

From: Stop Stansted Expansion
To: planningpolicy@uttlesford.gov.uk
Date: 30 July 2018

Regulation 19 Pre-submission Local Plan – SSE Comments

Policy SP 11

Paragraph 1, line 4: Replace "incorporates" with "excludes".

Reason: To avoid any degradation of the important, longstanding local planning policy that only development which is directly related to the operation of Stansted Airport should be permitted on the airport site. Note that re-drawing the airport perimeter for planning purposes to exclude the North Stansted Employment Area has no bearing upon land ownership.

Airport Development Criteria:

Amend criteria 1,3,5,8 to read as follows, and delete criterion 10:

"1. They are directly related to the operation of the airport".

Reason: To avoid any degradation of the important, longstanding local planning policy that only development which is directly related to the operation of Stansted Airport should be permitted on the airport site. Note that re-drawing the airport perimeter for planning purposes to exclude the North Stansted Employment Area has no bearing upon land ownership.

"3. They are in accordance with the permission granted by the Secretary of State in his decision letter of 8th October 2008 or such other decision letter as may have subsequently been issued by the Secretary of State".

Reason: The proposed new wording will avoid ambiguity whilst at the same time avoiding the risk of the Council having a policy which is in conflict with a decision of the Secretary of State.

"5. Achieve further noise reduction or at least no increase in aircraft noise impacts including ground noise impacts at any time of the day or night."

Reason: The proposed new wording is clearer and will avoid the risk (in the current wording) of one requirement conflicting with another.

"8. Incorporate sustainable transportation and surface access measures in particular which minimise use of the private car, and maximise the availability and use of sustainable transport modes

Reason: The Council has no control over the Sustainable Development Plan ('SDP') for Stansted Airport and may, for example, take the view that the modal shift targets in the airport's SDP were not sufficiently ambitious. The reference to the SDP modal shift targets should therefore be deleted.

Delete criterion 10:

Reason: UDC has no control over the Stansted Airport Sustainable Development Plan ('SDP') for Stansted t and so, for example, would not be able to prevent the airport from adopting a SDP which included a second

runway. Criterion 10 gives weight to the airport's SDP, which UDC has no control over and no knowledge of what it may contain in the future. Criterion 10 should therefore be deleted.

Page 73, penultimate line: Change "Northern Stansted Employment Area" to "North Stansted Employment Area".

Reason: To be consistent with all nine other references in the Plan.

Airport-Related Car Parking

Paragraph 1, line 3: The term "appropriate mechanisms" is too vague. Clarification is needed. There should also be reference to the existing mechanism as set down in the 2003 Section 106 Agreement and an explanation as to why a new mechanism is felt to be needed. If the aim is to strengthen the existing mechanism then SP11 should say so.

Points 9, 10 and 11: Re-number these 1, 2 and 3 and delete point 12.

Reason: As previously stated, UDC has no control over the Stansted Airport SDP and so cannot be bound by the policies and targets set down therein.

London Stansted Airport Strategic Allocation

Points 13, 14 and 15: Re-number these 1, 2 and 3.

Current item 14: Spelling of "*visability*" should be "*visibility*".

Reason: Typographical points.

Policy SP 11

Implementation and Monitoring of Strategic Projects

Paragraph 1, line 2: Replace "London Stansted Airport" with "North Stansted Employment Area".

Reason: To avoid misinterpretation of Policy M2.

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