

My name is Andy Thompson, a Planning Manager at Manchester Airports Group and here today as agent for the applicant, Stansted Airport Limited.

I wish to take this opportunity to summarise the applicant's position on a number of matters.

Firstly, to set out the context in which the application has been submitted

Second, to clarify the scope of the application

Third, to summarise the response from consultees

And finally to reinforce the key benefits that will arise if permission was granted.

### **The context for the application**

London Stansted Airport is a key national infrastructure asset and the primary airport for the East of England, serving as the gateway for the region and also for London. The airport serves over 180 destinations across more than 30 countries.

Stansted has enormous economic value to the region and the UK, particularly as it strives to develop international connectivity to support increased demand in tourism, trade and investment.

Government aviation policy is to make the best use of existing runways. Stansted is the only airport with spare runway capacity in the London region in the short and medium terms to accommodate growth in passenger numbers.

However, at peak times, the terminal is already at capacity and in the core processing areas of check-in, security, departure lounge and at the border, the passenger experience requires improvement.

To realise the airport's potential and accommodate already approved growth, it is necessary for the airport to invest in new and expanded facilities.

The airport previously gained permission for an Arrivals Building adjacent to the existing terminal to alleviate the current issues and cater for growth. However, a careful options analysis concluded that this was no longer the optimal approach to address the immediate needs of the airport.

Instead, the application scheme, for an extension to the rear of the terminal, still following the original design principles, is the best solution to deliver essential terminal capacity and space - where and when it is needed

### The scope of the application

The planning application does not propose to alter the passenger and aircraft movement limits established by the 2021 permission.

Instead, the application is solely for physical infrastructure to help accommodate the permitted future levels of passenger growth. Consequently, the material planning issues for consideration are more limited.

### Consultee responses

22 different parties have responded to the application, in addition to Uttlesford District Council.

20 parties either supported the application, raised no objections, or supported the application subject to suitable planning conditions.

The lack of objection from the majority of consultees, including Uttlesford Council and its Conservation Officer, is significant.

Our 5 October letter sets out a detailed response to the points raised by Historic England and the Twentieth Century Society so I will not repeat them now. However, I will reiterate that Historic England's response concludes merely in 'concerns' not objections.

We are aware that an application for designation of the terminal as a listed building has been made to Historic England. As we set out on page 9 of our letter, this should not change the policy context or timetable for decision-making on the current planning application.

## Benefits of the proposals

Firstly I'd like to contextualise the benefits of making best use of the existing runway at Stansted.

As tested at inquiry, the growth of the airport to 43 million passenger per annum will facilitate the creation of an additional 5,600 direct, indirect and induced jobs. It will help grow the contribution the airport makes to the regional and national economy from the current 1.6 billion pounds to an estimated 2 billion pounds when the airport reaches 43 million.

In this context, the terminal extension will help realise those significant economic benefits, but specifically, from a passenger perspective, it would deliver a significantly larger departure lounge, baggage hall, security area and immigration, and the new skylink walkways will provide a smoother and more reliable journey to and from the satellites.

Combined, this will result in a much-improved passenger experience, both in the short term and long term, and contribute to the social objective of sustainable development.

The development will include a range of sustainability measures – beyond any current planning policy requirement – and contribute to the Government's aim of aviation being net zero by 2040, meeting the environmental objective of sustainable development.

The proposals will enable the best use of the airport's runway, in accordance with Government aviation policy, unlocking access to a greater range of destinations through new routes, including long haul, and enable greater frequency of services on existing routes.

Taken together, we consider the application proposals constitute sustainable development, are in accordance with the development plan and national planning policy and should be approved.