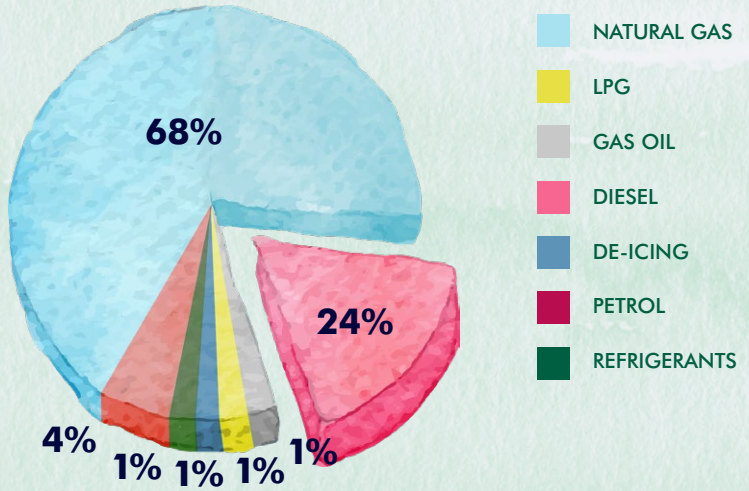


Figure 13: Scope 1 and 2 Carbon Emissions breakdown for the 2024 Financial Year.

Legislation and Policy

Our approach to lowering our greenhouse gas emissions and achieving net zero carbon at London Stansted Airport is framed within the wider international and national legislative and policy context. The present international approach was first set out in the Kyoto Protocol that committed industrialised nations and economies to transition to limit and reduce global greenhouse gas emissions in accordance with internationally agreed targets. Subsequent international agreements and national policies have significantly tightened the approach taken at a global level to act on climate change and the reductions in greenhouse gas emissions that are to be achieved.

At a UK level, the 2008 Climate Change Act provides the basis of the UK's approach and a framework for targeting and reducing national carbon emissions and it established a target that the UK should achieve an 80% reduction in emissions by 2050 (from a 1990 base). Reflecting the greater international ambition that was reached in the 2016 Paris Agreement, in 2019 this target was strengthened to 100%, or Net Zero by 2050 along with a series of interim targets that set out the overall direction of travel and the actions we will take towards the 2050 target.

Aviation therefore has a contribution to make, and we have a responsibility to ensure our infrastructure supports broader decarbonisation of the sector, and that we work with our partners, including airlines, to support them in decarbonising their activities.

The 2013 Aviation Policy Framework sets out the government's long-term objective for the aviation industry's carbon emissions, ensuring that aviation in the UK is making a significant and a meaningful contribution in reducing the sector's emissions. The government prepared its UK Net Zero strategy in 2021, and with some of the most ambitious climate change targets in the world, it is clear that the aviation industry will need to take major step and make significant changes to reduce its emissions.

Jet Zero

The Jet Zero Council was established in 2020. It is a partnership between industry and the UK Government to drive the delivery of new technologies to cut aviation's carbon emissions and deliver net-zero aviation in the UK by 2050, with the 2022 Jet Zero Strategy setting a vision for the decarbonisation of the aviation sector as a whole.

The work of the Jet Zero Council is focussed on the delivery of net zero and zero emission aviation technologies by:

- Developing and industrialising zero emission aviation and aerospace technologies.
- Establishing UK production facilities for sustainable aviation fuels.
- Commercialising the aviation fuel industry by driving down costs and developing a co-ordinated approach to policy and regulation needed to deliver net zero aviation.

MAG's Chief Executive is one of only two airport members on the Jet Zero Council.

Achieving net zero will require all parts of the aviation sector to work together, to fully understand aviation's contribution to greenhouse gas emissions, and to then develop, implement, and invest in the solutions that are needed and bring the largest benefits. Research and work are well underway, and in 2021 the Government and the aviation industry announced a £84.6m partnership to develop zero emission flight using alternative energy sources such as electricity or hydrogen.

The Government is developing the detailed policy necessary to deliver the Jet Zero strategy. This includes the introduction of a SAF mandate (10% by 2030), the provision of consumer information about flight emissions, and the approach that is being taken to achieve zero carbon aviation and zero carbon airports.

We welcome the launch of the new strategy, and in 2022 we announced a series of new pledges to support aviation in delivering its goal of reaching net zero by 2050. This includes the development of new educational materials for use in our education programmes to improve understanding of how aviation plans to reach net zero, funding research on air travel decarbonisation, incentivising uptake of lower and zero emission aircraft and delivering airspace modernisation.

Sustainable Aviation

International aviation brings considerable benefits to our global society, but future operation and growth must be sustainable, especially in environmental terms. The sustainability issues faced by international aviation cannot be addressed by airports alone, and Sustainable Aviation is a coalition of airports, airlines, manufacturers and air traffic control providers with a long-term strategy that sets out the collective approach of UK aviation to tackling the challenge of delivering a cleaner, quieter, smarter future for our industry.

MAG was a founding member of Sustainable Aviation in 2005, which in a world-first, brought together major UK airlines, airports, manufacturers, air navigation service providers, and key business partners. Its work and expertise have helped shape our environmental policy and the approach that we take.

Sustainable Aviation have set out a range of goals and commitments covering climate change, aircraft noise, and air quality that is intended to deliver a sustainable future for UK aviation.

The 2023 Sustainable Aviation Net Zero Carbon Road-Map estimates that the introduction of modern aircraft operating techniques, precision satellite guidance, and improvements to airspace can reduce emissions by around 4%, the introduction of more efficient and alternatively powered aircraft can deliver a 30% reduction in emissions, and the use of SAF reducing emissions by 39%. Through a combination of these measures, Sustainable Aviation consider that UK aviation can reach net zero emissions by 2050. It is anticipated that incremental efficiency improvements will continue alongside more radical long-term technologies. These important improvements will continue, and by the mid 2030's, we expect to see the first of a new generation of zero-emission aircraft. Powering aircraft with electricity or hydrogen is becoming a practical reality, with a UK-based manufacturer already working on the certification of the first hydrogen aircraft. We have signalled our support for alternatively powered aircraft by offering five years' free landing fees to the first airline that can bring the first zero-emission aircraft into operation at London Stansted Airport. Taken together, these measures have the potential to deliver substantial savings in aircraft emissions.

Our Approach to Climate Change and Energy – MAG Zero Carbon Airports

Managing Direct Emissions

The emissions generated directly by the vehicles and infrastructure we own, or lease are our direct emissions. These emissions are categorised as 'Scope 1' emissions when following the system of 'scopes' defined in the World Resources Institute Greenhouse Gas Protocol. Our direct emissions are directly controlled by us and the decisions we make directly influence the contribution our operations make to climate change.

The main sources of our direct emissions are boilers that are used to provide heat and hot water and our vehicle fleet. Our other direct emissions include those from training activities undertaken by the airport fire service, emissions from our back-up generators and gases that can sometimes leak from air conditioning systems.

Reducing our Scope 1 emissions associated with heat requires a hybrid approach coupling capital investment into zero carbon technologies such as ground and air source heat pumps alongside the sourcing and purchasing of certified renewable gas. We published our roadmap to zero carbon by 2038 in mid-2024.

The transition of our vehicle fleet is also taking shape with significant investment now being made. We will develop an Electric Vehicle Charging Infrastructure (EVCI) masterplan to meet the demand of our own and our onsite partners fleets as well as considering the demand from staff and passengers. An Electric Vehicle Charging facility opened on Thremhall Avenue in mid-2024. This facility provides 10 rapid chargers that are available for both air passengers and public to use. Further to this, we recently purchased its first fully electric operational vehicle for its fleet which will act as a landside emergency response vehicle. Further plans are being developed to extend this fleet in 2025, including two electric vehicles, and eight EV minibuses.

Managing Indirect Emissions Associated with the Purchase of Electricity

The emissions generated to produce the electricity we consume are our indirect emissions. They occur at the location that the energy is generated rather than within our operation, but the emissions are generated because of our consumption. These emissions are categorised by the World Resources Institute Greenhouse Gas Protocol as 'Scope 2'. Scope 2 emissions can include emissions from the production of heat, steam, or cooling – although at London Stansted Airport we do not purchase this type of energy.

Whilst the indirect emissions associated with the purchase of electricity are not generated at the airport, the decisions we make about what energy we purchase directly influence the contribution our operations make to climate change. At London Stansted Airport all the electricity we purchase is produced from renewable sources. This has been the case since 2014, one year after London Stansted Airport became part of MAG. Our purchasing decisions mean that the market-based emissions from our electricity consumption, calculated based on the purchasing decisions we have made, are zero.

In 2022 we received permission to construct a solar farm at the airport. The solar farm will have a total capacity of 14.3MW, which at its peak will be sufficient to meet the airport's current and predicted future electricity demand (in respect of power). Generating renewable electricity at the airport provides energy security and enables other people to use the renewable electricity we would otherwise buy.

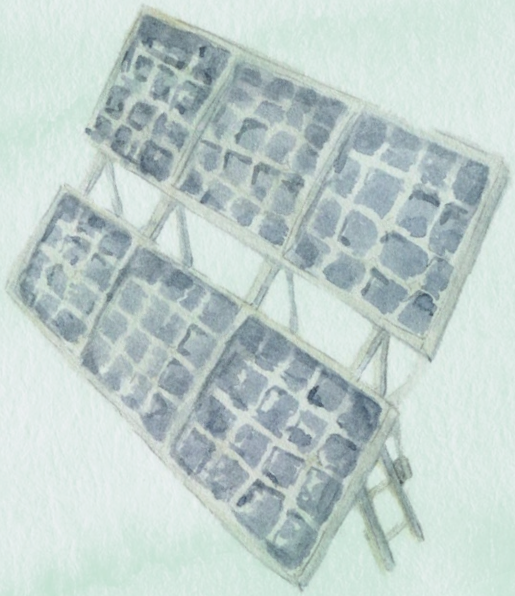
The airport's solar farm is to the east of Parsonage Road and comprises ground-mounted photo-voltaic (PV) panels that are set out in fixed rows generally facing south. It is expected that the solar farm will start generating electricity in 2025.

Energy efficiency and optimisation continues to be a top priority us. We are investing in upgrading the lighting on the airport to LED, with a specific focus on including lighting control for both internal and external lighting. Further detail is set out in our Sustainability Strategy.

As we diversify the sources of our energy, we will also be looking at optimising the way in which we use our energy, prioritising the utilisation of our on-site solar farm by adjusting our flexible demand to times where the solar farm is generating maximum energy.

IN 2022 WE RECEIVED PERMISSION TO CONSTRUCT A SOLAR FARM AT THE AIRPORT. THE SOLAR FARM WILL HAVE A TOTAL CAPACITY OF 14.3MW.

WHEN THE SCHEME IS AT FULL OUTPUT IT WILL PROVIDE THE AIRPORT'S CURRENT AND PREDICTED ENERGY NEEDS.



Managing Indirect Emissions

A wide range of other activities related to London Stansted Airport also generate emissions. These are indirect emissions, generated by the actions of other individuals and organisations in assets that do not belong to and are not leased by our company. Indirect emissions are categorised as 'Scope 3' in the World Resources Institute Greenhouse Gas Protocol.

Our indirect emissions are much larger than our direct emissions. Activities which generate indirect emissions include aircraft operations, the ground transport of passengers, staff, and cargo to and from the airport and activities undertaken by other companies at the airport. Whilst we do not directly control the activities which give rise to indirect emissions, we have an important role to play in guiding and influencing the decisions which give rise to these emissions as well as providing the infrastructure and services necessary to reduce them. Some measures we have introduced to reduce these emissions include:

- Providing connections for parked aircraft to plug in to renewable electricity rather than generating power with their auxiliary power units.
- The Future Airspace programme, which seeks to reduce emissions from aircraft operating to and from London Stansted Airport.
- Introducing a wide range of initiatives to encourage the use of active travel and public transport by staff as well as passengers travelling to and from the airport.
- Developing an electric vehicle infrastructure strategy which will support the introduction of zero emission vehicles by other airport-based companies.

Additionally, we are confident that with innovation and investment from airports, airlines and aircraft manufacturers, the whole of commercial aviation in the UK can achieve net-zero by 2050. There are four ways in which net-zero aviation can be made a reality, and in turn our Scope 3 emissions can be reduced further. These are:

- Future Airspace – London Stansted Airport has an airspace change programme that started in 2019. As part of this initiative, which contributes to the Government's Future Airspace Strategy, we have passed the second of the four substantive gateway approvals required by the CAA. At this point we have designed a series of new flight path options that can reduce noise, fuel-burn, and emissions. Our new flight path designs will now be integrated into a comprehensive design for the London Air Traffic Manoeuvring Area (LTMA), which will be developed by a new body, the UK Airspace Design Service.
- Sustainable Aviation Fuels (SAF) – Aviation fuel can be made from many sources including non-recyclable domestic waste, waste cooking oil, crop residues and forestry waste. The fuel that is made in this way can be mixed with kerosene and used in existing aircraft without the need for any engine modification. SAF is already a certified fuel for use in aircraft and is being produced at scale now in Europe, the United States, and other locations. UK-based SAF production facilities are under development. This year the Government published a mandate, requiring SAF to be blended with aviation fuel. Starting in 2025 at 2%, the mandate increases each year reaching 10% in 2030 and 22% in 2040. As part of our net zero commitment, we will create a financial incentive to encourage airlines to go further than the UK Sustainable Aviation Fuel (SAF) mandate on flights from our airport.
- Zero Emission Aircraft – Aircraft entering service today are typically 15–20% more fuel-efficient than the aircraft they replace. The benefits of these modern aircraft are clear, as since 2005 aviation emissions have stabilised, with only a 1% increase, despite a 30% growth in the number of passengers carried. This has been achieved mainly by the replacement of older aircraft with more efficient ones. As part of our net zero commitment, we will launch a new competition offering five years of free landing fees to the first zero-emission aircraft operating transatlantic flights from MAG's airports. MAG will also fund three PhD projects on air travel decarbonisation to support the work of the Jet Zero Council and accelerate research into new technologies to deliver lower and zero emission flights.
- Carbon Markets and Carbon Removals – The combination of more efficient aircraft, using new technologies can dramatically reduce carbon emissions, however it is not expected that aviation emissions can be reduced to absolute zero by 2050. To be net zero, aviation will need to compensate for its remaining emissions by paying for carbon to be permanently removed from the atmosphere. This will require airlines to pay for natural solutions, such as tree planting, or engineered removals, which remove carbon from the air. These technologies exist today, although at a small scale. In the coming decades they will grow to create a global carbon market.

At Stansted we are already seeing the benefit of the introduction of the new generation of more modern and fuel-efficient aircraft. As our airline partners continue this transformation, we expect to operate an increasingly fuel efficient fleet of aircraft. The potential to accommodate more passengers beyond 43mppa on the same number of flights, would be a further step in carbon emission efficiency.

Monitoring and Reporting

Our reporting is at MAG Group level but includes detailed information for London Stansted Airport. We will continue to publicly report our net Scope 1 and Scope 2 emissions as well as the Scope 3 emissions for the wider operation of London Stansted Airport. Our reports follow recognised reporting frameworks and are independently assured. These independent reports are aligned with international reporting standards such as the Global Reporting Initiative (GRI).

Climate Change Resilience

Whilst we have a commitment to achieve net zero carbon by no later than 2038, we are also preparing the airport for the effects of climate change. We regularly assess the impact and the effects that a changing climate and more severe weather effects could have on the airport. We have developed an action plan that identifies the physical effects of climate change and mitigates the risks to our business. Some of the risks that we have identified include the physical damage to our buildings and infrastructure because of more severe and frequent storms, and the effects of greater rainfall intensity of the airport's drainage systems. As we are an element of strategic national transport infrastructure, the climate change adaptation and reporting process is overseen by Defra. It is a requirement for major UK airport operators, and it feeds into national climate change adaptation strategy and policy. The adaptation reports also identify the actions that we can take to minimise the risks and unlock any opportunities that may arise from climate change. We prepared our third climate change adaptation report in 2021 that was published by Defra in January 2022[23]. Our climate change adaptation reports will continue to be prepared to meet Defra's requirements and timescales.

AIMS

- We will achieve net-zero for our Scope 1 and 2 carbon emissions by 2038 at the latest, and net zero carbon will be maintained thereafter.
- We will maintain London Stansted Airport's carbon accreditation with independent auditing and certification.
- We will continue to review our climate change adaptation risk assessments and to report the progress that we have made in managing and minimising the physical risks presented by a changing climate. Our assessments will be submitted to Government to inform national climate change adaptation planning.
- We will ensure that our new developments incorporate measures and capacity to ensure a long-term resilience to the effects of a changing climate.
- We will continue to work collaboratively with our business partners to support decarbonisation across the airport including the transition to alternative fuels, supporting infrastructure, energy efficiency and the transition to renewable power.
- As part of our net zero carbon programme, we will set targets to ensure a continual improvement in energy efficiency, these will include our overall use of energy and the efficiency of the use of energy on the airport site.
- We will maximise the use of renewable energy for London Stansted Airport's infrastructure to achieve a minimum target of 30%.
- We will continue to improve our energy metering, monitoring, and reporting across the site and develop the options for smart metering across the site over the next five years. Our target is that 90% of the energy used at the airport is to be sub-metered by 2028.
- As part of the wider MAG targets, we will maintain ISO 50001 accreditation for our energy management processes.
- We will work with our aerospace and airline partners to support the transition to net zero flights by 2050. This will include:
  - Delivering our Future Airspace Programme.
  - Playing a full role in supporting UK production of sustainable aviation fuel (SAF), maintaining our commitment to provide airlines operating at our airports with a financial incentive to go beyond the requirement of the UK sustainable aviation fuel mandate.
  - As part of the MAG-wide programme, offer five years free landing fees for the first aircraft operating at the airport, and for the first transatlantic operation by a zero-emission aircraft.
  - Working with regional partners to integrate our airports into the developing hydrogen distribution network, and safeguarding land for hydrogen storage and distribution.
  - Working with partners to inform the national policy framework.
- We will incentivise the use of alternative zero-emission vehicles on the London Stansted Airport site, including the development of the charging facilities, infrastructure, and the networks to support the use of electric vehicles and hydrogen power.

[23] Climate adaption reporting third round: Manchester Airports Group (East Midlands, London Stansted and Manchester Airports), Department for Environment, Food & Rural Affairs

Air Quality

Context

Air quality has always been an important and complex issue for the communities around London Stansted Airport.

Local air quality can be affected by several different emissions that, in high concentrations, can be harmful to human health and nature. The pollutants of concern nationally are principally those that are produced because of combustion, and they include oxides of nitrogen (NO_x), particulate matter (PM_{10}, $PM_{2.5}$), oxides of carbon (CO and CO_2) and ozone (O_3). At London Stansted Airport we have monitored, reported, and managed local air quality within the airport site for many years, and our long-term monitoring consistently shows that the levels of airborne pollutants are well within the appropriate standards at the perimeter of the airport. We will seek to minimise emissions and ensure that concentrations of pollutants continue to remain below the relevant national thresholds.

The main sources of airport emissions are:

- Passenger and staff journeys.
- Aircraft engines, Auxiliary Power Units (APUs) and aircraft engine testing.
- Emissions from airport operational vehicles.
- Power generation equipment including boilers and diesel generators.
- Evaporation of aircraft and vehicle fuel.
- Other airport activities including aircraft fire training.

The International Civil Aviation Organisation (ICAO), alongside DfT Air Navigation Guidance 2017, has identified that emissions from aircraft operations are only an air quality concern at ground level when they occur below 1,000 feet. Because of this, we only monitor air quality on and immediately around the airport site.

Road traffic is the greatest single contributor to emissions that affect local air quality in the area around London Stansted Airport; around 12% of the road traffic on the M11 and A120 can be attributed to the airport. Whilst vehicle standards have improved in recent years to control emissions, it is important that as a responsible business we continue to play our part in making and driving further improvements. We continue to encourage our passengers, our on-site partners, and colleagues to travel to the airport using public transport or other more sustainable modes, supporting the switch to low-emission alternatives where possible.

We will continue to closely monitor local air quality on the airport site and seek ways to reduce the emissions from our and our partners' operations. This is an important part of our work to introduce alternative fuels for vehicles operating at the airport and vehicles accessing the site. We are actively exploring the opportunities and working with our partners to introduce vehicles that can operate on alternative zero-carbon fuel, such as electricity and hydrogen.

Legislation and Policy

National

The UK has several air quality standards that have been put in place to protect human health and the natural environment. The standards for nitrogen dioxide (NO_2) and fine particulate matter (PM_{10} and $PM_{2.5}$) have been set in the Air Quality Standards (Amendment) Regulations 2016 (limit values) and the Air Quality (England) Regulations 2000 and the Air Quality (England) (Amendment) Regulations 2002 (for air quality objectives). In the 2021 Environment Act, the Government made a commitment to examine new environmental targets, including regulations to set a target for $PM_{2.5}$. These are set out in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 sets a target of reducing levels of $PM_{2.5}$ air pollution to 10μg/m3 by 2040 and a 35% reduction in population exposure by 2040 (compared to 2018).

The 2013 Aviation Policy Framework sets out the government's policy for aviation. In relation to aviation and air quality, government policy is to "seek improved international standards to reduce emissions from aircraft and vehicles and to work with airports and local authorities as appropriate to improve air quality, including encouraging HGV, bus and taxi operators to replace or retrofit with pollution-reducing technology older, more polluting vehicles" (paragraph 3.48).

MEASURED AS	CONCENTRATION
Nitrogen Dioxide (NO_2)	
Annual mean (long term)	40 μgm^{-3}
1 hour mean (short-term)	200 μgm^{-3} (18 exceedances per year permitted)
Particulate Matter (PM_{10})	
Annual mean (long term)	40 μgm^{-3}
24-hour mean (short term)	50 μgm^{-3} (35 exceedances per year permitted)
Fine Particulate Matter ($PM_{2.5}$)	
Annual mean	20μg/m3^2

Table 7: Air Quality Limit Values (Information from Air Quality Standards Regulations 2010).

Defra's Clean Air Strategy was published in January 2019, and it aims to address the issue of air pollution, protect nature, and boost the economy. The strategy sits alongside three others (Industrial, Clean Growth and 25 Year Environmental Plan). Actions in the document include reducing emissions from various sources, such as transport, domestic activities, farming, and industry.

Local authorities assess air quality and identify any areas within their jurisdiction where air quality objectives are not being met. In these areas, a local authority is required to declare an Air Quality Management Area (AQMA) and an action plan to restore compliance. Ongoing monitoring and assessment undertaken by Uttlesford District Council has led to the establishment of one AQMA; this relates to road traffic in Saffron Walden and is unrelated to operations at the airport. An AQMA was declared in 2007 by East Hertfordshire District Council for NO_2 in a small area in the centre of Bishop's Stortford, which is also unrelated to operations at London Stansted Airport.

Managing Air Quality and Minimising Emissions

Our approach is to minimise emissions that are directly related to the airport's activity and to improve air quality at the airport where we can. To achieve this, we will:

- Continue to develop the airport's surface access strategy which promotes a shift away from private car use towards more sustainable modes of travel.
- Continue the transition to greater use of low or zero-emission vehicles that operate on the airport site and work with our airport and regional partners to develop alternative fuel and energy networks that serve the airport and the local area.
- Encourage the wider use of electric or hydrogen powered vehicles by airport passengers, on-site operators, and visitors to the airport.
- Continually review and adapt our operational practices to minimise polluting emissions.
- Work with our airline partners to incentivise the use of the most efficient aircraft and to further develop their operational practices to encourage and support the reduction in polluting emissions.
- Continue to introduce new low or zero-emission technologies across the airport site.
- Continue to monitor the key pollutants at the airport, and model future air quality to make sure that future growth and development does not compromise local air quality.

Surface Access: Road transport emissions contribute significantly to air quality across the UK. Further details of our work on surface access are included in our Surface Access Plan that is part of our Sustainable Development Plan.

Stansted Vehicle Fleet: A range of low and ultra-low emission vehicles are now on the market and manufacturers are working on further developments on electric and hydrogen powered vehicles. We have commenced and will look to further introduce alternatively fuelled vehicles within our fleet, and we will work to persuade third parties who operate vehicles on the airport to achieve this objective.

Aircraft: Within the airfield, aircraft exhaust emissions are the largest single source of NO_2. The extensive use of fixed electrical power units minimises the use of aircraft auxiliary power units (APUs), which can be an important source of pollutants. In the longer term, technological advances are the key to reducing aircraft emissions. ICAO set emission standards for aircraft and engine manufacturers when they occur below 1,000 feet above the ground.

Monitoring and Reporting

Air quality has been monitored at London Stansted Airport since 2006 and has focussed on the three main pollutants that are of the greatest interest and importance.

- Oxides of Nitrogen (nitric oxide (NO) and nitrogen dioxide (NO_2)).
- Particulate matter (PM_{10}).
- Particulate matter ($PM_{2.5}$).

There are two fixed air quality monitors within the airport site and one within the north-east corner of Hatfield Forest that continuously record NO_2, PM_{10} and $PM_{2.5}$, and a network of diffusion tube monitors located at the perimeter of the airport and in Hatfield Forest that also measure levels of NO_2. The diffusion tube monitoring provides an estimate of the average monthly concentration levels.

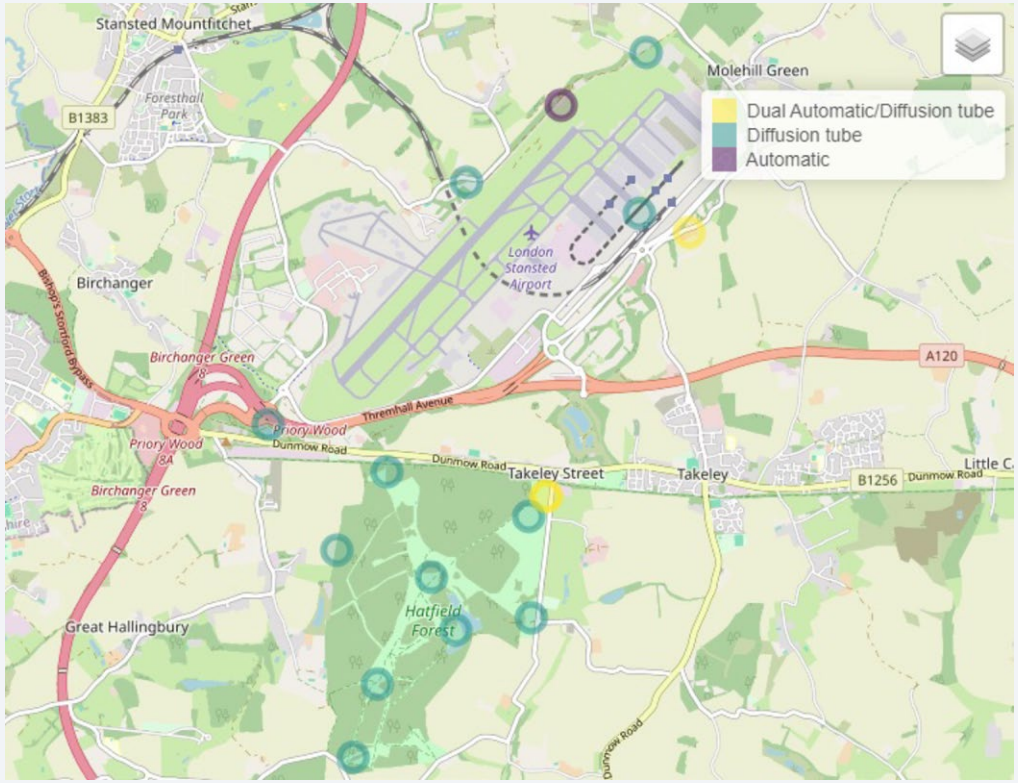


Figure 14: Location of the air quality monitors across the airport site. Source: Annual Air Quality Report, Ricardo.

The graphs to the right show the air quality monitoring results and that the concentrations of $PM_{2.5}$ and PM_{10} have consistently remained within the relevant air quality limit value at the fixed monitoring locations.

$PM_{2.5}$ CONCENTRATION 2019, 2022 & 2023

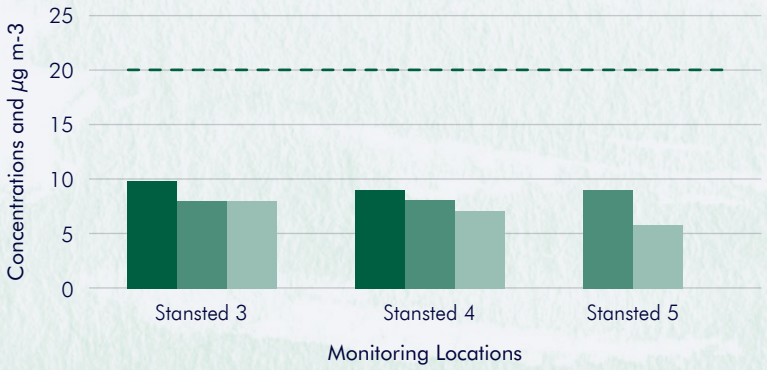


Figure 15: PM2.5 Concentration 2019, 2022 & 2023.

PM_{10} CONCENTRATION 2019, 2022 & 2023

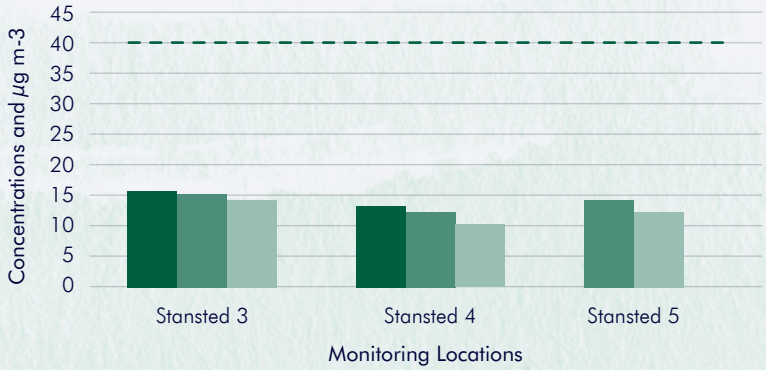


Figure 16: PM10 Concentration 2019, 2022 & 2023.

Figure 17 shows the air quality monitoring results and that the concentrations of NO_2 have consistently remained within the relevant air quality limit value.

NITROGEN DIOXIDE (NO_2) CONCENTRATION 2019, 2022 & 2023

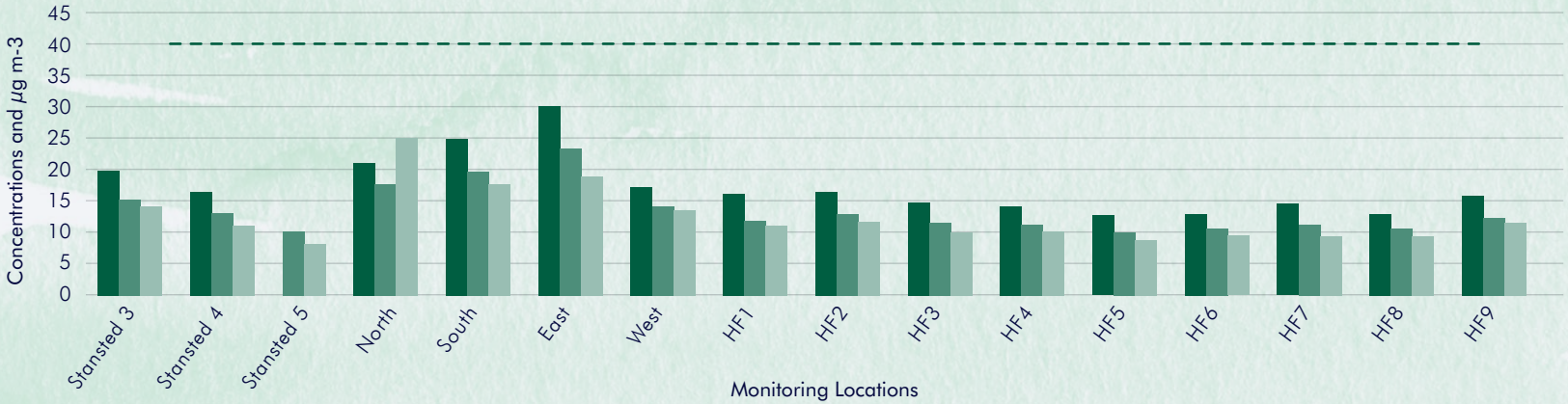


Figure 17: Nitrogen Dioxide (NO_2) Concentration 2019, 2022 & 2023.

KEY

2019 2022 2023 Limit

*Data from Stansted 5 at Hatfield Forest has not been captured in 2019 due to being installed in 2020.

The further growth of operations and activities at London Stansted Airport has the potential to increase emissions into the air. However, more modern vehicles and newer aircraft engines are considerably cleaner and produce far fewer emissions. Because of this, air quality at and around the airport will continue to remain well within government guidelines. We will continue to work to reduce the effects that our emissions have on local communities and the local environment, and we will use reduced charges to encourage airlines to operate more modern aircraft into and out of London Stansted Airport.

There are not expected to be any significant increases in emissions and / or changes in local air quality from the operation and the future growth of the airport. The airport's long-term growth and operation will remain within the already approved 274,000 annual aircraft movements, and the controls and the mitigation to offset the impacts of this growth is set out in the legally binding 2021 Section 106 Agreement. This is in line with national and local policy, alongside the statutory requirements on air quality.

We will review these controls and mitigation requirements to take account of the additional journeys associated with an increase in passenger throughput above 43mppa.

Despite further passenger growth beyond 43mppa and the additional vehicle trips associated with this, these would likely take place in the 2030s where the impact of the government's policy to move away from combustion engines is likely to have substantially reduced the emissions of car travel.

Our air quality monitoring programme will also continue and will be kept under review to ensure that the controls and mitigation in place remains appropriate and effective for the airport's long-term growth.

AIMS

- We will continue to monitor and annually report air quality in the vicinity of the airport in the form of:
  - Continuous monitoring of NO_2, PM_{10} and $PM_{2.5}$ at two fixed sites within the London Stansted Airport boundary.
  - Continuous monitoring of NO_2 and PM_{10} at one fixed site within Hatfield Forest.
  - Diffusion tube monitoring of NO_2 at no less than four locations within the London Stansted Airport boundary and within Hatfield Forest and Eastend Wood.
- We will use our published aeronautical fees and charges to encourage and incentivise the operation of modern and low emission aircraft at the airport by 2038.
- We will transition to a fleet of ultra-low emission vehicles, so that 100% our fleet of vehicles operating at the airport will be ultra-low emission by 2030.
- We will work with the airlines and our business partners to further develop our operational controls and procedures to minimise emissions from aircraft on the ground and support equipment.

Noise

Context

For communities that are close to the airport, the noise from arriving and departing aircraft can be intrusive and disruptive, particularly at night. The main source of airport noise is from aircraft in the air and on the ground. Other sources of noise include road traffic, ground support equipment, or construction activity.

MAG and London Stansted Airport have a strong track record of taking action to reduce the environmental impact of our operations. Our long-term commitment remains 'limit and reduce where possible, the number of people affected by noise as a result of the airport's operation and development'. The noise management measures and the mitigation schemes that we have in place are detailed in our latest Noise Action Plan.

Legislation and Policy

International

The International Civil Aviation Organisation (ICAO), a UN body, is responsible for establishing the technical standards for aviation at a global level ensuring there are common practices relating to the certification and operation of aircraft and airports across the world. After a standard has been agreed by ICAO, it is put into national standards and policy by each ICAO member state. In the UK this process is overseen by the CAA. ICAO has also set an approach to managing noise which has been adopted world-wide. This 'balanced approach' has four key components.

Figure 18: ICAO Balanced Approach.

National

The Aviation Policy Framework (APF) reinforces the Government's commitment to adopting the ICAO 'balanced approach' and has an overarching objective '…to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise'.

The Aviation 2050 Green Paper included an amended noise objective that sought to "reduce total adverse effects on health and quality of life from aviation noise" and in March 2023, Government released a policy paper that restated the overall objectives that are:

- "The government's overall policy on aviation noise is to balance the economic and consumer benefits of aviation against their social and health implications in line with the International Civil Aviation Organisation's balanced Approach to Aircraft Noise Management. This should take into account the local and national context of both passenger and freight operations and recognise the additional health impacts of night flights.
- "The impact of aviation noise must be mitigated as much as practicable and realistic to do so, limiting, and where possible reducing, the total adverse impacts on health and quality of life from aviation noise.".

London Stansted Airport is one of three London airports that are 'designated' by the UK Government for noise controls. These noise controls include noise abatement requirements, limits on the number of night flights, and restrictions on the operation of noisier aircraft types at night. We also operate within the noise controls that are set out in its planning permission for growth to 43mppa.

Local

Uttlesford District Council is the local planning authority that covers the airport. We are working closely with them in the preparation of their Local Plan.

The airport is subject to a number of planning conditions, most notably an annual limit on aircraft movements of 274,000 and an associated noise contour area (57dB$_{Laeq}$,16h) of 33.9km^2 for operations up to 35mppa. Beyond 35mppa, the condition as part of the 2021 planning permission applies limits for the 54dB$_{Laeq}$, 16h of 54.5km^2 and 48dB$_{Laeq}$, 8h of 74.0km^2. These areas reduce further as we approach 43mppa.

London Stansted Airport Noise Action Plan

The major airports in the UK are required by the Environmental Noise (England) Regulations 2006 to prepare a Noise Action Plan (NAP) that sets out the approach and the measures to manage and control aircraft noise and disturbance. It will include details of all our noise related targets and commitments and reports the progress that we have made against achieving them and is revised every 5 years based on the latest round of noise mapping data supplied by Defra.

Consultation on the revised London Stansted Airport Noise Action Plan has taken place, and it is expected the updated plan that resulted was formally adopted by Defra in October 2024.

Noise Mapping

Under the Environmental Noise (England) Regulations 2006, as amended, noise mapping is carried out for an average day (January to December) for each of the following periods.

- L_{day} – the level in the day, 7am to 7pm
- $L_{evening}$ – the level in the evening, 7pm to 11pm
- L_{night} – the level at night, 11pm to 7am
- L_{den} – the level over 24 hours

The L_{den} figures are produced by combining those for L_{day}, $L_{evening}$ and L_{night}. To take account of the fact that noise is considered to be more disturbing at certain times of the day, before the L_{day}, $L_{evening}$ and L_{night} values are combined to produce the L_{den} level, a weighting of 5dB is added to the evening values and 10dB is added to the night values. The noise mapping results are shown as noise contours.

Noise Contours

In the same way that geographical maps use contours to distinguish between high ground and low ground, noise maps use contours to identify those areas that are louder or quieter.

Our noise maps and contours are produced by the Civil Aviation Authority. The modelling uses the number and types of aircraft, where they are flying, and the time of day or night, to model the noise on the ground around an airport.

Our Approach to Noise Management

Our long-term aim is to *'limit and reduce where possible, the number of people affected by noise as a result of the airport's operation and development.'*

Key aspects of our noise controls are:

Departing Aircraft

Noise from low-level departing aircraft has the greatest noise impact for communities living close to the airport. Departure noise can be influenced by where the aircraft fly, or the lateral and vertical position of the aircraft relative to local communities. The types of aircraft using the airport is also important in reducing departure noise levels, particularly the use of the latest available aircraft types.

Noise Preferential Routes (NPRs) concentrate departing aircraft away from densely populated built up areas, wherever it is possible to do so. Departing aircraft are required to remain within an NPR until they have reached a minimum altitude of 3,000ft or 4,000ft depending on the route and time of day. Track keeping performance is monitored and routinely reported with a target of 95% of departing aircraft remain within the NPR; in 2023 the airport's track-keeping performance was 99.8%. Aircraft flagrantly or persistently operating outside the NPR can receive a financial penalty.

Continuous Climb Operations (CCO) enable aircraft departing from London Stansted Airport to keep climbing after take-off until they reach their cruise altitude. By eliminating periods of level flight, this allows the aircraft to climb more smoothly which in turn will use less fuel and reduce local noise disturbance.

To encourage departing aircraft to be flown in the quietest possible way, we operate a system of noise penalties. For daytime departures (07:00–23:00) the maximum level is 89dBLmax with the more sensitive night-time limit (23:00–07:00) at 84dBLmax. All financial penalties are donated to the Stansted Airport Community Fund.

IN 2023 THE AIRPORT'S TRACK-KEEPING PERFORMANCE WAS 99.8%

Arriving Aircraft

Unlike take-off, where the bulk of the noise is produced by the engines, when an aircraft is on approach to land, engine and airframe noise contribute equally to the noise level.

We promote the use of Continuous Descent Approaches (CDA); a smooth arrival profile that eliminates any segments of level flight as an aircraft descends towards the airport, minimising periods of level flight which can increase engine thrust and noise. Pilots plan the most efficient rate of descent, which can reduce arrival noise by up to 5dB as the aircraft remain as high as possible for longer, with reduced periods of engine thrust. In 2022, 95% of arrivals to Runway 22 (the most used runway direction) were CDAs.

Due to the current configuration of the airspace around Stansted there are constraints on the ability for aircraft to fly a CDA on approach to Runway 04. We monitor compliance at night (23:30–06:00) where there are less aircraft operating and have a target of 65%. In 2022, only 64% of arrivals on Runway 04 at night were able to fly a CDA. It remains a long-standing objective to enable all aircraft to fly a CDA to this runway and is an objective in our future airspace programme.

Aircraft on the ground

Ground noise is generated by taxiing aircraft, the use of Auxiliary Power Units (APU) to provide electricity for the aircraft systems when on stand, and by the testing of aircraft engines. For areas of the airport site, especially where there are residential properties close by, ground noise can be a source of disturbance.

Contained within the Noise Action Plan, there are policies and operational restrictions in place at the airport to minimise the effects of noise generated by aircraft on the ground, the use of engine reverse thrust on landing, aircraft engine testing and the use of fixed electrical ground power instead of an aircraft's APU.

Night Noise

We have an established set of noise controls that are intended to incentivise the operation of the quietest aircraft and to minimise the effects of aircraft noise on local communities at night (23:00–07:00). As a designated airport, most night noise restrictions are set by government. These include movement limits, setting a maximum limit on the number of aircraft movements that are permitted at night and a quota count, assigning each aircraft operation at night a value of quota points, with noisier aircraft attracting a higher points value and quieter aircraft assigned a lower or zero rating.

As summarised earlier, when granting planning permission for the airport to grow to 43mppa the planning inspector imposed a limit on the night noise contour at Stansted. In order to ensure that airport operations are contained within this noise contour, from summer 2026 the airport will apply an additional quota count limit to aircraft operations at night. This limit will be additional to the limits imposed by the Government.

Noise at Source

The most effective way to manage aircraft noise is through the operation of the most modern and the quietest aircraft. The continued evolution of aircraft technology, particularly the design of engines has significantly reduced the levels of noise generated by the latest aircraft types. The major operators at London Stansted Airport have and continue to make substantial investments in the latest aircraft technologies with increasing numbers of Boeing 737-MAX8 and Airbus A320neo family aircraft operating from the airport. We have a range of incentives in place to encourage airlines to use their most modern and quietest aircraft on services from London Stansted Airport.

Land Use Planning and Management

We work closely with the local planning authorities in the preparation of their development plans (Local Plan). This is an element of the ICAO Balanced Approach, helping shape local policy to avoid noise sensitive development in areas affected by the higher levels of aircraft noise. We provide aircraft noise contours to the local planning authority to help them in their consideration of planning applications for a range of developments in the local area. We monitor applications for developments in areas close to the airport and give the local authority information on noise issues and sound insulation where appropriate.

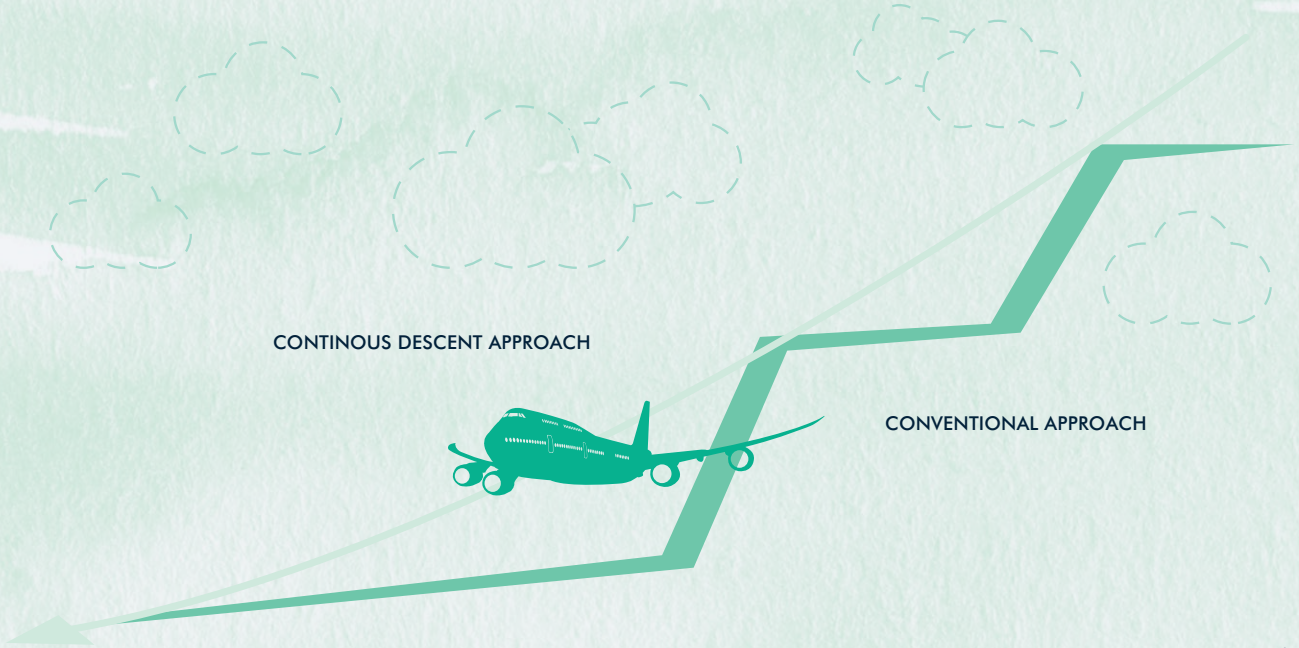


Figure 19: Continuous Descent Approach.

Mitigation

Our original sound Insulation Grant Scheme (SIGS) commenced in 2004. SIGS is an offer of grants for sound insulation to those who are most impacted by aircraft noise. In 2022, we launched an enhanced SIGS which:

- Covers a larger geographic area, meaning more households are eligible.
- Takes account of additional noise metrics. The previous scheme provided support to those within the 63-noise contour (63 dB $L_{Aeq\ 16h}$) whereas the enhanced scheme provides support to those in a much lower noise level within the 57-noise contour (dB $L_{Aeq\ 16h}$). More residents are therefore eligible than under the original scheme.
- Removes the need for the householder to contribute; we pay 100% of the costs up to the qualifying contribution amount; and
- Is based on a tiered system to provide the highest funding for the noisiest areas to support those who are most impacted.

Within the qualifying areas the contribution ranges from £5,000 to £10,000. In addition to residential properties, the scheme also offers acoustic insulation to other noise-sensitive buildings such as schools and hospitals, exposed to medium to high levels of noise (63dB(A) L_{Aeq} or more). Further details of the scheme and an understanding of a resident's eligibility can be found at https://www.stanstedairport.com/community/noise/.

Our Community Fund is also designed to support projects across a wide 'area of benefit' around the airport (see Figure 22 within the Community section). We will provide £150,000, increasing annually to reflect inflationary changes, every year to the Fund for the next 10 years to help support not-for-profit organisations operating within a wide area around the airport that are affected by aircraft noise.

In addition, we donate the money we received from airlines subject to departure noise or track compliance fines. Further details are set out in the Community section of this plan.

Monitoring and Reporting

The airport has a modern and sophisticated Airport Noise and Operations Monitoring System (ANOMS). Our systems monitor and report on noise from aircraft and check and record the path of every aircraft arriving at or taking off from the airport. As well as recording individual events, our systems help us understand trends, compare performance, and provide robust data for noise modelling. We invest in this system to ensure it is continually improved to meet best practice.

Since 2012, we have published a noise abatement compliance report, which is shared with the Noise and Track Keeping Working Group (NTKWG) and published on the airport website and includes the four main AIP noise abatement targets; departure noise, 1,000ft, CDA and track keeping.

We have also established a Flight Evaluation Unit (FEU); an internal resource who produce a comprehensive report quarterly that illustrates performance and compliance against key performance metrics.

The publication of flight path maps details arrivals and departure tracks into and out of Stansted and the number of aircraft flying these routes. These maps are produced independently by the Civil Aviation Authority every 2 years and the 2022 maps are now available on our website.

The airport has maintained its ISO 14001 accreditation in environmental management, and as part of this our noise management system is subject to periodic review.

We have a long-established community noise monitoring programme, involving siting one of our mobile noise monitors in an agreed community location that is usually further away from the airport than our fixed noise monitors. The locations of community noise monitoring are discussed at our Noise and Track Keeping Working Group (NTKWG), where location requests from complainants, local residents, and parish councils are considered. The reports generated from the data gathered are prepared independently, published on the airport website, and sent to the local community where the monitoring was undertaken.

There are a range of daytime and night noise controls already in place that are related to the growth in the number of aircraft movements up to 274,000 a year. There is not expected to be any significant change in the noise climate from the long-term growth of the airport above 43mppa as this would be contained within the existing limit of 274,000 aircraft movements and airlines continue to upgrade their fleets with quieter and more fuel efficient aircraft. The airport's noise controls will be kept under review and consideration will be given to future mitigation, as and where appropriate. The airport's Noise Action Plan will be updated and consulted on routinely to manage the impact of any changes.

AIMS

- We will continue to ensure that the daytime noise contour (57 dB $L_{Aeq,\ 16h}$) does not exceed an area of 33.9 sq.km for operations up to 35 million passengers a year (mppa). Beyond 35mppa, the daytime noise contour (54 dB $L_{Aeq\ 16h}$) shall not exceed 51.9 sq.km and the nighttime noise contour (48 dB $L_{aeq,\ 8h}$) shall not exceed 74.0km^2. for operations up to 43mppa.
- In 2026 we will undertake a survey of our airlines and the companies which support airlines' ground operations, aiming to further minimise the noise impacts of aircraft on the ground.
- We will maintain a target of 99% of departing aircraft will remain within our noise preferential routes, and that compliance will meet or exceed 95% for each individual route.
- We will maintain the night-time departure limit of 84dB and will apply a surcharge to flights that exceed this limit.
- We will provide financial assistance for insulation to those most impacted by aircraft noise through our Sound Insulation Grant Scheme (SIGS).
- We will additionally donate all the money we raise from noise-related penalties to the London Stansted Airport Community Fund.
- We will continue to hold our Noise and Track Keeping Working Group quarterly and produce an update, published on the website, which will include information on key performance indicators, such as continuous climb departures, track-keeping, noise violations, continuous descent approaches, performance-based navigation and night operations, including dispensations.

Water Management

Context

Large volumes of water are used each year at Stansted for drinking water, toilets and washing facilities. Water is also used for commercial purposes such as catering, washing of equipment and onsite airport related facilities such as hotels.

Wastewater is discharged to sewers. We actively monitor water consumption and take measures to reduce consumption through leakage repair and installation of more efficient appliances.

The airport site covers an area of some 957 hectares. With large areas of hard or impermeable surfacing such as the runway, taxiways, apron, roads, and car parks, there are ongoing requirements to control the flow of water and avoid pollution. These requirements relate to controlling the flow of water from the airport into local streams and watercourses and maintaining the quality of the water to avoid pollution and to benefit wildlife.

Rainwater discharged directly into local watercourses can carry pollutants with it, which can have potentially harmful consequences to fish and the general river habitat. We have rigorous programmes in place to ensure that we minimise this risk and comply with our legal obligations.

Stansted consumed around 645 million litres of water in 2023. Currently, all the water we use is drinking water and the majority is returned to the sewer, for treatment at wastewater treatment works operated by Thames Water Utilities.

Rainwater runoff flows into a series of on-site balancing ponds where clean water is discharged directly into local watercourses.

Our balancing ponds allow us to control the volume and rate of discharge and minimise risk of pollution.

Possible sources of surface water or groundwater pollution include:

- Chemicals used for aircraft and airfield anti-icing and de-icing
- Detergents used in aircraft and vehicle washing and general cleaning
- Chemicals and oils from aircraft and vehicle maintenance
- Silt, chemicals and fuels from construction activities
- Spillages of fuel and sewage from aircraft and service vehicles
- Leaks from storage of chemicals and fuel
- Fire-fighting foam (mainly from training).

We manage all these sources to further minimise the risk of pollution. For example, oil interceptors trap oils across the site and at our balancing pond system.

The airport has an extensive infrastructure, with around 80 miles of pipework and drains, 30 pumping stations and 50 oil interceptors across the site. These require regular monitoring and maintenance.

Our approach to the management of surface water is to provide, safely maintain, and operate the infrastructure to distribute water, drainage, and wastewater across the airport site in full compliance with the regulations and to meet our needs and those of our business partners.

Legislation and Policy

The management and regulation of the discharge of surface water to local streams and watercourses is the responsibility of the Environment Agency (EA) as set out in the Environmental Permitting (England and Wales) Regulations 2010. The EA grants environmental permits to the airport to allow us to discharge surface water into local watercourses, within tight limits on water quality.

The Environment Act 2021 brings together measures to strengthen and update the existing regulatory and long-term planning framework for water, helping to reduce environmental risks.

Thames Water applies limits to the volume and quality of discharges to the sewer of trade effluents including the residues of de-icing chemicals which are used in winter to ensure safe aircraft operations.

Compliance is regularly monitored by both the EA and by Thames Water. To ensure compliance, we systematically identify and assess pollution risks, working with our colleagues and business partners to minimise risk and develop robust contingency plans. As the owner of the airport water supply and drainage systems, we review and approve all developments and facilities that involve water and drainage systems, to ensure that new systems do not affect legal compliance and can reduce impacts where possible.

Surface Water Management

We have a complex surface water drainage system that covers the entire site and can divert water run-off from hard surfacing into large reservoirs that store surface water.

The water is monitored to ensure it is free from contamination before allowing the surface water to enter local watercourses. Discharge flowrates are restricted to prevent downstream flooding.

The airport holds an Environmental Permits from the Environment Agency who regulates the discharge of water from the site. The permits sets water quality and flow rate (or water quantity) limits that must be met when water is discharged to local watercourses.

During the winter months, for aviation safety reasons, there is a need to control ice on the runway, taxiways, aprons and on aircraft, and a range of anti-icing and de-icing agents are used. These chemicals break down when diluted but they can reduce the amount of oxygen in the water which in turn has an environmental impact. Legal water quality limits are in place and regulate the quality of surface water discharged from the balancing ponds. There are four balancing ponds (A, B, C and D) and the largest site (Pond C) has a total glycol limit related to de-icer control and an oil and grease limit. The other balancing ponds have suspended solids and oil and grease limits. All the balancing ponds have dedicated infrastructure to manage water quality pollution risks in addition to significant operational, maintenance and risk management measures in place.

Runoff water from the airfield that contains de-icing chemicals is managed on the airport site in a number of balancing ponds. This is then pumped to the Thames Water sewer system for treatment away from the airport. The clean surface water runoff is discharged to local watercourses from the balancing ponds.

Pollution Prevention

Vehicle and aviation fuels are stored on-site. To reduce the risk of pollution, processes and controls are in place to manage the way that aviation and vehicle fuels are stored and handled to minimise the potential for any risk to the local water environment. The use of herbicides and pesticides at the airport is also monitored and regulated to reduce the amount of chemicals that are used. Wherever possible we will change to products which have less impacts, and we have a process to approve products and processes for all aircraft related activities to minimise the potential for any pollution.

We will continue to progress projects to update our capacity models of surface water drainage systems and use them to inform asset capacity upgrade requirements.

Water Efficiency

We will work to be more efficient in our use of water. We have introduced water-saving measures in our buildings, and our new developments will incorporate efficiency technologies as part of our overall approach to BREEAM building standards. Our potable water efficiency measures have included the introduction of water saving technology in many of the terminal's washrooms, and we have an annual programme that monitors and sets the need for any repairs to the airport's water system. For larger development projects, we will consider options for the re-use of water and rainwater harvesting. We will also continue to manage the on-site water distribution networks to identify, manage and repair any leaks.

We are committed to becoming more efficient in our use and consumption of water. We will continue to look for opportunities to reduce the use of water across the London Stansted Airport site, and we will encourage the other on-site businesses to do the same.

Monitoring and Reporting

As part of our ISO 14001 Environmental Management System, we audit our own and our tenants' facilities and operations to check that pollution risks are controlled, focusing on bulk chemical and fuel storage tanks.

Comprehensive water quality monitoring for surface water and trade effluent discharges helps us manage our drainage systems effectively. This consists of sampling at all our outfalls to ensure compliance with our permits as well as sampling at additional points further upstream in the drainage systems as appropriate to specific identified or foreseeable additional risks. The data is used across several activities of requesting capital investment to improve the compliance and performance of our own assets, to monitor our third-party operational impacts and to measure the effectiveness of improvements made.

We also undertake an annual water leakage survey of the drinking water distribution pipework to help identify where any leaks are occurring. During this survey, specific equipment is used to listen for the sound of leaks and locate them, which allows for targeted excavations of pipework and subsequent repairs of leaks to be carried out. This allows for more efficient and timely repairs.

AIMS

- We will maintain a water quality monitoring scheme for local watercourses that are close to the discharge points from the airport site, in particular Great Hallingbury Brook and Pincey Brook.
- We will collaborate with 3rd parties operating on our airport to identify and minimise sources of pollution and their potential impact.
- We will continue to monitor and identify areas where the effectiveness of our spillage management and reporting processes can be further improved.
- We will undertake technical evaluation of opportunities for de-icer management to balancing pond impacts.
- We will explore and implement opportunities to further reduce water consumption.
- We will explore and implement opportunities to improve the surface water quality, including opportunities for sustainable systems in an airport context.
- We will explore and implement opportunities to remove trade effluent discharges where alternative approaches can be implemented.
- We will ensure water stress and surface water issues are included in our climate change adaptation plans.
- We will continue to work with water companies (water supply company and sewerage company), regulators and other key local stakeholders to improve responses to capacity, drought or other contingency events and further develop these measures and include them in the climate change plan. We will also identify and seek funding for the capital investment required to support these activities.
- We will continue to undertake annual leakage monitoring of the water distribution pipework to reduce the amount of water lost due to leaks and we will seek to implement recommended opportunities (as identified in the 2023 survey) over the next 5 years into a holistic plan for the entire water distribution system.

Recycling and Resource Efficiency

Context

Airports are comparable to small towns with regard to the range of businesses and activities. All these activities generate waste as well as opportunities for reuse and recycling.

We know our passengers and business partners care about how much waste we generate and how much we can reduce, re-use or recycle and we work closely with our partners to manage our waste in a responsible way. There are over 200 businesses that have operations on the airport site. Waste is generated by the following activities:

- Aircraft cleaning, servicing, and catering.
- Cleaning of buildings and offices.
- Office administration.
- Terminal retail, catering, and cleaning.
- Maintenance activities and workshops which can include hazardous wastes.
- Cargo handling.
- Security search areas where passengers are required to surrender prohibited items.
- Other business partners at the airport such as hotels, aircraft hangars and equipment and vehicle servicing companies.
- Construction activities.

The type of waste that is generated includes packaging, food, newspapers, pallets, metals, construction, and green waste. Additionally small quantities of hazardous, clinical, and liquid wastes are generated. We collect, sort and manage waste internally and there is both a landside and airside on-site waste facility that is also used by several other on-site businesses. We have an on-site contractor who then picks the waste up to take it off-site. Working with our partners, we continually seek to minimise the amount of waste generated across the site, and we take active steps to recycle as much of our waste as we can.

Following the introduction of the EU–UK Trade and Cooperation Agreement in January 2020, aircraft cabin waste originating from Europe has been reclassified, reducing our ability to recycle it. Because of this change, all food and drink containing animal by-products that is no longer intended for human consumption is classified as International Catering Waste. Government legislation require this waste, along with any other waste that is collected with it, to be disposed of instead of being recycled, as would have happened previously. To comply with these new regulations, we now must send this waste to incineration. We are working with regulators and our waste operators to identify how we can address this going forward.

Stepping away from the traditional linear waste economy (make, use, dispose), we are looking to move into a maintaining a more circular economy. In this alternative concept, rather than waste historically being seen as the end of the stage process, it is instead considered more as one transformation in a product lifecycle. We can therefore look to change waste into a new product for use instead of simply disposing it.

Activities at the airport in 2022 produced a total of 4,345 tonnes of waste throughout the airport of which 79% was recycled. Internally we collected, processed, and recycled 48 tonnes of plastic bottles and we recycled an estimated 1,893,253 single use drinking bottles. We also segregated 241 tonnes of cardboard and 218 tonnes of glass bottles were collected and recycled.

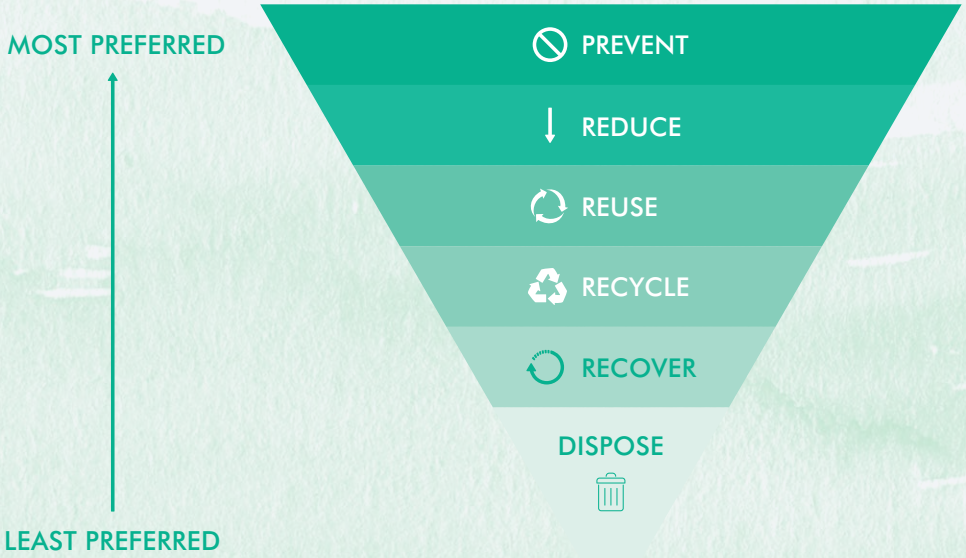


Figure 20: Waste Hierarchy.

Legislation and policy

The Environment Act 2021 is part of the new legal framework for environmental protection, given the UK no longer comes under EU law having left the European Union. The Act gives wider ranging powers to make regulations about who producer obligations should apply to and which products or materials should be covered. These powers are intended to prevent waste/reduce the amount of a product that becomes waste and increase re-use, redistribution, recovery, and recycling.

Aircraft cleaning waste is subject to additional controls to prevent the spread of animal diseases. Any waste from outside the UK that contains certain food items or ingredients is considered "Category 1 International Catering Waste" (Cat 1 ICW). There are tight controls on the storage, transport, and disposal of this type of waste, which must go directly to a specifically licensed landfill or incinerator. Any recycling or recovery of this waste must be undertaken within the controls set by the legislation and DEFRA's guidance.

Managing Recycling and Resource Use

Our Strategy

At London Stansted Airport, we send zero waste direct to landfill; a standard that we are determined to maintain, and to support this we will explore the achievement of external accreditation.

We will continue to work with our business partners. This will include continuing to provide convenient collection facilities, incentivising recycling, and waste reduction financially, and working with airlines and organisations such as Sustainable Aviation to help recover more recyclables from cabin waste. As a company, we will encourage colleagues to participate in recycling through our 'Vision Green' awareness campaign, and by including waste and recycling objectives in the design of new developments. We supply the local food banks in Uttlesford, Bishop's Stortford, Braintree, and Harlow and in total provided 21 tonnes of tinned food and toiletries in 2023.

We manage waste in accordance with the principles of the waste hierarchy. We provide an airport wide waste collection and recycling service which our business partners can subscribe to. We encourage recycling and we have built recycling and landfill diversion targets into our waste contracts. Currently, the stipulation is that 80% must be recycled, with the remaining 20% covering Category 1, hazardous waste and composting.

We recently opened an on-site Materials Recycling Compound where waste is taken for processing. This will significantly improve the range of materials which can be collected. There are also plans to invest in equipment to bale recyclable and compact waste to reduce costs from transport and enable us to obtain income for some materials especially cardboard, paper, and plastic bottles.

Reduce

Where possible we seek to eliminate waste generation in the first place. This can be challenging, as a large proportion of waste is generated by our business partners and in public and passenger areas.

We provide information to passengers on security restrictions to minimise the need for them to discard prohibited items, such as liquids. Mixed waste from the security search area is sorted to separate any recyclable or hazardous waste items.

Drinking water fountains are located throughout the Terminal alongside information on how to bring reusable bottles through security. Our Escape Lounges now have a chilled water tap and soft water dispensers available for customers and have moved to more draught beer which has considerably reduced the quantity of bottled drinks handled and thereafter, disposed of.

Working with colleagues and our business partners is also a key part of our strategy to reduce waste through procurement decisions and project design.

Reuse

Waste reuse is where waste materials can be used again without the need for re-processing. Key opportunities for reuse are in construction activities and in the reuse of packaging. Reuse of construction materials on site also reduces the number of vehicle movements required to bring construction materials onto site. Other initiatives include working with retailers to encourage the re-use of metal cages and pallets and removing good quality wooden pallets for reuse.

Recycle

We have a comprehensive recycling programme. We provide recycling bins across our terminals, piers, and offices as well as separate collection of other materials such as glass, metal, and wood. We support on-board recycling schemes implemented by some airlines and are working towards the airline's pre-sorted recyclables being sent away to a material recovery facility where they will be re-purposed. Additionally, we are working to increase the amount of aircraft cleaning waste that is recycled.

We collected, processed, and recycled 48 tonnes of plastic bottles from the airports waste collection service. We also provided some 350 discarded pushchairs to a woman's refuge in Cheltenham.

Recovery

Energy can be generated from waste through various technologies such as anaerobic digestion, incineration with energy production, and generating solid fuel from the waste. Where separate collection of dry recyclable materials is not practical, we send waste for energy recovery such as to a mechanical biological treatment facility which extracts high calorific value material for conversion to solid fuels, or where this is not possible, to energy from waste incineration.

Monitoring and Reporting

We collect detailed information on waste generation and recycling rates which are used to understand any improvements which can be made. As part of the ISO 14001 and 15001 certifications, our waste management practices are audited on an annual basis. Further details are in our annual Corporate Social Responsibility Report and the aircraft waste recycling programme is also reported through Sustainable Aviation.

AIMS

- We will prepare a MAG reduce, reuse and recycling management strategy by the end of 2025.
- We will continue to commit to work on reducing waste, by working with key stakeholders such as retailers and utilising our consolidation centre to use reusable containers and have the ultimate aim to eliminate waste even coming to the airport in the first place.
- We will commit to investing in a new recycling focused facility over the next 5 years as part of the Stansted Transformation Programme.
- We will introduce a trial, working with airline and cleaning companies to reduce CAT 1 waste and increase recycling.
- We will look to recognise a circular economy for our waste, and support methods to take our recycled materials and use back in products on-site.
- We will eliminate single use plastics from all our MAG owned Escape lounges and reduce single use plastic within the Terminal waste disposal operation by 50%
- We will commit to work with retailers to recycle all single use plastic cups thrown away.
- We will partner with a charity to support and promote awareness of waste reduction (for example Project Ocean ZSL etc).

Nature and Biodiversity

Context

The wooded area on the periphery of the Airport (provided as part of the airport expansion in the 1980s) now provides a significant level of screening. Features of the local landscape are an integral part of the airport with woodlands, hedgerows and wildflowers grasslands extending along the road and rail approaches up to the terminal building. We will continue to ensure that the airport remains screened where this is achievable and mitigate the visual impact of buildings and ground level activities.

The loss of biodiversity is a global issue that due to its environmental and human costs affects every industry sector. Addressing biodiversity and nature conservation is also becoming increasingly important for the aviation industry and airports in the UK. Within the constraints imposed by the normal operation of the airport, we promote the development of rich and varied habitats. London Stansted Airport is in a rural location largely surrounded by open countryside and it is important that we seek to minimise the effects of the airport on the local landscape, ecosystem services and distinct local habitats. Where possible we will look to create new ecological niches for a variety of species and to protect, enhance and create high value habitats to increase biodiversity within Stansted Airport's landholdings. Working with local partners, and stakeholders, we will seek to enhance the overall ecological and landscape value of the surrounding land. We realise that data is at the heart of these decisions, and to truly quantify what we are gaining, or losing, with regards to biodiversity at London Stansted Airport, we must first create a solid baseline, including the habitats, and species that are on the airport site and on our wider landholding.

We have a responsibility to monitor and reduce our environmental impacts, and as part of the MAG Sustainability Strategy, we are developing a new MAG Conservation Strategy which will deliver measurable biodiversity improvements.

Local Biodiversity

The airport lies within the 'South Suffolk and North Essex Clayland' National Character Area Profile, which is characterised by gently undulating, chalky boulder clay plateau and complex networks of species-rich hedgerows, ancient woodlands, parklands, meadows, streams and eastward flowing rivers. We have continually ensured that we respect the unique character of and contribute to the 'South Suffolk and North Essex Clayland' character area.

There are ecologically rich habitats in the surrounding areas such as the medieval Hatfield Forest, Eastend Wood (part of Elsenham Woods Site of Special Scientific Interest (SSSI)), Coopers Fen (an Essex Local Wildlife site and site of regional importance for its physical and hydrological features), as well as other ancient woodlands, wildflower grasslands and a network of ancient hedgerows and veteran trees. We also invest in two Habitat Creation Areas (HCAs); one north of the airport, south of Belmer Road created and maintained since 1992 and the other at Monks Farm created and maintained since 2017/2018. In addition, there are several wildlife sites and protected species on the airport including some that are identified in the UK Biodiversity Action Plan (UK BAP).

There are a number of established woodlands and grasslands that are generally self-sustaining and therefore require little management, such as Stocking and Priory Woods which are also Essex Local Wildlife Sites. Across the airport site and on the immediate periphery, there are habitats that have been developed for relocation of protected species or enhanced to aid biodiversity.

Key
1. Eastend Wood, part of Elsenham Woods SSSI
2. South of Belmer Rood Habitat Creation Area
3. Monks Farm, Habitat Creation Area
4. Stocking and Round Coppice Woods
5. Priory Wood
6. Coopers Fen
7. Hatfield Forest (National Trust ownership)

Figure 21: Areas of designated and notable ecology.

The rich and varied habitats and landscape provide a range of functions. These include providing suitable habitats for various protected and BAP species such as great crested newts (GCN), bats, brown hare, breeding skylarks and badgers.

Extensive areas of internal and perimeter landscaping have been established as part of the phased development of the airport, along with areas that have been set aside for ecological mitigation. These are now well established and provide an attractive setting for the airport and its activities. The airport is generally screened from view in the surrounding countryside because of works that have been undertaken to strengthen existing planting with new planting. This has resulted in a strong visual screen in keeping with the undulating nature of the surrounding countryside and local planning policy.

Biodiversity and Aerodrome Safety

We also have safety related landscape management obligations as part of our aerodrome licence, specifically compliance to support the wildlife hazard management requirements. Compliance with this guidance is a legal requirement under Air Navigation Order (ANO) Article 208 – in the UK, specified flights for the purpose of public transport or for the purpose of instruction in flying, must take place only at a licensed aerodrome. Aerodrome licence holders should take all reasonable steps to ensure that, through safeguarding, the aerodrome and its airspace are safe at all times for use by aircraft.

To enable this, procedures are in place to manage the safeguarding process, and this includes procedures for assessing and monitoring the wildlife hazard risk. Wildlife, birds especially, waterfowl, birds in flocks and other forms of wildlife, have the potential to cause significant damage to aircraft and engines, especially turbine engines, and therefore their presence on an aerodrome and its immediate flight paths must be deterred. All reasonable measures must be taken to address those features on the aerodrome that may attract wildlife, control the existence of wildlife on the aerodrome, and, where practicable, in the vicinity of the aerodrome to prevent bird flight lines across the airfield and its approach and departure routes. Measures such as maintaining a Wildlife Management Plan to assess the wildlife strike risk and to reduce and mitigate against the risk of strikes through measures such as management of airfield grasslands to discourage bird interest (in accordance with the grass management regime as described in CAA's guidance document CAP 772 – Wildlife Hazard Management at Aerodromes), and robust mitigation of any attractive landscape features such as ponds or other water bodies to deter bird interest.

Legislation and Policy

The Government published the Environment Act 2021 which provides clear statutory targets for the natural world with the main goal being to create a circular economy that has the environment at its heart. The legislation supports the principle of increasing biodiversity through the planning process and shifts to making developers consider net gains from the land acquisition, from the design stage and beyond. New developments are now required to achieve a 10% net gain in biodiversity that can be delivered within the site or in the local area.

The Biodiversity Gain Site Register Regulations 2024 sit within the Town and Country Planning Act 1990. The biodiversity gain plans are required before development begins for the overall development and for each phase of the development. This requires that land registered as a biodiversity gain site must be enhanced and maintained for a minimum of 30 years and requires that the habitat is monitored to determine the effectiveness of the enhancement.

The 2024 National Planning Policy Framework states, "Planning policies and decisions should contribute to and enhance the local environment by…(d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures…", it also places greater emphasis on achieving a measurable net gain in biodiversity.

At a local level, the Uttlesford Local Plan promotes the concept of the airport benefitting from a significant level of landscaping, whether it is structural landscaping within the airport or the countryside beyond.

Guidance on aerodrome safeguarding is set out in ODPM Circular 1/2033 which details the process and the consultation requirements that are required by the local planning authority and the Airport. The challenge is ensuring habitat improvements do not encourage an incompatible type of wildlife in the vicinity of the airfield. Biodiversity is managed at the airport in the context of the Environment Act 2021, existing environmental legislation, Essex Biodiversity Action Plan and CAA Standards.

Approach to Managing Nature and Biodiversity

We have a long legacy of responsible stewardship and management of the airport's natural assets. Within our land ownership area, we have responsibility for statutory designated sites, protected species and mitigation areas. We also have a s106 planning obligation, as well as other existing maintenance regimes, lease obligations and legal requirements for ongoing and enhanced management of specific areas. These are reflected in our SDP, and these commitments will be carried forward into the MAG Nature Conservation Strategy.

We manage the landscape, habitats and protected species within the airport's landholdings, and where possible enhance the biodiversity value of these areas. Alongside our SDP, the MAG Nature Conservation Strategy will address how we protect, manage and enhance the nature and biodiversity of our airport site and reduce the impact of airport operations on nature. Our Nature Conservation Strategy has several themes that are:

- To manage and make the best use of our assets. Our landscapes and habitats are an asset to our environment, our local community and to our business. It is therefore important to make best use of them, protect them, and to manage them carefully and responsibly. Our landholding means that we can create, enhance and manage designated and important habitats, helping strengthen habitat and species diversity as a local nature resource.
- Ensuring the landscape in and around the airport is designed so as not to compromise aircraft safety.
- Embedding nature into our decision-making and business planning. Protecting and enhancing our landscape and the natural habitat in the local area is part of our approach to be a responsible landowner, good neighbour, and a high-quality employer.
- To contribute to our Decarbonising aviation programme as managing our landscape and habitats is part of our overall approach to carbon management.
- To create a positive setting and sense of place. Landscape and ecology contribute to the setting of the airport; its look and feel and how it fits with the wider landscape.
- Health and wellbeing, as our landscape and habitats provide access to the countryside for local communities and visitors, which is a valuable amenity.

- To provide an educational resource as there is an opportunity to use our landscape and habitats as part of our education and Aerozone programmes.
- To develop lasting partnerships, working with local Wildlife Trusts and other local groups.
- Links to national policy and the national priority to deliver biodiversity net gain as part of a sustainable future. There is also an expectation that the planning system delivers high quality and beautiful places. Our approach to managing and protecting the airport landscape is a part of this.

All grass cuttings and most of our landscaping wastes are composted at our on-site composting facility reducing the need for transport off-site and allowing the finished compost to be re-used on the site as a fertiliser. Composting also maximises the retention of carbon by returning it to the land.

Approach to Mitigating New Development

To minimise the impacts of new developments, our approach is to implement the mitigation hierarchy with all developments. This seeks to avoid and then minimise effects on higher distinctiveness or condition habitats and provides the appropriate mitigation where impacts cannot be avoided. We have historic data on protected ecological species and on-site habitats on which to draw upon. We are looking to conduct further surveys to ensure that the data and risks are appropriately quantified, and impacts measured before project design or development. Any requirements for the mitigation and translocation of protected species, including GCN, is considered at an early stage of all new development projects.

Any landscaping or mitigation will be carefully designed to avoid attracting bird species that could potentially affect the safety of aircraft.

We will provide for a net gain in biodiversity in line with legislative requirments. Where it is not possible to mitigate the impacts of development on individual sites, we will provide ecological mitigation measures elsewhere across the airport site if appropriate or off-site to fully compensate for the loss of habitat.

Monitoring and Reporting

We will proactively manage and protect areas on land in the ownership of the airport that have signi icant ecological value. For example, we manage Eastend Wood to preserve and enhance its status as a SSSI and protect the ancient wetland environment of Coopers Fen. We will also review and update our Habitat Management Plans (Coopers Fen, Eastend Wood, Priory Wood and Monks Farm and the existing Habitat Creation Area) to ensure we continue to meet our biodiversity commitments and objectives.

We will look to introduce a GCN testing regime as part of our commitment to the protection of species and minimising our environmental impact. We will broaden our monitoring of protected species on our landholdings as part of our approach to biodiversity enhancement. We will be looking to gain a more holistic overview of stagnant, and ephemeral, waterbodies across the airport, including a data and site pond audit. We will be looking at these to ensure that waterbodies that are categorised as ponds, are assessed using the Habitat Suitability Index (HSI) for GCN and ensuring that eDNA data is collected on a regular basis, at least every 3 years, to inform development and District level licensing applications if required.

The importance of baseline data, and subsequent monitoring, is being incorporated into future development planning. Full baseline data, including detailed information on habitats and conditions with the statutory metrics will be completed at Stansted Airport, guiding habitat suitability to meet the 'Biodiversity Net Gain' (BNG) requirement. The Government led BNG framework, requires that all developments, including habitats, must include an on-site biodiversity baseline report, including an assessment of the habitats and the production of a biodiversity metric with suggestions for how to achieve a net gain. We will endeavour to achieve biodiversity net gain within our landholdings at London Stansted Airport, with an understanding that BNG should be acquired as near as possible to the construction footprint, or within the local district, otherwise. We will seek to deliver BNG in line with regulations, and prioritise doing so on site as far as possible.

AIMS

- We will seek to deliver BNG in line with regulations, and prioritise doing so on site as far as possible.
- We will ensure compliance with the Biodiversity Gain Site Regulations 2024 with regards to site registration, and 30 years of management.
- We will undertake a reoccurring biodiversity benchmarking report and monitor and manage site wide biodiversity. We will be looking at increasing biodiversity in the Habitat Creation Areas.
- We will produce a Conservation Strategy. We will review and update our Habitat Management Plans and Biodiversity Action Plan by producing a Habitat Management and Monitoring Plan.
- We will manage and safeguard ecological protected areas such as Eastend Wood and Coopers Fen.
- We will continue to regularly maintain on-site habitat creation areas and wildlife areas.

Archaeology and Heritage

Context

London Stansted Airport and its surrounding area have a rich history of archaeology dating from the Neolithic Age (4000BC) through to the Second World War. Evidence exists of Bronze Age, Iron Age and Roman settlements. The area is characterised by narrow lanes connecting small, clustered settlements and farms, set within irregular field patterns and woodlands.

The airport is situated on a flat plateau of glacial boulder clay, known as the Walden Uplands. There have been archaeological excavations that have revealed pre-historic and Roman farmsteads as well as the remains of medieval homes.

Bury Lodge Hotel, a grade 2 listed building, lies within the Operational Area with many other listed buildings located in the vicinity of the airport. Special permission is needed for works to Listed Buildings and therefore any building will be fully surveyed and recorded if directly affected by any development works.

Legislation and Policy

The principal legislation in relation to archaeology and heritage is set out in The Ancient Monuments and Archaeological Areas Act 1979 and The Planning (Listed Building and Conservation Areas) Act 1990. The 1979 Act relates to ancient monuments, and it makes provision for the investigation, preservation, and recording of matters of archaeological or historical interest along with the regulation of operations or activities that have the potential to affect archaeological or heritage assets. The Listed Building and Conservation Areas Act includes special controls in respect of buildings and areas of architectural or historic interest.

The protection of the historic environment is an important element of the National Planning Policy Framework (NPPF) and its objective to achieve sustainable development. A range of guidance for the protection of archaeological and heritage assets is also provided by Heritage England and a wide range of specialist bodies.

Approach to Archaeology and Heritage

Extensive archaeological investigations have taken place at various stages of the airport's development. As part of any new development, we will consider the need for further archaeological evaluation and where possible, conserve or enhance the archaeology and heritage of the airport site.

An understanding of the historic landscape, which is relatively well preserved, has been gathered from such investigations, including field surveys and subsequent excavations, which have identified prehistoric and Roman farmsteads and the remains of medieval homes.

As part of any new developments on the London Stansted Airport site, we will consider the need for any archaeological evaluation or surveys. These could include desktop research, geophysical surveys, or the excavation of trial trenches. The nature of the survey activity will be determined by the location and the type of development that is proposed and be developed in conjunction with key stakeholders including the Local Planning Authority. The initial assessment will be used to provide a guide to the potential mitigation or protection measures that may be required. Where possible we will seek to conserve the archaeology and the heritage of the airport site.

AIMS

- We will consider the need for further archaeological evaluation where a site is to be developed and we will implement appropriate mitigation measures.
- We will retain specialist archaeological advice as part of the planning process for major new developments at London Stansted Airport.
- We will protect listed buildings in our ownership by ensuring occupation and appropriate use.
- Where required we will undertake an appropriate desk-based archaeological assessment, and where necessary carry out field evaluations that are proportionate to the significance of the heritage asset or the historic environment.

Land Quality

Context

Historic uses of land can influence its quality and can include contamination largely as a result of improper disposal of waste (both hazardous and non-hazardous), illegal dumping and littering, and industrial processes. Contamination of land could be caused by things such as heavy metals, arsenic, cadmium, and lead; oils and tars; chemical substances; gases; asbestos; and radioactive substances. Contaminated land is especially important and subject to legal processes where the substances are or could cause significant harm to people, property, or protected species; significant pollution of surface waters (lakes and rivers) or groundwater; and harm to people because of radioactivity.

London Stansted Airport is a former wartime airfield, and parts of the airport have been used for a range of activities that over the years had the potential for contamination and an effect on the land quality.

Legislation and Policy

The definition of contaminated land comes from the Environmental Protection Act 1990, and in general terms usually means land where industrial or other human activities have resulted in the presence of substances in the ground that have the potential to cause harm to human health, structures, or the environment. There is statutory guidance on how to identify contaminated land with the prevention of new land contamination being dealt with by different legislation for example water quality and waste legislation.

The local planning authority has statutory duties in respect of land quality and contamination within its area. These include an inspection function, and an enforcement function. The local authority is required to develop a strategy for inspecting its area to identify land that may be contaminated, and how that information is managed. Local planning policy relating to contaminated land is included in the Uttlesford Local Plan (Policy ENV14) and states that where land or a site is known or strongly suspected to be contaminated, a site investigation, risk assessment, and proposals and a timetable for remediation will be required.

AIMS

- As part of our development projects and other construction works on the London Stansted Airport site, we will carry out all the necessary ground investigation and land contamination surveys, and where necessary will carry out any required remedial works, to prevent harm to the natural environment.

Sustainable Construction

Context

The construction of large elements of transport infrastructure such as airports is by its very nature, a large and a significant user of natural resources. With our focus on reaching net zero carbon, and the need to minimise our use of finite natural resources, we are seeking to reduce the environmental effects of all construction schemes at the airport.

All buildings are required to comply with a wide range of building regulations and construction standards that seeks to lift the minimum levels of environmental performance. Advances in technology are also offering increased potential to reduce embodied energy use and to reduce the energy needed in new buildings.

The overall objectives of sustainable construction are to reduce the effects of new development on the environment. Sustainable construction can include:

- Minimising the use of resources and using renewable and recycled materials.
- Reducing the levels of embodied energy needed to produce building material such as concrete and steel.
- Reducing the overall energy consumption within the completed building when it is operational.
- Reducing the levels of on-site waste generated during construction.
- Protecting natural habitats during and after the construction phase.
- Reducing the emissions from construction plant, equipment, and delivery vehicles.

Legislation and Policy

New buildings in England are covered by Building Regulations that set out a range of required standards. Part L of the Building Regulations provides guidance on compliance with a range of energy efficiency measures. These include target rates for CO2 emissions, energy consumption, and energy efficiency requirements. Compliance with Building Regulations is overseen by the local planning authority as part of the planning and development process for new buildings.

Buildings and development projects can be quantified and assessed using established methodologies that consider the three aspects of sustainable construction: environmental, economic, and social. In the UK the leading and most widely used assessment tool is the Building Research Establishment Environmental Assessment Model (BREEAM). The aim of BREEAM is to assess, encourage, and reward environmental, social, and economic sustainability throughout the built environment, as well as to encourage continuous improvement in construction, building performance, and innovation.

Approach to Sustainable Construction

Our approach to sustainable construction is to shift towards renewable energy and power in the existing buildings on the airport site and reducing energy consumption and waste when developing the airport and constructing new buildings and facilities. It is an important part of our approach to decarbonising aviation that is set out in our Sustainability Strategy.

Sustainable construction at London Stansted Airport covers areas such as sustainable design, durability and asset life, energy efficiency, waste minimisation, water conservation and reuse, and the use of sustainable building materials such as recycled material where possible. We have a clear objective that our new buildings on the airport site achieve the BREEAM standard of 'Excellent'. These principles will be incorporated into construction projects including the extension to the passenger terminal that is part of Stansted Transformation or STN-TP. Parts of our approach to sustainable construction, such as water use, energy, recycling, and biodiversity are included within other topic areas in our Environment Plan.

AIMS

- All new buildings to be certified to an 'Excellent' standard by BREEAM. Where the unique nature of some airport buildings makes this impractical to achieve, our minimum standard will be 'Very Good'.
- Working with industry experts, we will apply our methodology for calculating embodied carbon to reduce the carbon intensity of a selection of our capital projects.
- We will integrate renewable energy sources into all new developments in line with our BREEAM commitments including future terminal, commercial and airport infrastructure developments.
- All our development projects have clear environmental requirements and responsibilities that will be followed by contractors working on our projects at London Stansted Airport.
- Our approach and requirements for sustainable construction is included within our procurement processes for construction and development projects.

COMMUNITY

Our Vision

We will operate and develop the airport in a responsible way, whilst recognising our impact and the opportunities that the airport brings. We will listen to the views of the local people to understand what matters most to them and ensure the airport plays a responsible role in the region it serves.

Stansted Airport is the largest single employment site in the East of England and in 2023 there were over 12,200[24] people working at the airport in over 200 on-airport companies. The airport provides a wide range of employment opportunities, and it supports economic activity throughout the wider supply chain, both within the region and further afield throughout the UK.

We recognise that the wide geographic benefits of the airport are however in contrast to the more localised impacts that our operations have on communities more local to the airport.

It is therefore important that we listen and respond to local voices to build a sustainable, successful, and inclusive business. Working positively and proactively with our neighbours, local communities, colleagues, local authorities, and other businesses on the airport site is especially important to us.

Principles

- Maintain our strong reputation for engaging and working with our local community.
- Be a good neighbour by working and engaging with local communities so that we minimise our negative impact and maximise the benefits as much as we possibly can.
- Through career and education opportunities at the airport, work with a range of partners to increase the pipeline of talent into our airport and inspire the next generation of aviation professionals.

Our Community Plan sets out our achievements to date and it highlights the areas where we intend to focus our future activity to achieve our vision and our goals.

[24] 2023 London Stansted Airport Employee Travel Survey Analysis

Corporate Social Responsibility (CSR) Our Approach

London Stansted Airport, along with East Midlands and Manchester, is one of the three UK airports owned and operated by Manchester Airports Group (MAG). MAG has set out a clear purpose that is:

"At MAG, our role is to connect our customers to the world with great airport experiences and innovative travel" underpinning this are five MAG Values, including 'Sustainable Future for All'.

Sustainability is integral to MAG's vision. We are determined to lead the aviation industry toward a net zero future, with ambitious goals to reduce emissions and create a positive impact on the environment. Through collaboration with communities and partners, we invest in initiatives that benefit people and the planet, ensuring that our growth supports long-term progress.

"We are supporting and contributing to the regions where we operate, developing sustainable initiatives with our communities to benefit people and the planet."

The latest MAG Sustainability Strategy was published in 2025, and it is intended to guide the sustainable development of our business whilst also recognising the impact of our business on the regions where MAG airports operate. The strategy is built on two strategic pillars; Protecting our environment; and Community at our core. Our approach to Community focuses upon two key areas: Opportunity for all; and Local voices.

If the Sustainability Strategy is to make a meaningful difference, and build on our earlier work, our plans, programmes, and activities must be focussed on the issues that are the most important to our stakeholders and where our interventions are needed the most. The Sustainability Strategy has been informed by an independent materiality assessment that seeks to capture the views of a wide range of stakeholders. These include our colleagues, local community partners, and people living around our airports.

We publish annual Sustainability Reports at both a MAG and at an individual airport level that follow the guidelines and standards set by the Global Reporting Initiative (GRI). The annual MAG Sustainability Report can be found here, and the most recent Stansted Airport Sustainability Report is here.

Community Impact

We have a strong reputation of engaging and working with our local community, with the MAG Aerozone and Airport Academy concepts being developed at the airport. The approach to our community activity is set out in the MAG Sustainability Strategy under the pillars of Opportunities for all and Local voices. The strategy is to:

Maximise Positive Impact:

- Employment (Opportunity for all).
- Developing the airport's public transport network (Opportunity for all).
- Inspiring young people (Opportunity for all).
- Employee volunteering (Local voices) – target for 100% of Leaders and 30% of colleagues to participate in local volunteering programmes.
- Community Fund (Local voices) – approx. £2m donated since the fund was established in 2005.

Minimise Negative Impact:

- Managing the impact of noise (Local voices).
- Sound Insulation Grant Scheme (Local voices)
- Vortex Roof Replacement (Local voices).

We will work to develop our understanding of the social value of London Stansted Airport and calculate the contribution that the airport makes across the East of England.

Opportunity for All

We are committed to creating quality employment, providing opportunities for all in a safe, inclusive, and diverse working environment. Over the last five years, society has refocussed on what forward-thinking employment practices can achieve, and it has highlighted how important it is to provide stable and meaningful jobs with good working conditions. The COVID-19 pandemic heightened this further on how business can work with schools and colleges to offer opportunity and skills for the future, the importance of good jobs and flexible working practices, as well as supporting equality and diversity.

Promoting good quality, sustainable and positive employment practices is not only the right thing to do, but it also makes long-term business sense. Colleagues who are happy at work deliver a better service to our passengers and customers and add more value to our business. Opening real opportunities at Stansted Airport for the widest range of local people means that we, and our other partners on the site, have a long-term pipeline of skilled and talented people who want to work with us and for us. We want this to be cross-generational, so that all local people feel able to take advantage of the employment opportunities that the airport offers for people across the region.

Local Voices

We want our airports to continue to work in conjunction with the communities that live closest to them. We recognise that our operation can cause local disturbance, but that the airport also brings benefits. We are committed to being a good neighbour by working and engaging with local communities so that we minimise our negative impact and maximise the benefits as much as we possibly can.

Opportunity for All at London Stansted Airport

We will create quality opportunities for work and will seek to break down barriers for everyone in our community. At London Stansted Airport we are committed to creating quality employment and believe in providing opportunity for all, in a safe, equitable, inclusive, and diverse environment where colleagues can fulfil their potential and better meet the needs of our customers. Our influence extends beyond our own business, and we want to work with all our partners on the airport site to ensure that high standards are upheld by all.

We want London Stansted Airport to be an inclusive place which represents the diversity of the East of England, developing the talent of people who work here and inspiring the next generation of aviation professionals.

MAG Connect is our award-winning flagship education and employment programme that aims to inspire, engage, and support the next generation of aviation professionals. The programme provides early inspiration to school children, skills training to current and prospective employees and it connects job seekers with work opportunities on MAG airport sites.

Education and Employment

On-Site Education Centre – The Aerozone

The Aerozone at London Stansted Airport opened in 2015. It is our on-site education centre that provides a purpose-built facility for primary-age children through to higher education to learn about the operation of the airport, the aviation and aerospace sector, and the wide range of opportunities that are available.

The Aerozone is very popular with schools and colleges with a very strong demand welcoming on average 3,000 visitors each year.

IN DECEMBER 2022, THE AEROZONE CELEBRATED ITS 20,000TH VISITOR WITH A SPECIAL CELEBRATION EVENT WITH YEAR 1 STUDENTS FROM MAGNA CARTA PRIMARY ACADEMY IN STANSTED MOUNTFITCHET AND IN NOVEMBER 2024, REACHED THE 25,000TH VISITOR.

A new, online booking system has successfully allowed us to ensure schools in priority areas, within a 15-mile radius of the airport, are given advance access to book to ensure they do not miss out the opportunity to visit.

We have also seen an increase in the number of non-mainstream groups visiting, these are students who are not in mainstream school education so may have Special Educational Needs that require specific resources, those who are home-schooled, or students in care.

The Aerozone hosts annually a dedicated Girls in STEM (Science, Technology, Engineering and Mathematics) Day, working to challenge gender bias and encourage more young women to enter the sector by giving them the chance to hear from women currently working at the airport.

Education Outreach

Since 2018, we have supported the education of over 25,000 young people through several different initiatives. We have exhibited at dozens of careers events at schools across Essex and Hertfordshire and spoken to thousands of students and their parents/guardians about career opportunities at the airport and how they can begin their journey into aviation.

We have run mentoring and work experience programmes with our partner schools (Forest Hall School and Stansted Airport College) throughout the past 5 years, supporting students outside the classroom to enhance their CVs and provide insight into the world of work.

Our mentoring programme with our partner school, Forest Hall, in Stansted Mountfitchet involves mentors working with the students to share their experiences in business and in life to help guide the students through the challenge of their exam year. This also helps them when considering their next steps as they look to the beginning of their career journey. Over the past 10 years, almost 100 students have been supported by MAG colleagues. Having missed 2 years due to the COVID-19 pandemic, the scheme relaunched in October 2022 with 10 colleagues from different areas of the airport signing up to lend their support.

London Stansted is committed to supporting the local community, and the student mentoring scheme is just one example of its dedication to education and skills.

The airport's partnership with Forest Hall School demonstrates its commitment to nurturing future talent and fostering the next generation of aviation professionals.

Stansted Airport College

In partnership with Harlow College, we have developed an on-site further education college offering courses that are focused on aviation.

Stansted Airport College is an £11 million technical skills facility dedicated to nurturing future talent that can go on to meet the needs of roles in aviation and at the airport. It is the first, and currently the only purpose-built on-site college at a UK airport. It is also the only further education centre in Uttlesford. Constructed on the current one-acre site on land made available by the airport, the project received separate grants from South-East Local Enterprise Partnership Local Growth Fund, Essex County Council, Harlow College, and Uttlesford District Council.

Courses on offer have been designed to support on-site partners and include Aviation Operations, Engineering & Aircraft Maintenance and Hospitality and Events Management. Since its opening in 2018, over 2,000 students have completed their education at the college, including 240 apprentices.

The college is at capacity, and faces growing demand given its distinct offer to local students keen to pursue a career in aviation. Together London Stansted Airport and Harlow College committed to seeing the college's impact grow and are now considering how to enlarge the existing 500-student capacity. Both organisations are exploring a dedicated education campus through expanding the existing site, bringing together the College and the airport's Aerozone. These plans would include the development of a new hangar training facility for aeronautical engineering, further facilities to enable the college to grow and enhance aviation industry curriculum, school engagement facilities and broader employer support capabilities. The college is also considering further accreditation to align its educational offering more closely with airline and pilot training programmes to help fast track student success as they pursue career opportunities in the industry.

Apprenticeships and Graduate Programmes

Our airport apprenticeship programme offers young, talented individuals the opportunity to begin their career on a structured and supported programme as an alternative to continuing in higher education. We have a proven track record in recruiting apprentices, particularly within our engineering and technical teams.

Since April 2023, we have recruited and trained 13 apprentices (part of a total of 55 across MAG), with most ending up in full time positions in the terminal and airfield operations, helping us build our talent pipeline and allowing our experienced colleagues to pass on their invaluable knowledge to their future successors.

Since 2022, MAG has recruited 18 Graduates as part of our Graduate Programme across a range of areas including operations, finance, technology, capital delivery, engineering and infrastructure, strategy and commercial development and people. Graduates are offered a guaranteed position at the end of the scheme and opportunities for further study and development.

Stansted Airport Employment and Skills Academy

When our people and local communities thrive, so does our airport. At London Stansted Airport we continue to promote quality, sustainable and engaging employment for current and future generations. We are also keen to increase the pipeline of talent into our airport, and to inspire the next generation of aviation professionals, through various free training opportunities.

The London Stansted Airport Skills and Employment Academy opened in 2008 and is an on-site employment hub for the airport and our business partners. A one-stop shop for anyone interested in on-site vacancies, it provides tailored aviation training programmes to enable jobseekers to gain relevant skills and secure employment at the airport. The Academy, delivered in partnership with Harlow College, offers funded training courses to current and prospective airport colleagues. Last year we engaged with over 8,200 individuals; helping to upskill the current workforce, prepare local people for airport-based employment and connect them with job opportunities.

The Academy team provide a bespoke recruitment service for use by other employers on the airport site and is in regular contact with on-site employers to identify recruitment needs and to create a programme of outreach activities. The team also works closely with the local Jobcentre Plus, councils, community groups and charities (for example local foodbanks) to ensure a pipeline of referrals for individuals seeking employment. Through our outreach and employment events we seek to drive recruitment in parts of the community that are currently under-represented at airports, helping to address cultural difference, lack of awareness, or where transport links are perceived to be limiting.

To enhance the accessibility of our Academy all participants can take advantage of our airport employee travel scheme, which offers discounts of up to 80% on public transport.

Running alongside our Academy, we regularly hold career events to show the region's jobseekers the huge range of jobs and free training programmes that are available at our airport. In 2023 we held four very successful jobs fairs which attracted over 5,200 people. Dozens of on-site partners attended the events to promote a huge range of roles on offer across retail, catering, border control, cabin crew, and many more.

The Stansted Airport Employment and Skills Academy website details our services to job seekers looking to get back into work and opportunities for current employees.

Meet the Buyers

Businesses across the region have continued to take advantage of the unique opportunity to become suppliers to companies in and around the airport at the annual Meet the Buyers event. The most recent event at the Radisson Blu Hotel in November 2024 was attended by 200 companies, ranging from start-ups to large companies, with several trade stands also providing networking opportunities for the companies and organisations attending the event. The six-month post event reports that £1.5m of contracts were let for local businesses as a result.

Meet the Buyers provides a platform for them to meet a wide range of businesses and showcase what they have to offer. The programme brings together local suppliers and buyers from the airport campus and the region and provides businesses of all sizes with an opportunity to pitch their products and services to senior buyers across the region. Through direct pre-qualified meetings with buyers, and pre-event seminars, the programme offers a comprehensive range of support and business development opportunities for the wider business community. A range of workshops and presentations also ran throughout the day, parallel to the event.

SINCE THE RELAUNCH OF THE FORMAT OF THE EVENT IN 2011, LONDON STANSTED AIRPORT MEET THE BUYERS PROGRAMME HAS GENERATED OVER £30 MILLION WORTH OF BUSINESS FOR LOCAL SMALL AND MIDSIZE ENTERPRISES (SMEs).

Equity, Diversity and Inclusivity

'People at our Core' is a value which sits at the heart of MAG, as a major employer we know that our business thrives because of the diverse, talents, experiences and perspectives of our colleagues. In 2025 we published our EDI Strategy, which is our commitment to creating a workplace and industry where everyone – regardless of background or circumstances – can thrive and feel valued.

We believe that it is our responsibility to drive genuine, meaningful changes to our business culture and our colleague population by focusing our efforts on equity, diversity and inclusion. Four strategic pillars: Representation and Reach, Systems and Standards, Capability and Confidence and Trailblazing and Transformation, will guide our progress across EDI over the next five years. This progress will turn awareness to accountability, with our senior leaders playing a vital role in fostering a culture of inclusion that creates positive change. We believe this is crucial to building a strong, unified culture and creating a great place to work.

With more than 7,000 people working across MAG, our colleagues represent a rich and diverse cross-section of society. We value and celebrate differences in our teams, and with this we endeavour for all colleagues to feel they belong and are valued in a welcoming, supportive and collaborative environment.

Their skills, talents and insights to make MAG a successful and inclusive business, we focus on developing diverse talent, including graduates, apprentices, women in aviation, people with disabilities, and ethnic diversity at all levels.

MAG has set up six recognised Colleague Communities, which offer deep insight into the lived experiences of our people and are evolving into key strategic partners for our business, ensuring our Strategy remains relevant, responsive and impactful. We want our Colleague Communities to be seen as a critical function of the business, just like any other department. That is why we have developed a framework that ensures each of them can create its own Charter in a consistent way.

We will participate in the Inclusive Employers Standard will enable us to benchmark our systems, standards, culture, and capabilities against similar UK organisations, providing valuable insights to monitor progress and drive continuous improvement in inclusion

We are proud that MAG is formally accredited as a Real Living Wage by the Living Wage Foundation. This accreditation guarantees that all employees directly employed by MAG receive at least the Real Living Wage, an income that covers the cost of living in real terms. The accreditation also recognises that MAG is working with businesses that provide on-site services on its behalf such as cleaning services to ensure that they also pay their staff the Real Living Wage.

Inclusive Design

It is important to us as a major airport operator that we work to provide buildings and environments that are convenient and enjoyable to use and that they are accessible by everyone. This applies to building layouts, as well as to the signage, way-finding, lighting, visual contrast, and materials. There is an opportunity to enhance the facilities and the new developments that the airport provides for its passengers and staff in a way that is more inclusive and more sustainable.

The inclusivity of our passenger facilities will be considered at the design stage of all projects and will remain integral when they are in operation. This will help us deliver a welcoming airport environment that everyone can access and travel through conveniently and comfortably. At a MAG group level, we will work with Government to support the development of a pan-sector national standard for Inclusive Transport, to achieve the highest rating across our facilities.

At London Stansted Airport we have an Accessibility Forum that informs a broad-based programme of activity to ensure that our service for passengers with reduced mobility responds to customer needs and achieves a minimum CAA rating of 'Good'. We publish our Passenger Service Standards on our website, and we monitor and report our performance against our standards to drive continuous improvement. We also undertake market research surveys to help us measure our performance.

AIMS

- We will support 6,000 students a year across our Education Programmes (Aerozone and other school support).
- 100% of people completing a MAG Connect Airport Academy programme will be offered an interview with MAG or an on-site partner.
- Our Airport Academies will support everybody who approaches us, assisting a minimum of 5000 people through the Airport Academy by 2028. At least 25% of those taking part in Academy programmes will be from groups defined as 'disadvantaged'.
- Working with our partner Harlow College, we will maintain, develop and expand Stansted Airport College to support at least 2,500 students in the next five years including 150 apprentices.
- MAG will increase the number of apprentices we recruit and work with on-airport partners to increase or introduce apprenticeship opportunities across the airport to increase this number further.
- We will continue to hold an annual London Stansted Airport Meet the Buyer event.
- On our path to be an equal, diverse, and inclusive business, we will set out our ambition and regularly report on our progress through the Stansted Airport Consultative Committee and in our annual CSR Reports (from 2024 will be called Sustainability Strategy).

Local Voices at London Stansted Airport

As is demonstrated in this plan, we are dedicated to addressing the local issues which matter most to the people living near London Stansted Airport. We are committed to engaging local voices, addressing noise and other local priorities, and providing opportunities for local people and businesses. We will continue to build trust with our communities and aim to work with them to improve their quality of life.

We believe that the success of our airport should be shared with communities across the East of England. From the start of MAG's ownership of Stansted in 2013 we have developed and worked to maintain strong and positive relationships with our local communities, especially those that are closest to the airport. Our on-going commitment is that we will listen to local people and work together to understand and resolve differences where they arise.

Investing in the Community

Stansted Airport Community Network

We have a long history of working in partnership with our airport partners to support the local community. This has been through volunteering, networking events and sponsorship support for local business groups within the community and raising the profile of employment and training opportunities for young people.

As our partner's businesses grow, we will support them to meet their own CSR goals ensuring those who live closest to the airport benefit from the wide range of initiatives and employment opportunities arising from airport operations.

Community Funds

The Stansted Airport Community Fund supports projects which help to mitigate adverse health and/ or quality of life impacts within a 10-mile 'area of benefit' radius of London Stansted Airport. The original Trust was established in 2005 with an annual donation of £100,000 per annum from the airport until its expiry in 2017 when we committed a voluntary £50,000 per annum to keep the Trust's work going. Following the 2021 permission, a new Community Fund was established in 2023 which increased the airport's annual contribution to £150,000 (enhanced by YoY CPI increases). In addition, any fines received from excessively noisy aircraft are added to the fund.

Eligible community groups can apply for funding and their request is considered by an independent committee that includes nine members who are nominated to represent Local Authorities and airport stakeholders.

SINCE THE FUND WAS RELAUNCHED IN 2022, WE HAVE AWARDED OVER £300,000 IN GRANTS TO MORE THAN 60 ORGANISATIONS WHICH INCLUDES £60,000 TO 7 LOCAL SCHOOLS TO BUILD NEW ECO-GARDENS TO IMPROVE THE AREA'S BIODIVERSITY.

Figure 22: Plan showing the 10-mile radius for CTF schemes and qualifying wards.

The Community Fund has provided £60,000 to 7 local schools to build new eco-gardens to improve the area's biodiversity.

Working in partnership with Gardena (a garden equipment company), the schools were also provided with over £1,000 worth of tools and equipment to maintain their gardens.

Further details on the schemes 'area of benefit' and how to apply can be found at Community Funds & Investment | London Stansted Airport.

Passenger Community Fund

This fund, run by airport employees, donates money to local causes within a 20-mile radius of London Stansted Airport. The money is raised from passengers' unwanted foreign currency, which is collected in the terminal. The fund was established in 1998 and since then has donated over £770,000 to hundreds of local community projects.

"We were absolutely delighted to receive this exciting grant to create an Eco-Garden for our school, St Mary's, in Saffron Walden. This award will give our pupils the opportunity to broaden their knowledge of managing and maintaining a garden and its tools safely. It will also help the children to understand where food comes from and how to eat healthily and sustainably. This new area will boost the physical and mental wellbeing of the children as well as their resilience, allowing them to connect with nature in all weathers. Thanks to our Forest School Leader and Sports Leader, Mrs McInnes as well as our Year 6 Eco Committee for putting in all of the hard work on this incredibly important project, which will have so many benefits for our school children for years to come. A truly long-lasting legacy!"

Mr Chris Jarmain, Head Teacher at St Mary's Primary.

"It was fantastic news when we heard we had been successful in applying to the Stansted Airport Community Fund. The £5,000 we have been awarded will be added to the funds we have already raised and will enable us to have our new clubhouse ready for the summer.

Our colts, adults and veterans' teams as well as the ladies' rounders team which are based here will now have excellent facilities for many years to come. The grant application was very simple, and I would certainly recommend other local groups to apply for a grant."

Hockerill Cricket Club

"Thank you so much to Stansted Airport Community Fund for their kind donation of £5,000 towards our extension project. The finished extension will provide toilets, kitchen, store and an enlarged hall and will make our weekly meeting so much easier and more enjoyable."

1st Chesterford Scout Group

Community and Local Business Engagement

Stansted Airport Consultative Committee (STACC)

STACC is the formal liaison body between London Stansted Airport and our neighbouring communities. It provides an opportunity for the exchange of information between London Stansted Airport and interested parties. STACC members act as representatives for local stakeholders, and as well as feeding back community sentiment on the impact of airport operations, they are a primary source for consultation on airport development plans.

The Committee consists of representatives from three "categories":

- Users of the airport.
- Local Authorities in the vicinity of the airport.
- Other organisations from the community surrounding the airport that have an interest in the operations (business, consumers, and community groups).

Meetings are attended by the airport's senior management team.

To enable the dialogue between the STACC and the airport, the Committee meets four times a year. There are two sub-committees known as EIG (Environment Issues Group) which focuses on environmental issues, airfield operations and noise issues and UEG (User Experience Group), which looks at passenger experience, terminal, and facilities management. Each of the sub-committees meet four times each year. These formal meetings are supplemented by a Noise Track Keeping Working Group (NTKWG) which meets three times a year to look in detail at noise issues impacting local communities.

Youth Forum

Within the 'Local Voices' commitments made in the Sustainability strategy, MAG committed to review the arrangements for consultation at its airports, including the creation of a new youth forum.

Whilst we have a long-established and highly effective education programme, when reflecting on our community engagement work, we have identified young adults as a key demographic currently missing from the consultation aspect of what we do. Our Youth Forums allow us to listen to local voices from currently under-represented stakeholders.

By engaging with local young people through a Youth Forum, we aim to:

- Ensure that local young people are better informed about London Stansted Airport as a business, major employer, travel hub and the national and international gateway to the region.
- Understand more about what young people want from the airport: what is important to them as travellers, the workforce of the future, and our neighbours
- Identify and seek to address the issues that matter most to young people living near us.

The Stansted Airport Youth Forum was established in November 2022 and will help us listen to the voices of young people in our local communities. The Youth Forum will help to shape and inform our future as a business. We expect that the Youth Forum will also provide important contributions to the STACC, helping ensure young people's voices are considered in future consultations.

In March 2024, MAG hosted an inaugural Youth Summit, which brought together around 70 young people from the Youth Forums across all three of our airports to East Midlands Airport to discuss how we are making aviation more sustainable and to generate ideas to help us shape our Sustainability Strategy for the next five years. After the event participants unanimously felt they had learned more about aviation sustainability and gained confidence in expressing their views on the future of aviation.

Stansted in the Community

- Community Outreach Events
  Listening to the local voices of our closest communities is an essential part of our business. It is only by working with our neighbours that we can ensure that the impacts that come with living close to an airport can be understood, managed, and acted upon. It is also an opportunity for us to understand how we can share the benefits of the airport's activity with local people. Every year we host a programme of Community Outreach events in the local communities around the airport. This gives us the opportunity to meet and talk directly to local people about London Stansted Airport and hear any queries or concerns in an informal way. These meetings allow for instant and valuable two-way conversations and help us shape our plans. In 2023, we ran 37 outreach events within local parishes through events, forums and charity support.

  The COVID-19 pandemic, with its public health measures, and restrictions on gatherings, meant that we had to suspend our Community Outreach meetings in 2020 and 2021.

  We restarted the programme in June 2022, and we are committed to continue our conversation with our local communities. The SDP is an important part of this programme. We will also be talking to our stakeholders and the local community as part of our Future Airspace Programme. Further details of the Future Airspace work can be found at www.stanstedairport.com/futureairspace.
- Parish Council Meetings and Parish Engagement Forum
  We believe engagement with our local Parish Councils provides an effective way for us to communicate with a wide range of residents. We will continue to meet regularly with Parish Councillors in areas most impacted by airport operations and hold a quarterly online open forum for all Parish Council representatives.
- Community E-Newsletter
  We publish quarterly community e-newsletters that provide updates and information on our community initiatives, environmental, education and employment activity. We have reviewed the community e-newsletter to widen its distribution and to use new ways of sending out our news using digital channels and social-media platforms.
- Community Information
  We will undertake a comprehensive review of the community and environment pages of our website to ensure they contain information about all our CSR programmes including environmental and noise related information, details about how to engage with us, our community funds and mitigation schemes, our education programmes including the Aerozone and Academy, and how to contact us.

- Community Feedback
  Whilst we do everything possible to minimise our operational impacts, it is important that residents know how to contact us to either raise concerns or seek further advice on our operations. Our online tool, 'WebTrak', enables anyone to see the aircraft activity in the area around London Stansted Airport and to get information on noise levels, aircraft heights and flightpaths. Other methods of contacting us are by email to community@stanstedairport.com in writing, or by an online form. We take complaints seriously, and all are fully investigated and responded to within 10 working days. We will continue to review and improve our complaint response systems, seeking to respond more quickly and take advantage of improvements in technology and communication channels.

Colleague Engagement

OUR TARGET IS FOR 30% OF COLLEAGUES AND 100% OF OUR LEADERS TO PARTICIPATE IN VOLUNTEERING ACTIVITY BY 2025

MAG actively encourages volunteering at all its airports, and it is an important part of our group-wide CSR programme. At London Stansted Airport we encourage and provide support for all our colleagues to take part in volunteering activities. The sharing of our skills and experience not only strengthens ties with our local communities, but is good for employee engagement, skills development, and helps boost mental health and wellbeing. We have had a volunteering programme at Stansted for several years and our team have worked on a variety of environmental and community projects in the local area, as well as inspiring young people through activities such as mentoring, workplace job-shadowing, careers talks, and mock interviews.

During the COVID-19 pandemic, our volunteering efforts were focussed on supporting our local communities. We supported local foodbanks, and several of our colleagues were working as volunteers at local vaccination centres in the region. We have now fully restarted our education, community, and environmental volunteering programmes, and our focus is on activities and projects where we can make the greatest difference.

We will encourage all our colleagues the opportunity to spend at least two days volunteering on education, employment, and community projects. Our work will focus on the MAG Connect Aerozone where we will support our colleagues in sharing stories about their roles and the opportunities to work in our airport and in aviation. We will also encourage our team to get involved with local schools by mentoring students, hosting mock-interviews and reading with local children. Our target is for 30% of colleagues and 100% of our leaders to participate in volunteering activity by 2025 either through Employer Supported Volunteering programmes or individual activity undertaken by our colleagues in the communities in which they live.

Managing Local Impacts

There is a continuing demand for night flying, especially for cargo operations, late night returning passenger aircraft and early morning departures. We are committed to working with our partners to minimise the impact of these operations on the local community.

Alongside the schemes set out below, the way in which we manage and mitigate aircraft noise is covered in greater detail in the Environment section of our SDP.

Sound Insulation Grant Scheme

The Stansted Airport Sound Insulation Grant Scheme (SIGS) commenced in 2004. A voluntary scheme whereby we offer grants for sound insulation to those who are most impacted by aircraft noise. In 2022, we launched an enhanced SIGS which:

- Covers a larger geographic area, meaning more households are eligible.
- Takes account of additional noise metrics. The previous scheme provided support to those within the 63-noise contour (63 dB $L_{Aeq\ 16h}$) and the enhanced scheme provides support to those in a much lower noise level, offering support to those within the 57-noise contour (dB $L_{Aeq\ 16h}$). More residents are therefore eligible than under the original scheme.
- Removes the need for the householder to contribute; we pay 100% of the costs up to the qualifying contribution amount.
- Is based on a tiered system to provide the highest funding for the noisiest areas to support those who are most impacted.
- Within the qualifying areas the contribution ranges from £5,000 to £10,000.

Since launching our new SIGs scheme, we have received over 200 applications which are being processed with a potential investment of over £1m in the next year.

In addition to residential properties, the scheme also offers acoustic insulation to other noise-sensitive buildings such as schools and hospitals, exposed to medium to high levels of noise (63dB(A) L_{Aeq} or more). Further detail of the scheme and an understanding of a resident's eligibility can be found at https://www.stanstedairport.com/community/noise/. This scheme is an important feature of our Noise Action Plan and will continue to benefit qualifying homeowners.

Vortex

Aircraft can create vortices in the air that they fly through. A vortex is a circulating current of air that can be caused when an aircraft is coming into land. They can continue for some time, and can reach the ground, especially if there is little wind to break it up. In certain conditions, particularly in calm weather, these vortices can lift or dislodge roof tiles on buildings under a flight path very close to the airport. Pitched roofs with loose tiles are most at risk of vortex damage. Because it is not always possible to identify the aircraft responsible, we offer a programme of inspecting and repairing all vortex damage, as part of our commitment to the local community.

It is possible to treat the roofs of local properties to significantly minimise the risk of vortex damage. We continue to operate the vortex damage repair scheme where properties are found to be effected, although the instances of this are exceptionally rare given the very limited numbers of properties in close proximity to the runway centreline at low altitudes.

Handling Complaints

We are committed to handling all complaints in an open and transparent manner. On noise in particular, our on-site Flight Evaluation Unit (FEU) liaises closely with those members of the community who have concerns about the impacts from aircraft operations. The FEU work in partnership with airlines, operators and the airport's Noise and Track Keeping Working Group to address the root causes of complaints and works to put in place new procedures to reduce noise disturbance where possible. We regularly present and share this progress at our quarterly Local Authority Forum and at Parish Council meetings and are happy to invite interested members of the community to witness at first-hand how the Flight Evaluation Unit manages noise at the airport.

The Flight Evaluation Unit has a dedicated phone line and email address, and each complaint is logged and investigated using our noise and track keeping monitoring system. This system helps us identify the aircraft in question and whether it operated in accordance with our published procedures and best practices.

To provide additional information to local people about aircraft operations, we operate an online tool, known as 'WebTrak' available https://webtrak.emsbk.com/stn3. This tool enables users to enter the date and time that they experienced disturbance and view radar replays to show the aircraft tracks and identify the aircraft in their area, they can also log complaints via this tool.

Our Environmental Programme

We have a thorough and comprehensive environmental programme in place at London Stansted Airport which includes stringent controls on the operation of aircraft. In addition, the programme also covers the safe management of our water systems, waste management, climate change, air quality, landscape, and biodiversity. These are important elements of our vision to be a sustainable and responsible business. Our environmental commitments are set out in detail in the Environment section.

AIMS

- We will continue to undertake regular sustainability materiality and trust surveys with local stakeholders to assess our relationship and understand their priorities. We will openly report on the responses we receive and what they mean for our plans.
- We will support business partners to maximise their benefits to the local community through the re-launch of the Airport Community Network.
- We will continue to play an active and constructive role in our Airport Consultative Committee, User Experience Group and Environmental Issues Group and convene meetings on a quarterly basis.
- We will host quarterly meetings with our newly established Youth Forum covering the key pillars of our Working together for a Brighter Future Strategy
- We will continue to attend meetings of our closest parishes, and we will grow our Community Outreach programme in 2025 with a minimum of six outreach events each year.
- We will produce a quarterly Community E-Newsletter which will be sent to every Parish Council within a 10-mile radius of the airport.
- We will hold a minimum of two Stansted Airport Parish Engagement Forum meetings for local parish councils each year.
- We will continue and develop our links and relationships with our key partners so that we can understand and contribute to economic growth and sustainable development in region.
- We will continue to build a culture of volunteering, allowing all colleagues up to two days of paid volunteering, to support selected projects in our local communities. We will support and promote colleagues' volunteering in their local communities. By 2025 all our senior leadership team will support and participate in the Stansted Airport volunteering programmes, and our long-term target is that 30% of all colleagues participate in volunteering programmes by 2026.
- We will continue to undertake vortex damage repair to any properties found to be affected.
- We will continue to operate the Stansted Airport Sound Insulation Grant Scheme in line with our legal obligations.
- We will continue to support, through a contribution of £150,000 pa, the Community Trust Fund and we will add all the money raised from aircraft noise penalties and surcharges to the Fund.
- We will continue to respond to all complaints in a timely manner, maintaining compliance with our response policy or as determined in the airport's Noise Action Plan.