

UTTLESFORD DISTRICT COUNCIL

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Heritage and Conservation Advice Note

The following notes are associated with Heritage and Conservation aspects only. These comments should be read in conjunction with all other Advice Notes associated with the application.

Reference numbers	UTT/23/1970/PINS (UDC) S62A/2023/0022 (PINS)
Site location	Land at London Stansted Airport, Bassingbourn Road, Essex
Proposal summary	Partial demolition of the existing Track Transit System, full demolition of 2 no. skylink walkways and the bus-gate building. Construction of a 3-bay extension to the existing passenger building, baggage handling building, plant enclosure and 3 no. skylink walkways and associated hardstanding.

1.0 Details

Context: Stansted Airport has its origins in the Second World War as an RAF airfield. The runway at RAF Stansted Mountfitchet was laid in 1943, with the airfield opening the same year (Powell 1992, 18). By 1946, civil flights started to use Stansted and the Ministry of Civil Aviation took control of the airport in 1949 (Powell 1992, 18). In 1980 the BAA submitted an application to Uttlesford District Council for the redevelopment and expansion of Stansted (Burpoe 2016, 6 & LSA 2016).

Other: Major planning application submitted to the Planning Inspectorate (PINS) for determination.

2.0 Heritage Policies and Materials

Non-exhaustive list of policies and materials

The Planning (Listed Building and Conservation Areas) Act 1990

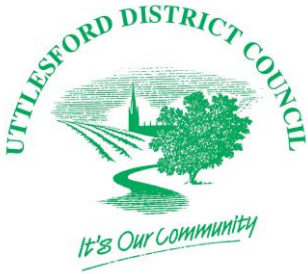
The application has been reviewed to assess whether it would preserve/would not preserve the architectural and/or historic interest and its compliance with Sections 16 and 66 of the Act.

National Planning Policy Framework (NPPF) 2021

The application has been reviewed to assess the level of harm (if any) caused to the significance of the heritage assets. NPPF Chapter 16 - Conserving and enhancing the historic environment. Paragraphs 190

3.0 Heritage Assets

Stansted Airport is not a designated or non-designated heritage asset however is an icon of modern aviation buildings. Stansted Airport was the first airport to be designed in the High Tech style. It won various prestigious awards and accreditations and influenced a series of prominent international airports.



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The RIBA defines High Tech in architecture as being *characterised by exposed structures (usually of steel and or other metals), with services (pipes, air ducts, lifts etc.) often picked out in bright colours, a smooth, impervious skin (often of glass) and a flexibility to create internal service zones, rather than rooms or sequences of rooms.*

4.0 Comments on Proposal

The principle of the proposal to improve accessibility and customer experience is acceptable.

The Heritage Assessment suggests the Track Transit System (TTS) obstructs customer flow and creates a pinch point, however, it also confirms that the original concept of open flow was not fully realised. It is understood that greater security measures are in place since the airport opened in 1991 but limited information has been provided in the proposal to illustrate the 'improved experience' the proposed walkways will provide.

The original design allows for future expansion. The Heritage Assessment confirms the current Terminal was designed to support 15mppa however the current passenger cap is set at 43mppa. If the proposal receives consent from the Planning Inspectorate, Conditions associated with movement strategies should be attached.

Information about material specification was limited however the strategy to continue the detailing of the existing envelope is acceptable. If the proposal receives consent from the Planning Inspectorate, Conditions associated with material specification should be attached, including samples and mock ups to test if modern materials sourced 'match and align' with the existing, as stated in the Design and Access Statement.

Conclusion

The airport has the potential to be the most significant modern building in the District. If the proposals are to be awarded consent by the Planning Inspectorate, we would suggest design development is undertaken to review key principles from the original design, and how these can inform the proposals in line with modern aviation and security requirements.

Based on the material submitted as part of the application, UDC Heritage and Conservation considers the proposal to be acceptable.

Submitted by	Serena Cardozo
Role	Principal Conservation Officer
Department	Development Management
Date	21 September 2023