

UTT/1000/01/OP

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, alteration to airport roads, terminal forecourt and the Stansted rail, coach and bus station; together with associated landscaping and infrastructure at Stansted Airport

(Outline planning permission granted on 16 May 2003)

PROGRESS WITH PLANNING CONDITIONS

(PLEASE REFER TO A COPY OF THE DECISION NOTICE FOR THE FULL WORDING OF CONDITIONS)

C.90A	GENERAL
GEN1 GEN2 GEN3	GEN1 identifies the development that was permitted. GEN2 requires that all the reserved matters be submitted by 16th May 2011. GEN3 was complied with on 22nd May 2006 when works to the terminal forecourt commenced (See C.90R later). A letter of confirmation to this effect for the purposes of the Section 106 Agreement was received from BAA Stansted.
C.90B	EXTENSION TO THE PASSENGER TERMINAL AND ANCILLARY DEVELOPMENT (not yet commenced)
A1 A2 A3	A1 requires the development to be carried out in accordance with the approved plans, as full details were submitted and approved under UTT/1000/01/OP. A2 and A3 are floorspace limiting conditions that will require monitoring at the appropriate time. BAA anticipates that this development would be required for 35mppa in 2014.
C.90C	NEW AIRCRAFT APRON AND ANCILLARY DEVELOPMENT (not yet commenced)
B1 B2	B1 requires the development to be carried out in accordance with the approved plans, as full details were submitted and approved under UTT/1000/01/OP. Details of the blast deflector required under B2 have not yet been submitted for approval. BAA anticipates that the NW half of the apron would be required for 25mppa in 2014 and the SE half for 35mppa in 2014.

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C.90D	CARGO SHED ACOMMODATION AND ANCILLARY DEVELOPMENT (not yet commenced)
C1	C1 and C2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. C3 is a design requirement to keep the development in context with the existing cargo shed. BAA anticipates that this new cargo shed would be required for 25mppa in 2014.
C2	
C3	
C.90E	AIRCRAFT HANGAR FACILITIES AND ANCILLARY DEVELOPMENT (not yet commenced)
D1	D1 and D2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. D3 is a design requirement to keep the height of the new hangar in context with the existing one. BAA anticipates that this new hangar would be required for 25mppa in 2014.
D2	
D3	
C.90F	MULTI STOREY CAR PARKING AND ANCILLARY DEVELOPMENT (not yet commenced)
E1	E1 and E2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. E3 requires the approval and implementation of a lighting strategy. E4 limits the height of the top deck to preserve the relationship between the terminal building and the countryside. These reserved matters would relate solely to the decking of the sections of the short stay car park NE of the bus / coach station (the decking of the sections to the SW has already been approved as part of expansion to 15mppa). BAA anticipates that only one of the approved decked car parks to the SW of the bus / coach station would be required for 35mppa in 2014.
E2	
E3	
E4	
C.90G	LONG TERM CAR PARKING AND ANCILLARY DEVELOPMENT (not yet commenced)
F1	F1 and F2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. F3 requires the approval and implementation of a lighting strategy. BAA anticipates that about 50% of the extra car parking would be required for 25mppa in 2014 and the remainder for 35mppa in 2014.
F2	
F3	
C.90H	REDEVELOPMENT OF EXISTING SURFACE CAR PARK FOR STAFF CAR PARKING AND ANCILLARY DEVELOPMENT (not yet commenced)
G1	G1 and G2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. G3 requires the approval and implementation of a lighting strategy. BAA anticipates that the staff car parking would be required for 25mppa in 2014.
G2	
G3	

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C.90J	GRADE SEPARATION OF JUNCTION 3 (not yet commenced)
H1 H2	H1 and H2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. BAA anticipates that these works would be required for 35mppa in 2014.
C.90K	DUALLING OF BASSINGBOURN ROAD FROM JUNCTION 3 (BASSINGBOURN ROUNDABOUT) TO PINCEY ROUNDABOUT (not yet commenced)
J1 J2	J1 and J2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. BAA anticipates that these works would be required for 35mppa in 2014.
C.90L	OFFICE ACCOMMODATION AND ANCILLARY DEVELOPMENT (not yet commenced)
K1 K2 K3	K1 and K2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. K3 is a design requirement to keep the height of the new office building in context with Enterprise House. BAA anticipates that this office building would be required for 25mppa in 2014.
C.90M	OFFICE ACCOMMODATION AND ANCILLARY DEVELOPMENT (not yet commenced)
L1 L2 L3	L1 and L2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. L3 is a design requirement to keep the height of the new office building in context with Endeavour House. BAA anticipates that this office building would be required for 25mppa in 2014.
C.90N	GROUND HANDLING FACILITIES AND ANCILLARY DEVELOPMENT (not now required by BAA)
M1 M2 M3	These ground handling facilities will not now be required, as BAA has shown the land subsumed within the proposed Zone G car park.
C.90O	FLIGHT CATERING AND AIRLINE SUPPORT ACCOMMODATION AND ANCILLARY DEVELOPMENT (not yet commenced)
N1 N2	N1 and N2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. N3 is a design requirement to keep the height of the new buildings in context with surrounding ones. BAA anticipates that

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N3	these buildings would be required for 25mppa in 2014.
C.90P	ADDITIONAL FUEL TANK AND ANCILLARY DEVELOPMENT AT THE FUEL FARM (not yet commenced)
P1 P2 P3	P1 and P2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. P3 is a design requirement to keep the height of the new fuel tank in context with surrounding ones. BAA anticipates that this tank would be required for 25mppa in 2014.
C.90Q	EASTWARD EXTENSION OF THE TWO MAIN RAIL TRACKS AT THE RAIL STATION AND ANCILLARY DEVELOPMENT, INCLUDING ADDITIONAL VERTICAL CIRCULATION (not yet commenced)
Q1 Q2	Q1 and Q2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. Vertical circulation studies are currently being undertaken on behalf of BAA.
C.90R	EXTENSION TO THE TERMINAL FORECOURT AND ANCILLARY DEVELOPMENT (commenced)
R1 R2	The remodelling of the terminal forecourt road is currently being undertaken by BAA under its permitted development rights as the local highways authority for airport roads, as all the works are within the highway boundary. This did not therefore require reserved matters submissions under R1 and R2 to the local planning authority, although the works were agreed with the Highways Working Group of the Stansted Area Transport Forum.
C.90S	DUALLING OF THREMHALL AVENUE FROM JUNCTION 3 (BASSINGBOURN ROUNDABOUT) TO JUNCTION 11 (COOPERS END ROUNDABOUT) (not yet commenced)
S1 S2	S1 and S2 are standard requirements for the submission of the reserved matters, which have not yet been submitted. BAA anticipates that these works would be required for 35mppa in 2014.
C.90T	AIR NOISE
AN1	Now that the permission has been implemented, this condition is in effect and is being monitored.
C.90U	GROUND NOISE
GN1 GN2	GN1 and GN2 come into effect prior to the use of C.90C for live aircraft movements, and will be monitored at the appropriate time.

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C.90V	LANDSCAPING
LAN1 LAN2	LAN1 comes into effect with each submission of reserved matters. LAN2 will be monitored during and after the development as appropriate.

C.90W	ARCHAEOLOGY
ARC1 ARC2	ARC1 comes into effect with each submission of reserved matters. ARC2 will be monitored during construction.

C.90X	WATER QUALITY
WAT1 WAT2 WAT3 WAT4 WAT5	WAT1 and WAT2 come into effect with each submission of reserved matters. Details of the monitoring required under WAT3 were agreed in March 2004 following discussions with the Environment Agency. WAT4 and WAT5 are preventative conditions.

C.90Y	CONSTRUCTION
CON1 CON2	CON1 and CON2 come into effect with each submission of reserved matters, and will be monitored as required for the duration of construction works.

C.90Z	NATURE CONSERVATION
NAT1 NAT2 NAT3	NAT1, NAT2 and NAT3 come into effect with the submission of the sets of reserved matters identified in each condition.

C.90A	AIR TRANSPORT MOVEMENTS
ATM1 ATM2 ATM3	ATM1 sets a limit of 241,000 ATM's / year from the date the terminal extension permitted under UTT/1000/01/OP opens for public use. Legally, this condition is not yet in effect so there can be no breach, but BAA did agree not to exceed the movement limit in the interim. ATM2, 3 and 4 are explanatory conditions relating to ATM1.

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ATM4	
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C.90B	PASSENGER THROUGHPUT
MPPA1	MPPA1 sets a limit of 25mppa in any 12 month calendar period, and is now in effect following the implementation of the permission.

C.90C	OTHER
OTH1	OTH1 gives the clarification that BAA's permitted development rights under the General Permitted Development Order are not affected by this planning permission.

Officers are not aware of any current breaches of these conditions.