

**Committee:** Development Control and Licensing

**Date:** 12 September 2002

**Agenda Item No:**

**Title:** UTT/1000/01/OP

**Outline Application for the Expansion of Stansted Airport from 15-25 Million Passengers Per Annum (Mppa), incorporating an Extension to the Passenger Terminal, Provision of Additional Aircraft Stands and Taxiways, Aircraft Maintenance Facilities, Offices, Cargo Handling Facilities, Aviation Fuel Storage, Passenger and Staff Car Parking and Other Operational and Industrial Support Accommodation: Alterations to Airport Roads, Terminal Forecourt and the Stansted Rail, Coach and Bus Station; together with Associated Landscaping and Infrastructure.**

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### **Summary**

- 1 This report draws together a response to outstanding points raised by Members in considering this application and recommends that planning permission be granted subject to conditions and the applicant entering into a Section 106 agreement dealing with a range of related issues and a Section 278 agreement relating to highway works on Highways Agency land.

### **Background**

- 2 The Committee has given extensive consideration to the effects of the proposed development at its meetings on 24 June, 22 and 31 July and 16 August. In addition members visited the site on 17th June and progress in handling the application was reported to the Committee on 16th November 2001, 17th December 2001 and 8th April 2002. Members also heard the opinions of supporters of and objectors to the application at two special meetings of this Committee on 18th and 24th April. Following the meetings of 24<sup>th</sup> June and 31<sup>st</sup> July, Officers were instructed to negotiate with the applicants on a wide range of issues. Appendix 1 sets out the applicants' responses to matters raised by Members, and to the further issues raised at the meeting of 16 August. Appendices 2, 3 and 4 set out the conditions and heads of terms of legal agreements. Appendix 5 sets out details of further representations which have been received since Members last considered this application.

## Negotiated improvements to the potential performance of the proposed development

3 The following improvements have been negotiated since 24 June (the figures in the right hand column cross-refer to the appended legal agreement or conditions if prefixed by letters):

- Improvements to the proposed noise insulation scheme arrangements on a voluntary basis to include residential properties immediately outside the statutory scheme boundary where, for example, some houses in a group would otherwise not be eligible, and insulation of community buildings (which could include education facilities as the highest priority) within the statutory scheme area, subject to residual unused funds from financial provision for the statutory scheme being available. Stansted Airport Ltd will furthermore seek to expedite progress with the 8 to 15 mppa statutory scheme by carrying out consultation on the proposals on behalf of the Department for Transport. 1.1-1.4
- Controls over the use of the Echo apron at night. 2.4
- Additional planting on the Mole Hill Green mound 7.1
- Obligation to pursue additional mounding with landscape planting off airport, possibly on third party land between the new A120 and Takeley to the west of Parsonage Road 6.1
- Obligation to provide guidance to groups of employers on how to go about setting up a successful company travel plan. 8.5
- Increase in funding for affordable housing from £1.4 million to £2.2 million to enable social rented homes as well as the proposed assisted purchase equity loan proposals. 10
- Start on new bus and coach station at the earliest practical date. 4.13
- Base line study of effects of development on local road network at critical points and contingency fund of up to £2 million to address any significant airport related effects post development. 4.17
- Study of ways of increasing the proportion of air passengers using bus and coach for access to /from the airport. 4.5
- Financial provision of £1 million to support bus and coach mode share shift and improvements to local access to the airport on cycle and foot. 4.6
- Safeguard land for possible alignment providing rail access to the airport from the east in the future. 4.23
- Radius of fly parking study to be 5 miles. 4.21
- Obligation to pursue off site planting opportunities, which could include appropriate evergreen species. 6.1
- Funding for monitoring of Hatfield Forest, East End Woods and fen site within the airport to assess effects on nature conservation of the development. 5.2
- Commitment to a longer term target for amount of waste recycled as a percentage total arisings in excess of 20%. 14.1

- Contribution to the running costs of a Materials Reclamation Facility, in addition to a £300,000 capital contribution. 14.3
- Full assessments of the effects of the development in 2005 and 2009 as it is implemented. 16.1
- A review of landing charges to encourage the earlier phasing out of Chapter 3 high aircraft 1.8
- A review of landing charges during the night time to provide a financial disincentive to arrive in the night shoulder periods. 1.8
- Safeguarding of land for future rail freight facilities. 4.24

4 This is in addition to the package of mitigation measures which were negotiated by Officers prior to the initial report to members on 24<sup>th</sup> June, and which comprise:

### Social

- Contribution (on a rising basis) to the establishment of a community fund, in addition to existing initiatives, of £700,000 over 7 years, plus up to £200,000 from fine income over the same period 11.1  
11.2
- Provide a visitor centre and viewing facility at the airport, probably on the north side. 12.1
- Contribution of £32,000 towards an archaeological resource centre and archaeological finds store either at the Visitor Centre or at an alternative location 12.2

### Economic

- Maintain the Stansted Airport Employment Forum to meet at least annually and its action groups 3 times a year, and annual review of Stansted Training and Employment Strategy 8.1  
8.3
- Commitment of £350,000 to support training and employment initiatives, with a review not later than 2009 8.2
- Host the Stansted Airport Business Forum at least 2 times a year, a “meet the buyers” event annually and seek to provide opportunities for regeneration, inward investment and tourism. Provide space for and assist with funding of a Tourist Information Centre/Inward Investment Office at the airport 9.1  
9.2  
9.3
- Employment survey of on airport employment 8.4

### Environment

#### Noise

- A limit on air noise such that the area enclosed by the 57dB(A) Leq16hr (0700-2300) Contour should not exceed 43.6 sq km in 2010 AN1

- Fixed electrical power in the stand, and a management scheme to ensure that it is used GN2
- A construction management plan, including vehicle routes and noise protection CON 1&2
- Funds for further Noise Insulation Grant in accordance with the requirements of the Office of the Deputy Prime Minister 1.2
- No change in the present night flying regime (2330 –0600) 1.5
- Control over Air Transport Movements within the shoulder period (0600 – 0659) 1.5
- Reasonable endeavours to ensure no QC4 aircraft movements at night 1.6
- Reasonable endeavours to ensure practice and procedure to improve minimisation of noise 1.7
- Maintenance and improvement of existing voluntary incentives and controls 1.8
- A review of the procedures, practices and processes of the Flight Evaluation Unit 1.10
- Construction of a ground running facility for maintenance and testing purposes 2.1
- Review of measures to minimise the effects of ground noise 2.2/3

#### Transport

- Substantial contribution in addition to continuation of the imposition of a parking levy, such income to be used to finance initiatives which promote the use by passengers and staff of modes of transport other than the private car 4.1-4.4
- Measures to ensure that no more than 80% of employees travel by private car by 2010 4.4
- Measures to ensure that 37% of passengers use public transport by 2010 and a longer term target of 40% 4.5
- Air quality monitoring 3.1
- A new 15 minute free drop off parking period 4.19
- Stansted Airport Transport Forum to continue 4.9
- Funding a programme of measures to connect the airport with local access networks - cycle, footpath and bridleway 4.6
- Assistance with the Strategic Rail Authority in long term planning 4.12
- Bi-annual review of Stansted Airport Surface Access Strategy and other travel plan initiatives for employees and passengers 4.9
- Contribution to the improvement of performance of the A120 signal controlled junction at Little Hadham 4.18
- Retention of rail commuter parking 4.20
- Redevelopment of the bus and coach station to include real time information 4.14
- Underwriting of initial funding of additional rolling stock, plus enhancement of the West Anglia Railway 4.10
- Improved vertical circulation at the airport station and a shelter for 4.10

- passengers on platform 2
- Adequate platform and track capacity so serve the 12 car trains necessary to provide adequate passenger capacity 4.10
- Platform extensions at Broxbourne and Stansted Mountfitchet to take 12 car trains 4.10
- Increased tunnel and other rail infrastructure enhancements 4.10
- Review mechanism to monitor impact on Highways Agency and Airport roads at Junction 8, Priory Wood roundabout, A120 eastern access and Bassingham roundabout 4.15

#### Nature Conservation

- A nature conservation management plan for not less than 20 ha, primarily for the creation and maintenance of habitats for the Brown Hare and Skylark NAT1
- A nature conservation survey and appropriate remedial measures to accommodate protected species NAT2
- A biodiversity strategy for the airport 5.1
- A similar study outside the airport into the post 15mppa effects 5.3

#### General

- Controls over passenger throughput up to 25 mppa MPPA1
- Lighting strategies E3, G3, F3
- Height restrictions on buildings and plant D3, M3, N3, P3, E4
- On and off-airport landscaping LAN1, LAN2
- Archaeology, recording and cataloguing of finds and subsequent public accessibility ARC1, ARC2, 6.1, 7.1
- Surface water control measures WAT 1 & 2
- Pollution control measures and remedial action where necessary WAT 3, 4 & 5
- Development and introduction of an air quality management strategy 3.1
- An odour study and appropriate remedial measures 3.2
- Use of environmentally responsible and sustainable suppliers 13.1
- Develop and fund a waste management strategy with UDC 14.1
- Contribution to UDC for a community waste management and recycling centre 14.3
- Develop and fund an energy strategy 15.1
- Study the effect of the development (in 2005 and 2009) on noise, air quality, traffic, employment and waste/water/energy impacts 16.1
- Continue to publish an annual sustainability report 16.2

- 5 Officers' view is that the extensive and probing examination of the proposals and their social, economic and environmental effects by Members has resulted in a substantial enhancement and clarification of the package of mitigation measures.

6 The total cost of the package of measures is around £30 million, most of which will be achieved, if permission is granted, through a section 106 agreement. Members will be aware that Circular 1/97 gives advice on the use of planning obligations. It states that they need to be necessary; relevant to planning; directly related to the proposed development; fairly and reasonably related in scale and kind to the proposed development, and reasonable in all other respects. The Courts have however held that an applicant may offer further measures through a planning obligation provided they are relevant to planning and related to the proposed development. It is however important to demonstrate that such measures are not a means of obtaining planning permission for an inappropriate development. In the interests of probity and transparency therefore, Officers consider that the following measures, while contributing towards the mitigation of the adverse implications of the application and therefore lawful to accept, are examples of those which are not crucial to the determination of the application, i.e. they could not be relied upon as a reason to refuse the application if considered insufficient or inadequate:

- The voluntary improvements to the noise insulation scheme, including expediting the process and insulating community buildings
- Voluntary incentives to reduce aircraft noise
- Off site landscaping, mounding and planting
- Advice to employers on setting up a company travel plan
- Safeguarding land for a possible east-west rail link
- Contribution of £300,000 towards a materials reclamation facility
- Review of landing charges and other airport charging regimes
- Health study of local residents
- Safeguarding land for rail freight
- Car parking for existing rail commuters
- £350,000 for training and employment initiatives
- the Stansted Airport Employment Forum
- Employment initiatives such as the Meet the Buyers events
- Contributions of £2.0m for affordable housing
- A community fund of up to £700,000
- The Visitor Centre
- The Archaeological resource centre
- Controls over the night flying regime

7 The most recent relevant Government planning decision on aviation matters - the Terminal 5 decision at Heathrow - would tend to support this opinion.

8 In their report to the Committee on 24<sup>th</sup> June, Officers concluded: "Members of the Development Control Committee may conclude therefore that the proposal would give rise to local, sub-regional and regional benefits, against which must be set the cost to the environment of people living in the locality of the airport. The extent to which this may be considered acceptable is a matter of judgement.

The mitigation package negotiated with the applicants will be a significant factor in making that judgement.

- 9 Having regard to all of these factors, together with the arguments on sustainability and the mitigation package offered by the Applicants, it is concluded that the proposed development would comply with Government Policy and with the Development Plan. Subject to the satisfactory conclusion of a legal agreement with the Applicants it is recommended that planning permission be granted."
- 10 Officers consider that the additional measures gained from the requirements of the Committee materially contribute to the mitigation measures as well as to the wider social, amenity and infrastructure contributions from the proposed development. It is recommended that the application be approved subject conditions and an agreement under Section 106 of the Planning Acts and an Agreement under Section 278 of the Highways Acts. The negotiated improvements in the potential performance of the development would be incorporated in the agreement if Members are minded to approve the application.

RECOMMENDED that planning application UTT/1000/01/OP be approved subject to the conditions set out in Appendix 2 and the applicants entering into agreements, the heads of terms of which are set out in Appendices 3 and 4.

Background Papers:                      Application file UTT/1000/01/OP including supporting information, Environmental Statement, TRL and York Consulting reports, representations received and correspondence.  
Reports to the Development Control Committee, 24<sup>th</sup> June, 22<sup>nd</sup> July, 31<sup>st</sup> July and 16<sup>th</sup> August 2002

## **APPENDIX 2 - CONDITIONS**

### GENERAL

#### GEN1

The following development is permitted within the sites identified on plan STN/GAP/1014/K/104/PA:

- Site "A" – Extension to the passenger terminal and ancillary development
- Site "B" – New aircraft apron and ancillary development
- Site "C" – Cargo shed accommodation and ancillary development
- Site "D" – Aircraft hangar facilities and ancillary development
- Site "E" – Multi storey car parking and ancillary development
- Site "F" – Long term car parking and ancillary development
- Site "G" – Redevelopment of existing surface car park for staff car parking and ancillary development
- Site "H" – Grade separation of Junction 3
- Site "J" – Dualling of Bassingbourn Road from Junction 3 (Bassingbourn Roundabout) to Pincey Roundabout
- Site "K" – Office accommodation and ancillary development
- Site "L" – Office accommodation and ancillary development
- Site "M" – Ground handling facilities and ancillary development
- Site "N" – Flight catering and airline support accommodation and ancillary development
- Site "P" – Additional fuel tank and ancillary development at the Fuel Farm
- Site "Q" – Eastward extension of the two main rail tracks at the rail station and ancillary development (including additional vertical circulation)
- Site "R" – Extension of the terminal forecourt and ancillary development
- Site "S" – Dualling of Thremhall Avenue from Junction 3 (Bassingbourn Roundabout) to Junction 11 (Coopers End Roundabout)

Reason: To distinguish the development for which planning permission is hereby granted from that for which planning permission already exists as part of expansion to 15mppa.

#### GEN2

Any application for the approval of reserved matters made pursuant to this planning permission shall be made to the local planning authority before the expiration of 8 years from the date of this permission.

#### GEN3

The development hereby permitted shall be begun either before the expiration of 10 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last reserved matter to be approved, whichever is the later.

Reason for GEN2 & 3: In order to comply with Section 92 of the Town and Country Planning Act 1990.

### SITE SPECIFIC

Extension to the passenger terminal and ancillary development

#### A1

The development hereby permitted within Site "A" shall be carried out in accordance with plans 2156/SK100-SK107.



Reason: To ensure the development is carried out as approved.

A2

The terminal extension hereby permitted within Site "A" shall have a gross floor area not exceeding 29,000 sqm.

Reason: The extension hereby permitted is considered to be the maximum floorspace commensurate with expansion to 25mppa

A3

The existing terminal, plus the terminal extension hereby permitted within Site "A" shall contain in total no more than 6,500 sqm of landside retail floorspace.

Reason: To ensure that retailing remains ancillary to the principal use of the terminal building.

New aircraft apron and ancillary development

B1

The development hereby permitted within Site "B" shall be carried out in accordance with plans STN/GAP/1014/K105/PA.

Reason: To ensure the development is carried out as approved.

Cargo shed accommodation and ancillary development

C1

Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "C" is commenced.

C2

Plans and particulars of the reserved matters referred to in condition C1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for C1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

C3

The cargo shed accommodation hereby permitted within Site "C" shall follow the general alignment and form of the existing FedEx cargo shed, and shall not exceed a height of 15m above the existing ground level of Site "C".

Reason: To ensure that the alignment, form and height of the cargo shed will be in context with similar existing cargo sheds in that area.

Aircraft hangar facilities and ancillary development

D1

Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "D" is commenced.

D2

Plans and particulars of the reserved matters referred to in condition D1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for D1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

### D3

The aircraft hangar facilities hereby permitted within Site "D" shall not exceed a height of 35m above the existing ground level of Site "D".

Reason: To ensure that the height of the hangar facilities will be in context with the existing hangar in that area.

Multi storey car parking and ancillary development

### E1

Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "E" is commenced.

### E2

Plans and particulars of the reserved matters referred to in condition E1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for E1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

### E3

Approval of details of a lighting strategy for the multi-storey car parking hereby permitted shall be obtained from the local planning authority in writing before any development hereby permitted within Site "E" is commenced. The strategy shall subsequently be implemented as approved prior to first use of the multi-storey car parking hereby permitted, and shall thereafter be retained in operation.

Reason: To reduce the impact of the required lighting on the areas around the airport.

### E4

The top deck of any sections of the multi-storey car parking hereby permitted shall not exceed a height of 108m AOD, excluding items such as lift towers and emergency escape shafts.

Reason: To ensure that the height of the multi-storey car parking will not materially impact upon the countryside setting of the terminal building.

Long term car parking and ancillary development

### F1

Approval of the details of the siting, design and external appearance of the building(s) and parking area(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "F" is commenced.

### F2

Plans and particulars of the reserved matters referred to in condition F1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for F1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

### F3

Approval of details of a lighting strategy for the car parking hereby permitted shall be obtained from the local planning authority in writing before any development hereby permitted within Site "F" is commenced. The strategy shall subsequently be implemented as approved prior to first use of the car parking hereby permitted, and shall thereafter be retained in operation.

Reason: To reduce the impact of the required lighting on the areas around the airport.

Redevelopment of existing surface car park for staff car parking and ancillary development

### G1

Approval of the details of the siting, design and external appearance of the building(s) and parking area(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "G" is commenced.

### G2

Plans and particulars of the reserved matters referred to in condition G1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for G1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

### G3

Approval of details of a lighting strategy for the car parking hereby permitted shall be obtained from the local planning authority in writing before any development hereby permitted within Site "G" is commenced. The strategy shall subsequently be implemented as approved prior to first use of the car parking hereby permitted, and shall thereafter be retained in operation.

Reason: To reduce the impact of the required lighting on the areas around the airport.

Grade separation of Junction 3

### H1

Approval of the details of the siting, design and external appearance of the roadway hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "H" is commenced.

### H2

Plans and particulars of the reserved matters referred to in condition H1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for H1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

Dualling of Bassingbourn Road from Junction 3 (Bassingbourn Roundabout) to Pincey Roundabout

### J1

Approval of the details of the siting, design and external appearance of the roadway hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "J" is commenced.

J2

Plans and particulars of the reserved matters referred to in condition J1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for J1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

Office accommodation and ancillary development

K1

Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as “reserved matters”) shall be obtained from the local planning authority in writing before any development hereby permitted within Site “K” is commenced.

K2

Plans and particulars of the reserved matters referred to in condition K1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for K1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

K3

The office development hereby permitted within Site “K” shall not exceed a height of 18m above the existing ground level on Site “K”.

Reason: To ensure that the height of the offices will be in context with the existing office building in that area.

Office accommodation and ancillary development

L1

Approval of the details of the siting, design and external appearance of the building(s) and parking area(s) hereby permitted and the landscaping of the site (herein referred to as “reserved matters”) shall be obtained from the local planning authority in writing before any development hereby permitted within Site “L” is commenced.

L2

Plans and particulars of the reserved matters referred to in condition L1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for L1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

L3

The office development hereby permitted within Site “L” shall not exceed a height of 18.3m above the existing ground level on Site “L”.

Reason: To ensure that the height of the offices will be in context with the existing office building in that area.

Ground handling facilities and ancillary development

M1

Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as “reserved matters”) shall be

obtained from the local planning authority in writing before any development hereby permitted within Site “M” is commenced.

#### M2

Plans and particulars of the reserved matters referred to in condition M1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for M1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

#### M3

The office development hereby permitted within Site “M” shall not exceed a height of 11.5m above the existing ground level on Site “M”.

Reason: To ensure that the height of the offices will be appropriate to the countryside setting of the airport.

Flight catering and airline support accommodation and ancillary development

#### N1

Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as “reserved matters”) shall be obtained from the local planning authority in writing before any development hereby permitted within Site “N” is commenced.

#### N2

Plans and particulars of the reserved matters referred to in condition N1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for N1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

#### N3

The flight catering and airline support accommodation hereby permitted within Site “N” shall not exceed a height of 15m above the existing ground level on Site “N”.

Reason: To ensure that the height of the flight catering and airline support accommodation will be in context with other industrial buildings in that area.

Additional fuel tank and ancillary development at the Fuel Farm

#### P1

Approval of the details of the siting, design and external appearance of the structure(s) hereby permitted and the landscaping of the site (herein referred to as “reserved matters”) shall be obtained from the local planning authority in writing before any development hereby permitted within Site “P” is commenced.

#### P2

Plans and particulars of the reserved matters referred to in condition P1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for P1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

### P3

The fuel tank hereby permitted within Site "P" shall not exceed a height of 16m above the existing ground level on Site "P".

Reason: To ensure that the height of the fuel tank will be in context with other fuel tanks in that area.

Eastward extension of the two main rail tracks at the rail station and ancillary development (including additional vertical circulation)

### Q1

Approval of the details of the siting, design and external appearance of the rail tracks and additional vertical circulation hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "Q" is commenced.

### Q2

Plans and particulars of the reserved matters referred to in condition Q1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for Q1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

Extension of the terminal forecourt and ancillary development

### R1

Approval of the details of the siting of the extension of the terminal forecourt hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "R" is commenced.

### R2

Plans and particulars of the reserved matters referred to in condition R1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for R1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

Dualling of Thremhall Avenue from Junction 3 (Bassingbourn Roundabout) to Junction 11 (Coopers End Roundabout)

### S1

Approval of the details of the siting, design and external appearance of the roadway hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "S" is commenced.

### S2

Plans and particulars of the reserved matters referred to in condition S1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Reason for S1 &2: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.

## AIR NOISE

### AN1

The area enclosed by the 57dB(A) Leq16hr (0700-2300) contour, when calculated and measured by the Civil Aviation Authority's Aircraft Noise Contour Model 2.2, shall not exceed 43.6 sq.km from the date of the implementation of this permission. Any necessary account shall be taken of this requirement in declaring the capacity of Stansted airport for the purpose of Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at Community airports.

Reason: To protect the amenity of residents who are or will be affected by aircraft noise.

## GROUND NOISE

### GN1

No stand hereby permitted within Site "B" shall be used for live aircraft movements until there is available to it a supply of Fixed Electrical Ground Power (FEGP). For the purposes of this condition, a live aircraft movement is one where the aircraft is using a stand for the purpose of embarking or disembarking passengers or cargo.

### GN2

No stand hereby permitted within Site "B" shall be used for live aircraft movements as defined in condition GN1 until a management system for the operation of the FEGP supply has been submitted to and approved in writing by the local planning authority. The management system as submitted shall provide for the use of the FEGP supply when available by aircraft on the stand in preference to reliance on Auxiliary Power Units, and for the supply to be maintained in good working order and restored promptly when out of service.

Reason for GN1 & 2: In the interests of the amenity of residents of the areas around the airport who are or will be affected by ground noise.

## LANDSCAPING

### LAN1

No development hereby permitted shall take place until a scheme of landscaping has been submitted to the local planning authority for approval. The scheme as submitted shall include:

- a) proposed finished levels
- b) existing trees, shrubs, hedges or other soft features to be retained
- c) planting plans, including specifications of species, sizes, planting centres, number and percentage mix
- d) location of any service runs
- e) management plan, which shall include maintenance details and a timescale for implementation of the planting

### LAN2

All the planting comprising the scheme of landscaping submitted under condition LAN1 shall be undertaken in accordance with the timescale set out in the management plan. Any trees, shrubs or hedges (or part thereof) which comprise part of the scheme of landscaping and which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason for LAN1 & 2: To reduce the visual impact of the proposed development on the surrounding countryside

## ARCHAEOLOGY

### ARC1

No development hereby permitted shall take place within a site identified in condition GEN1 until the developer has secured on that site the implementation of a programme of archaeological work in accordance with a written scheme of investigation which shall previously have been submitted to and approved in writing by the local planning authority.

### ARC2

The developer shall afford access at all reasonable times to any archaeologist nominated by the local planning authority to allow the observation of the excavations and the recording of items of interest and finds within any site identified in condition GEN1.

Reason for ARC1 – 2: To ensure that the archaeological richness and educational value of the airport site is retained.

## WATER QUALITY

### WAT1

No development hereby permitted shall take place within a site identified in condition GEN1 until details of surface water control measures and surface and foul water drainage systems serving that site have been submitted to and approved in writing by the local planning authority. The approved measures and systems shall subsequently be carried out as approved.

Reason: To prevent the increased risk of flooding, to improve water quality and to prevent pollution of the water environment.

### WAT2

No development hereby permitted shall take place within a site identified in condition GEN1 until:

- a) a detailed investigation of that site has been carried, the method and extent of which shall previously have been agreed in writing with the local planning authority to establish the degree and nature of any contamination present and to determine its potential for the pollution of the water environment, and
- b) details of appropriate measures to prevent pollution of groundwater and surface water of and from that site have been submitted to and approved in writing by the local planning authority. The approved measures shall subsequently be carried out as approved.

Reason: To prevent pollution of the water environment.

### WAT3

No development hereby permitted shall take place until proposals for the monitoring of the biological interests of local brooks has been submitted to and agreed in writing by the local planning authority. The submitted proposals shall identify those local brooks which are to be monitored, and subsequently the monitoring shall be carried out as approved.

Reason: To prevent pollution of controlled waters and to enhance the aquatic environment.

### WAT4

The construction of any storage facilities for oils, fuels or chemicals shall not be carried out until details have been submitted to and approved in writing by the local planning authority. The construction of the storage facilities shall subsequently be carried out as approved.



Reason: To prevent pollution of the water environment.

WAT5

No soakaways shall be constructed in contaminated ground.

Reason: To prevent pollution of groundwater.

CONSTRUCTION

CON1

No development hereby permitted shall take place within a site identified in condition GEN1 until a construction management plan for that site has been submitted to and approved in writing by the local planning authority. The plan as submitted shall include:

- a) routes to be used by contractors' vehicles (and the appropriate signing thereof) moving to and from the site, and
- b) temporary noise protection measures relating to the site.

The plan shall subsequently be implemented as approved for the duration of the development being carried out on that site.

CON2

No development hereby permitted shall take place within a site identified in condition GEN1 until construction management proposals specific to that site (e.g. hours of working, wheel washing and dust suppression measures) have been submitted to and approved in writing by the local planning authority. The proposals shall subsequently be implemented as approved for the duration of the development being carried out on that site.

Reason for CON1 & 2: To protect the amenity of residents around the airport.

NATURE CONSERVATION

NAT1

No development hereby permitted within Site "B" identified in condition GEN1 shall take place until a nature conservation management plan has been submitted to and approved in writing by the local planning authority. The plan as submitted shall:

- a) identify an area of land of not less than 20 hectares which shall be maintained thereafter as suitable open grassland surrounded by an irregular broad fringe of longer grass and scrub, and
- b) identify suitable area or areas of land which shall be created and maintained thereafter as habitats suitable for the Brown Hare and Skylark, including a timescale for their creation and proposals for their maintenance.

The nature conservation management plan shall subsequently be implemented as approved.

NAT2

No development hereby permitted within Sites "B", "D", "F", "G", "H", "J", "L", "N", "P" or "S" identified within condition GEN1 shall take place until a survey of that site identifying its nature conservation status has been submitted to and approved in writing by the local planning authority.

### NAT3

No development hereby permitted within Sites “B”, “D”, “F”, “G”, “H”, “J”, “L”, “N”, “P” or “S” identified within condition GEN1 shall take place until a translocation scheme for any protected species identified in the surveys pursuant to condition NAT2 has been implemented in accordance with details which shall previously have been submitted to and agreed in writing by the local planning authority.

Reason for NAT1 – 3: To ensure that the proposed development will not diminish the nature conservation value of the airport site.

### AIR TRANSPORT MOVEMENTS (ATMs)

#### ATM1

From the date that the terminal extension hereby permitted within Site A opens for public use, there shall be at Stansted Airport a limit on the number of occasions on which aircraft may take-off or land at Stansted Airport of 7,000 movements during operational night time (2330-0600) periods over a 218 day summer season in any year and of 5,000 movements during operational night time (2330-0600) periods over a 147 day winter season in any year, excluding those movements which are exempt from the Night time Restrictions at Heathrow, Gatwick and Stansted scheme applying at the date of this permission. No aircraft of a type whose noise certification level results in it being allocated 8 or 16 Quota Count points under the Scheme shall be scheduled to land or take off at night between 2300 and 0659.

#### ATM2

Subject to ATM4 below, from the date that the terminal extension hereby permitted within Site “A” opens for public use, there shall be at Stansted Airport a limit on the number of occasions on which aircraft may take-off or land at Stansted Airport of 241,000 ATMs during any period of one year of which no more than 22,500 shall be CATMs (Cargo Air Transport Movements).

#### ATM3

Subject to ATM4 below, from the date that the terminal extension hereby permitted within Site “A” opens for public use, there shall be at Stansted Airport a limit on the number of occasions on which aircraft may take-off or land at Stansted Airport of 38 ATMs between the period of 0600 – 0659 each day.

#### ATM4

The limit in condition ATM2 shall not apply to aircraft taking-off or landing at Stansted Airport in any of the following circumstances of cases, namely:

- (a) the aircraft is not carrying, for hire or reward, any passengers or cargo;
- (b) the aircraft is engaged on non-scheduled air transport services where the passenger seating capacity of the aircraft does not exceed ten;
- (c) the aircraft is required to land at the airport because of an emergency or any other circumstance beyond control of the operator and commander of the aircraft;
- (d) the aircraft is engaged on the Queen’s flight, or on a flight operated primarily for the purposes of the transport of government Ministers or visiting Heads of State or dignitaries from abroad.

#### ATM5

For the purposes of condition ATM4(a) an aircraft is not to be taken as carrying, for hire or reward, any passengers or cargo by reason only that it is carrying employees of the operator of the aircraft or of an associated company of the operator. And for the purpose of condition ATM4(b) an aircraft is engaged in non-scheduled air transport services if the flight on which it is

engaged is not part of a series of journeys between the same two places amounting to a systematic service.

#### ATM6

For the purposes of condition ATM5, a company shall be treated as an associated company of the operator of the aircraft if either that company or the operator of the aircraft is a body corporate of which the other is a subsidiary or if both of them are subsidiaries of one and the same body corporate.

Reason for ATM1 – 6: To protect the amenity of residents who live near the airport and who are affected by, or may be affected by aircraft noise.

#### PASSENGER THROUGHPUT

#### MPPA1

The passenger throughput at Stansted airport shall not exceed 25 million passengers in any twelve calendar month period.

Reason for MPPA1: To ensure that the predicted effects of the development are not exceeded.

#### OTHER

#### OTH1

Following the implementation of the development hereby permitted within any of the sites identified in condition GEN1 above, except where expressly stated, these conditions shall not affect in any way the operation of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modifications).in relation to Stansted Airport.

Reason for OTH1: For the avoidance of doubt.

**APPENDIX 3 - AGREEMENT UNDER SECTION 278 OF THE  
HIGHWAYS ACTS**

**ROADS**

The applicants shall construct on Highways Agency land a direct link from the southbound offslip of the M11 Junction 8 to Thremhall Avenue and open this link to traffic no later than 31<sup>st</sup> December 2006.

At the Priory Wood Roundabout (Airport Junction 2), the applicants shall construct on Highways Agency land a direct link from the eastbound offslip of the A120/M11 – Stansted Slip Roads to Round Coppice Road and open it to traffic no later than 31<sup>st</sup> December 2006.

**APPENDIX 4 - SECTION 106 AGREEMENT HEADS OF TERMS**

**1 Obligations relating to air noise**

Noise insulation schemes

- 1.1 To carry out consultation on the 8 to 15 mppa noise insulation scheme for the Department for Transport as soon as possible
- 1.2 To set aside reasonable sufficient funds for noise insulation schemes in accordance with the requirements of the Department for Transport.
- 1.3 To implement the schemes as soon as they have been finalised by the Department for Transport
- 1.4 To provide a noise insulation scheme for community buildings within the area of the statutory scheme, with priority to schools, subject to there being residual funding available from financial provision for the statutory scheme.
- 1.5 Not to seek relaxation in the current 2001/2 DfT night flight restrictions for the night period 2300 – 0659 and for the night quota period 2330- 0559.
- 1.6 To use reasonable endeavours to ensure that no QC4 movements will be scheduled during the night quota period 2330-0559.

Good practice

- 1.7 To use reasonable endeavours to work with airlines and stakeholders to adopt operational procedures and practices aimed at achieving continuous improvement against current levels in the minimisation of the impact of air noise, and
  - to eliminate the use of reverse thrust during the night period
  - ban the use of visual approaches by arriving aircraft, except in the event of an emergency or diversion
  - adopt Continuous Descent Approaches where possible,
  - measure performance against the Arrivals Code of Practice
  - continue to review codes of good practice with NATS
  - report on the work of Stansted Airport Ltd and the Flight Operations Committee

Voluntary incentives and controls

- 1.8 To maintain and enhance existing voluntary incentives and controls to reduce aircraft related noise and to use reasonable endeavours to reduce aircraft noise further by examining and where possible and appropriate, introducing additional incentives and controls. This will include a review of the charging regime with the objective of reinforcing incentives to reduce the use of noisier aircraft by April 2004.
- 1.9 To commit monies received from fines for flagrant and persistent off track flying imposed under Stansted Airport's operational terms and conditions to a Community Fund.

1.10 To review the procedures, practices and processes of the Flight Evaluation Unit

## **2 Ground Noise**

2.1 To construct a ground running facility for the purpose of routine ground running of engines for maintenance/ testing, involving the construction of approximately 3,500 sq m of pavement and a noise wall, to be operational by 30 September 2004, subject to obtaining the necessary consents.

2.2 To review the Stansted Ground Noise Management Strategy by 30 September 2004 and, following consultation with all relevant stakeholders, identify measures to minimise the effects of ground noise, including consideration of:

- Operational and procedural controls on ground running of engines
- Use of Fixed Electrical Ground Power
- The identification of key performance measures to measure the management of ground noise
- Provision of Pre Conditioned Air supplies

2.3 To implement a Ground Noise Management action plan, including opportunities for bunding and screening to be agreed with those representing local communities adjacent to the perimeter by July 2003.

2.4 To ensure that, except in exceptional circumstances, no live movements by cargo aircraft take place on Echo apron between the hours of 2330 and 0600.

2.5 To ensure that, except in exceptional circumstances, no APUs to be operated on the Echo apron between 2330 and 0600 except for 10 minutes by any aircraft arriving on stand before 2330 at night and except for up to 60 minutes by any aircraft departing after 0600 in the early morning. To take all reasonable steps to prioritise 100% serviceability of FEGP provision to all Echo apron stands to facilitate compliance with this obligation.

## **3 Air Quality**

3.1 To develop and implement a revised Air Quality Management Strategy by 30 September 2003 following consultation with all relevant stakeholders

3.2 To have completed an odour study by 30 September 2004 and to implement any reasonable appropriate and proportionate measures to mitigate odour emissions directly attributable to Stansted Airport

3.3 Subject to obtaining the necessary consents, between 2003 and 2009 (with a review no later than 2009) to carry out air quality monitoring in the vicinity of the airport. Monitoring to include: continuous monitoring of oxides of nitrogen and fine particulate matter (PM<sub>10</sub>) at one fixed site, such monitoring to be conducted for a period of three months in each year until 2005 and throughout each year thereafter, and diffusion tube monitoring at additional sites.

3.4 To undertake and produce in 2005 a revised Airport emissions inventory for oxides of nitrogen and fine particulate matter (PM<sub>10</sub>).

- 3.5 To undertake and produce in 2005 predictive dispersion modelling of nitrogen dioxide levels and fine particulate matter (PM<sub>10</sub>) anticipated in 2010

#### **4 Obligations relating to surface access to the airport**

##### Car parking levy

- 4.1 Not to permit the use of any public or common use staff car park without charging a levy.
- 4.2 The levy to be at least equal to the amount of the levy during the financial year 2001-2 taking into account inflation.
- 4.3 To use the income from the levy to finance initiatives which promote, in accordance with the Stansted Airport Surface Access Strategy, the use by passengers and staff of modes other than by private car and taxi for surface access to and from the airport and, with regard to staff, the encouragement and promotion of car sharing. Such initiatives are in addition to the rail infrastructure and rolling stock funding necessary as result of the proposed development, the cost of which BAA is responsible for meeting, and which BAA is responsible for making happen.

##### Mode share targets

- 4.4 To use reasonable endeavours to achieve a reduction in the percentage of staff journeys to/from the airport by private car by 2010 so that no more than 80% of all staff employed at the airport in 2010 drive to/ from the airport by private car.
- 4.5 To use reasonable endeavours to achieve an increase in the percentage of air passengers using public transport to/from the airport to a level of 37% by 2010 and to adopt a longer term target of 40%..
- 4.6 To fund a study of the potential to raise the air passenger public transport mode share from 36% to 37% by 2010 by additional bus and coach patronage and to provide £1 million funding in total between 2003 and 2010 for initiatives to support the achievement of this mode share shift including local access improvements to the airport for movements on foot and by cycle.

##### Travel plan

- 4.7 To provide an updated airport travel plan by 30 September 2003. The plan should include the introduction of formal monitoring arrangements, a commitment to undertake a two yearly travel survey with an annual update, a commitment to encourage all new tenants employing more than 50 staff to introduce a company travel plan for its staff, a commitment to use reasonable endeavours to secure the retention of an on airport employee travel scheme in which transport operators offer discounted fares to such employees (currently the Travelcard scheme).
- 4.8 To implement the Travel plan as approved by the District Council and the local highway and transportation authority.

##### Surface Access Strategy

- 4.9 To review and update the Surface Access Strategy every two years. To continue to convene the Stansted Airport Transport Forum (SATF) (or other such body as shall from time to time fulfil the objectives of the SATF) annually, and to convene related working groups at least quarterly. To establish a monitoring working group and to provide it with relevant monitoring data.

#### Rail infrastructure and train capacity

- 4.10 To meet the cost of and be responsible for ensuring the delivery of:
- i) All works necessary to accommodate 12 car trains as generated by the applicant's proposed train plan, being:
    - Works at Stansted Airport station to provide a headshunt and fully serviced sidings;
    - Platform extensions at Broxbourne and Stansted Mountfitchet to enable them to be served by 12 car trains;
    - Any other works identified as necessary to accommodate 12 car trains.
  - ii) Improved vertical circulation at Stansted Airport station;
  - iii) Shelter for rail passengers on Platform 2 at Stansted Airport station;
  - iv) The construction of the second rail tunnel bore to the mainline when it is needed; and
  - v) To fund rolling stock costs arising from the need for the railway industry to provide additional stock to support BAA's expansion, these costs being the difference between revenue and outgoings for the period until a stable break even level is reached.
- 4.11 To obtain any necessary consents before any element of the development subject of the application is implemented.
- 4.12 To assist the Strategic Rail Authority, Railtrack Plc and the operator of the Stansted Airport train services in the planning long term development of enhancement of the West Anglia railway (WARM enhancements) and to contribute towards the cost of studies commissioned by the SRA directly associated with such enhancements that are relevant

#### Bus and coach station

- 4.13 To commence construction of the proposed bus and coach station in the terminal landside zone by no later than 1 June 2005, subject to obtaining the necessary planning permission and other consents.
- 4.14 To provide the bus and coach station with a real time information system compatible with the Essex County Council public transport information system.

#### Effects on Highways Agency and Airport roads

- 4.15 To establish an appropriate review mechanism to monitor the actual impact of airport development on Highways Agency and Airport Roads, specifically at
- the M11 Junction 8 Birchanger Roundabout and its slips;
  - Priory Wood roundabout;
  - A120 eastern access to the airport (junction outside the mid stay car park); and
  - Bassingbourn roundabout.



- 4.16 To put in place measures to collect the necessary data for monitoring, including additional traffic loop detectors as necessary.

Effects on local road network

- 4.17 To monitor the performance of the local road network and identify flows directly related to the development. To commit to underwrite up to £2 million to address problems arising that can be directly attributed to the development post implementation.

Little Hadham junction

- 4.18 To fund measures to improve of the performance of the A120 signal controlled junction at Little Hadham

Passenger pick up arrangements

- 4.19 To introduce a new 15 minute free pick-up period for arriving passengers in an appropriate location convenient to the Terminal Building by 30 April 2003.

Car parking for existing rail commuters

- 4.20 To continue to ensure that conveniently situated parking is available for existing rail season-ticket holders who are renewing their season tickets and who already use Stansted Airport railway station for the purpose of commuting.

Fly parking

- 4.21 To carry out or procure two investigations into the incidence of air passengers parking on the public highway off airport within a five mile radius of its boundary, the first such study to be carried out by 30 September 2003..

- 4.22 To fund appropriate and proportionate measures to address problems identified.

Safeguarding future rail access to the airport from the east

- 4.23 To protect and maintain free of obstruction an alignment to allow construction of a new railway line into the Airport from the east, this alignment to be an extension of the proposed headshunt.

Safeguarding land for future rail freight facilities

- 4.24 To ensure that the scope to provide future rail freight facilities is not prejudiced

**5. Nature Conservation**

- 5.1 To develop, introduce and implement by 30 September 2003 a strategy for the management and maintenance of Stansted Airport's biodiversity
- 5.2 To commission a study into the effects of air noise and light pollution on flora and fauna within Hatfield Forest, East End Woods and the fen site within the airport boundary which

are attributable to Stansted Airport operating beyond 15 mppa, including a base study at 15mppa.

- 5.3 To implement any appropriate and proportionate measures to mitigate the impact of flora and fauna directly attributable to Stansted Airport operating beyond 15 mppa.

## **6 Off site mounding and landscape planting**

- 6.1 To seek to identify and implement opportunities for the provision of off site mounding and or planting where such measures would be reasonable appropriate and proportionate and of benefit to the local community in terms of visual screening of the airport or address its noise effects.

## **7 Additional planting on Molehill Green mound**

- 7.1 To carry out additional planting on the grassed area on the crest of the Molehill Green mound.

## **8 Employment**

- 8.1 To maintain and support the Stansted Airport Employment Forum (SAEF) and to arrange meetings of the Forum not less than once a year, and meetings of its action groups not less than 3 times a year
- 8.2 Between 2003 and 2009 (with a review not later than 2009) to commit the sum of £350,000 to support training and employment initiatives ratified by the SAEF.
- 8.3 To review annually the Stansted Training and Employment Strategy and to present such a strategy to the SAEF for ratification.
- 8.4 To undertake an employment survey of on airport employment at Stansted airport not less frequently than every 5 years.
- 8.5 To provide guidance through the Business Forum to groups of employers on how to go about setting up a successful travel plan

## **9 Economic Performance**

- 9.1 To host, between 2003 and 2009 (with a review not later than 2009) a Stansted Airport Business Forum (SABF) , which will meet least twice a year, and sub groups supporting the SABF, which will meet at least 3 times a year
- 9.2 To support and facilitate, between 2003 and 2009, in conjunction with the SABF, an annual Meet the Buyers event targeted at providing opportunities for suppliers within an area agreed by the SABF to supply goods and services to Stansted Airport, either as primary or secondary suppliers to on airport businesses.
- 9.3 To seek, in conjunction with the SABF, to provide opportunities to support regeneration, inward investment and tourism.

## **10 Affordable housing**

10.1 In conjunction with a Registered Social Landlord, to provide an affordable housing scheme offering social rented accommodation and assisted home ownership equity loan arrangements within a 10 mile radius of the airport.

10.2 To provide £2.2 million funding to the selected RSL to implement the Scheme.

## **11 Community**

11.1 To establish a Community Fund for the promotion, enhancement, improvement, protection and conservation of the social, educational, environmental and economic well-being of the wider community

11.2 Between 2003 and 2009, with a review no later than 2009, to commit the sum of £700,000 in total, and fines income from penalty payments for off track flying, to a Community Fund

## **12 Visitor Centre and Archaeological Resource Centre**

12.1 To provide a Visitors Centre and aircraft viewing facility of between 1,000 and 1,500 sq feet on the north side of the airport with appropriate parking and access providing an aircraft viewing area with clear views of the airfield, office, lecture room and resource centre facilities, reasonable support facilities.

12.2 To provide a sum of £32,000 for the provision of an archaeological resource centre and archaeological finds store either at the Visitor centre or an alternative location.

12.3 To make finds discovered during the development available to the Saffron Walden Museum.

## **13 Design and Construction**

13.1 To ensure that the construction practice and selection of suppliers is environmentally responsible and sustainable.

## **14 Waste Management**

14.1 To develop an revised airport waste management strategy by 30 September 2003 in order to identify initiatives aimed to, minimise and recycle Stansted Airport waste, including a new target for the amount of waste recycled as percentage of total waste arisings to exceed 20% within a reasonable timescale.

14.2 To fund the implementation of appropriate and proportionate initiatives identified in the revised strategy

14.3 To contribute £300,000 to the Council towards the provision of a community waste management and recycling centre, and to make further reasonable appropriate and proportionate contributions to its running costs.

## **15 Energy**

- 15.1 To develop an airport energy management plan by 30 September 2003 to identify initiatives aimed at minimising energy consumption and energy efficiency on airport
- 15.2 To implement the Plan and fund reasonable appropriate and proportionate initiatives identified in the Plan.

**16 Review and Reporting**

- 16.1 To commission two studies of the impact of the development in 2005 and 2009 to include air noise contours, ground noise measurements, air quality, traffic flows and mode shares, employment levels and employee place of residence patterns, visual impacts and waste/ water/ energy impacts.
- 16.2 To publish an annual independently audited Sustainability Report

## **DEVELOPMENT CONTROL AND LICENCING COMMITTEE 12TH SEPTEMBER 2002**

### **APPENDIX 5 - SUPPLEMENTARY REPRESENTATIONS**

#### **REPLIES RECEIVED FROM STATUTORY AND OTHER CONSULTEES**

##### ***County, Borough and District Councils***

Epping Forest DC: Travel Plan may address concerns about Stansted workers driving to work as single occupants. The committee report does not address improved rail links to the District or A414/A120 west of M11 road improvements.

##### Essex CC:

*Transportation & Operational Services*: Further discussions held re timing of bus station development, bus and coach study and the traffic model.

##### ***Environmental***

British Horse Society – East of England: Main concern will be the effect on routes used by horse riders and carriage drivers and nearby places where horses are kept. Asks for early consultation re any proposals to move rights of way.

Countryside Agency: Reiterates earlier comments that the Agency does not wish direct involvement.

##### ***Transport***

CAA: Standard holding response issued re additional material received.

SRA: There is some limited capacity for movement of airport freight on the existing West Anglia network, but this would need balancing with passenger needs. The capacity of the rail infrastructure, including the tunnel, within the curtilage of the airport is constrained given current services and the train plan required to serve the expanded airport. Any increase would, however, be in line with the SRA's target to increase freight movement by 80% within the life of the Government's ten year plan. None of the rail works required by the SRA as a direct consequence of airport expansion would rule out the future use of the network or the airport site for rail freight.

#### **TOWN/PARISH COUNCILS' COMMENTS**

Hatfield Broad Oak: In view of the recent Government announcement of a four month consultation period concerning runways in the south east, a decision should be deferred pending a full public inquiry.

Thaxted: Confirms its unanimous objection to the application. Has written to Rt Hon Sir Alistair Darling MP objecting to the SERAS proposals.

Uttlesford Association of Local Councils: Analysis of the results undertaken by Little Hallingbury. Overwhelming majority is against expansion.

#### **REPRESENTATIONS RECEIVED**

The following letters have been received from the public since the Development Control & Licensing Committee considered the application on 24/6/02. New points raised are given below.

OBJECTION (30 letters)

*Air Noise*

- Overflying of Halstead and Belchamp Walter (Sudbury).

*Infrastructure*

- Low cost carriers should be encouraged to use vacated space at Gatwick.
- Luton should be properly used – similarly Boscombe Down, Bristol, Cardiff and Southampton.

*Committee Report/Summary Document*

- Summary contains no information on the outcome and views of residents.
- Consultation flawed as it was focussed on Uttlesford District.
- No reference in the summary to the legal authority of UDC to consider the application or to the Human Rights Act.
- Denies the positive implications listed on P2 of the summary.
- Gives greater importance to the suggested improvement of the economy than to the preservation of the environment and quality of life.
- Not enough time to consider the Council's report.
- Meeting at Saffron Walden inappropriate given location of those affected.