

Inquiries and Major Casework Team
The Planning Inspectorate
3rd Floor
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

Your Ref: S62A/2023/0022
Date: 21st September 2023

Sent by email: section62a@planninginspectorate.gov.uk

Dear Major Casework Team,

RE: Supplementary Essex County Council Response to S62A/2023/0022 - London Stansted Airport, Bassingbourn Road, Stansted CM24 1QW

Thank you for consulting Essex County Council (ECC) and providing the opportunity to respond to the planning application (Ref S62A/2023/0022) at London Stansted Airport. This is a supplementary response that provides amendments to our response dated 8th September 2023. With exception of the amendments, this response does not seek to replace the original response dated 8th September 2023 and should be read in conjunction with it.

The amendments proposed and set out in this letter dated the 20th September 2023 relate to –

- 1) Skills – The amendments highlight that ECC consider that a condition rather than a Section 106 agreement is an acceptable means to secure an Employment and Skills Plan. The amendments propose amended wording to the supporting text in relation to skills within the final paragraph (page 17 of the response dated 8th September 2023). It also sets out the proposed wording for a condition in relation to the delivery of a skills plan.
- 2) Flood and Water Management – ECC as the Lead Local Flood Authority propose amendments to the wording of the first condition in relation to Flood and Water Management that was set out on pages 11 and 12 of the response dated 8th September 2023. To assist in understanding the precise changes that have been proposed in relation to Flood and Water Management ECC have also included appendix 1 that shows the changes, assisting understanding.

Proposed Amendments Skills -

ECC recommends that the final paragraph in relation to skills be amended, and that the response to skills should be amended in its entirety to read -

Skills

ECC recognises the need to support and enhance the skills and training within the aviation sector. Decarbonisation within the transport sector and the growth in the Green Sector is also important for aviation and there are and will be huge technological

advancements that require enhanced skills and training for the future aviation sector workforce.

Essex has been at the forefront of recognising the importance of having a skilled aviation sector. The Stansted Airport College (established in 2015) was the first purpose built college at a UK airport. Currently the college and key partners are considering options to enlarge and diversify the training offered within the existing 500-student capacity building to meet demand as well as creating the UK's first aviation education and skills campus at the site.

The Stansted Aerozone is an aviation-themed learning hub to inspire children and young adults about the key STEM subjects of science, technology, engineering, maths and careers in the aviation industry. Since opening its doors in 2015 it has so far welcomed over 15,000 visitors.

ECC recognises that this current application is not proposing any further employment opportunities beyond those outlined in UTT/18/0460/FUL. The conditions set out in the Unilateral Undertaking therefore remain applicable. This application is deemed to support the passenger growth planned, and will enhance the environment for current and future staff employed at the airport and is therefore supported.

It should also be recognised that the benefits to employment and skills from the project during construction alone, and cumulatively with other major projects and NSIPs across the county, are significant. ECC would therefore welcome the opportunity to collaborate with the applicant on how to maximise the benefits of the project to education, skills and employment across Essex, both during construction and operation.

ECC expects the applicant to produce an employment and skills strategy/plan for the project as required in section 5.4 of the [Essex Developers' Guide to Infrastructure Contributions](#). ECC consider that a condition rather than a Section 106 agreement is an acceptable means to secure a skills plan. This should outline the plan for delivery of employment and skills opportunities, including opportunities for apprenticeships, work placements, school engagement and skills programmes/initiatives, which would help those furthest from the job market into employment and upskill local residents to enable them to access employment opportunities on this project and other major projects/NSIPs across the county. The employment and skills plan should include a commitment to ensure local economic benefit through job creation, training schemes and use of local contractors where possible. Interventions/programmes should be based on research and engagement with the local community to establish skills, education and employment needs within the local community.

Skills Position

Having reviewed the application, supporting evidence that accompanied the planning application and the Essex Developers' Guide to Infrastructure Contributions ECC support the granting of planning permission based on the following:

Skills Condition 1:

Employment and Skills Plan (Construction Phase)

Prior to the commencement of development, an Employment and Skills Plan that aims to maximise the opportunities for local residents to access employment offered by the construction phase of the development should be submitted to and approved by the Local Planning Authority, in consultation with Essex County Council. The approved Plan shall be implemented in accordance with a timetable set out in the Plan.

Reason: In recognition of the employment opportunities offered by the construction phase of the development.

Proposed Amendments Lead Local Flood Authority –

ECC as Lead Local Flood Authority propose to amend condition 1 from our original response dated 8th September 2023. Condition 1 related to flood and water management should now read in its entirety -

Flood and Water Management Condition 1 –

No works except demolition shall take place until a detailed surface water drainage scheme for the application site, demonstrating how it will relate to the existing airport-wide drainage system, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- No increase in surface water peak discharge rates from the airport drainage network as a result of the approved terminal development.
- Provide sufficient storage to ensure that no off-airport flooding occurs as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can either half empty within 24 hours after a 1 in 30-year storm critical storm event or have the capacity to store a subsequent 1 in 10-year storm event after a 1 in 30-year storm event.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the airport's drainage network, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

Reason:

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

To ensure the effective operation of SuDS features over the lifetime of the development.

To provide mitigation of any environmental harm which may be caused to the local water environment.

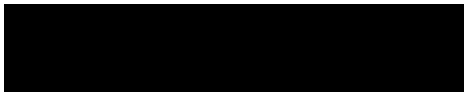
Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

Concluding Remarks -

ECC welcomes ongoing discussions with MAG and relevant partners in relation to matters and issues raised in our response, and to ensure the effective and efficient operation at the airport for the existing and future Essex community.

If you require further information on the contents of this corporate response, please contact Zhanine Smith, Principal Planning Officer who is the Council's Aviation Lead, as detailed below.

Yours faithfully



Graham Thomas
Head of Planning and Sustainable Development

Enquiries to:

Zhanine Smith, Principal Planning Officer (Spatial Planning) and Aviation Lead

Email: 

Appendix 1 – Flood and Water Management

This appendix sets out the nature of the changes in relation to the Flood and Water Management Condition 1 to assist in interpreting the nature of the alterations that Essex County Council as Lead Local Flood Authority is seeking to propose.

Flood and Water Management Proposed Amendments to Condition 1 -

No works except demolition shall take place until a detailed surface water drainage scheme for the application site, demonstrating how it will relate to the existing airport-wide drainage system, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- ~~• Limiting discharge rates to 362 l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change. No increase in surface water discharge from the site as a result of this development (betterment provided by water harvesting system)~~
- No increase in surface water peak discharge rates from the airport drainage network as a result of the approved terminal development.
- Provide sufficient storage to ensure that no off-airport site flooding occurs as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can either half empty within 24 hours after a 1 in 30-year storm plus 40% climate change critical storm event or have the capacity to store a subsequent 1 in 10-year storm event after a 1 in 30-year storm event.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the airport's drainage network site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.