

Committee: Stansted Airport Advisory Panel
Date: 25 October 2004
Agenda Item No: 5
Title: Additional Noise Insulation and Assistance Schemes
Author: Will Cockerell (01799) 510581

Summary

- 1 Stansted Airport have recently issued a consultation document for two further schemes to address current airport noise for communities close to the airport.
- 2 The schemes address noise insulation for schools and hospitals exposed to high levels of noise, and provide relocation assistance for home owners exposed to very high noise levels.

Background

- 3 63dBA_{leq} 2002 noise contour, and there appear to be no such buildings within this contour. The scheme will be reviewed in 2007 when the 2006 contours are published and it is possible that schools in Great and Little Hallingbury may become eligible.
- 4 The second scheme is for home owners within the 69dBA_{leq} 2002 contour and includes part of Start Hill and a very few isolated houses to the north east of the airport. The proposed scheme provides a lump sum of £2 500 plus 1.5% of the sale value subject to a maximum of £10 000. There are a number of eligibility criteria designed to prevent property speculators benefiting from the scheme.

Comment

- 5 Both schemes use the noise exposure contours produced for the Department for Transport by the Civil Aviation Authority and employ the method of calculating the average noise levels over a 16 hour day between 16th June and 15th September and in apportioning aircraft movement to the long term modal split, currently 74:26 (the actual split in 2002 was 64:36). The effect of this methodology is to produce a contour which is useful for comparing year on year changes but is little use for assessing noise nuisance which is experienced on an hourly basis rather than over 91 days. Criticism of the use of this metric have been made in response to other consultations and it has been suggested by officers that a composite of 100% operation on runways 05 and 23 would provide a more realistic contour, and would include many more properties.

- 6 In view of the limited effect of these schemes it is suggested that any response to the consultation document focus on the inadequacy of using the 'standard' contours to define the boundaries of the schemes.

RECOMMENDED that the views of the Panel be reported to the Environment Committee to enable a response before the 21st December 2004 closing date.

Background Papers: BAA Stansted 'Protecting against airport noise'
www.baa.com/stanstednoise

Committee: Stansted Airport Advisory Panel
Date: 14 October 2004
Agenda Item No: 6
Title: Airport Master Plans
Author: Roger Harborough (01799) 510457

Summary

- 1 This report updates Members on Stansted Airport Ltd's proposed response to the Government advice that airport operators should prepare Airport Master Plans.

Background

- 2 The Government published its advice in July and this was reported to the Panel at its meeting on 26 July. Officers have been in discussion with Stansted Airport Ltd (STAL) as to the action it proposes to take, particularly in the context of the information required to support its anticipated application for further development within the capacity of the existing runway.

Stansted Airport's response

- 3 STAL has indicated that it has sought clarification from the Department for Transport as to how the guidelines should be interpreted and progressed at Stansted.
- 4 The company's intention is initially to prepare an interim master plan, covering the development of the airport within the capacity of its existing single runway. The process of preparing such an interim plan will be integrated with its planning application for growth beyond 25 mppa, which is now likely to be submitted next summer. The interim master plan would be prepared so as to be consistent with STAL's thinking at that stage in relation to its second runway proposals.
- 5 The Airport Master Plan incorporating STAL's proposals for a second runway would be provided in support of its application for that development. It now

anticipates the timescale for that application being in the spring of 2006 to coincide with the anticipated timing of road and rail orders to support that development. It says that this has no implications to its overall programme for delivery of the second runway.

- 6 STAL says that the Government has confirmed that these proposals are reasonable and consistent with the spirit of the guidance.

Comment

- 7 The guidance is non statutory so non-compliance is not considered to have implications per se. However, the Council will need to assess at the time the 25 mppa plus planning application is submitted whether it has sufficient information properly to determine the application in the possible absence of information about the potential form and impacts of prospective airport development that could take place within the next ten years. The draft 25 mppa plus Scoping Opinion will continue to press for broadening the scope of Environmental Assessment studies to inform the preparation of a two runway airport master plan and to identify the impacts a two runway airport would have, if permitted by the Secretary of State following a public inquiry.

FOR INFORMATION

Background Papers:- DfT Guidance on the Preparation of Airport Master Plans
Letter from STAL dated 22 September 2004

Committee: Stansted Airport Advisory Panel
Date: 25 October 2004
Agenda Item No: 7
Title: Actions and monitoring of the Section 106 Agreement relating to the expansion of Stansted Airport from 15-25 mppa
Author: Jeremy Pine (01799) 510460

Summary

- 1 This report, which is one of a regular series, advises the Panel on the actions and monitoring of those parts of the Agreement that has taken place to date. The information in this report is up to date as far as 14 October, and follows on from the report to the Panel meeting on 26 July.

Background

- 2 The Council granted outline planning permission for the expansion of Stansted Airport from 15-25mppa on 16 May 2003. The outline planning permission is subject to conditions and is also subject to a Section 106 Agreement, which places various obligations upon the airport operator that

are triggered at times between the grant of the permission and by the end of 2010.

- 3 No start has yet been made on the development and no planning conditions have yet been triggered. It is currently anticipated that a formal start will occur early in 2005, probably via works to implement the next stage of the long-term car park.

Progress

- 4 The latest copy of the obligations monitoring document prepared by officers is attached to this report, along with the coloured summary chart. The monitoring document lists each obligation in date order in column 1, (starting with those that are not date-specific), sets out a summary of the obligation in column 2 with current progress in column 3.
- 5 Environmental Monitoring is also appended.

FOR INFORMATION

Background Papers: Application file

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.

EVENTS MONITORING DOCUMENT FOLLOWING THE GRANTING OF OUTLINE
PLANNING PERMISSION, CROSS-REFERENCED TO THE RELEVANT PART OF
THE AGREEMENT

*(NOTE: THIS CONTAINS ONLY A SUMMARY OF THE OBLIGATIONS AND IS NOT A
SUBSTITUTE FOR READING THE AGREEMENT)*

This document will be updated.

Last update: 14/10/04

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| UNSPECIFIED | <p>TO MONITOR AIR QUALITY AS SPECIFIED UNTIL 2010 (4TH SCHEDULE PART 3 PARA 1)</p> <ul style="list-style-type: none"> • Annual summary to UDC • Appropriate and proportionate measures to mitigate significant effects as specified within 12 month's of availability of summary data and undertake works for the reduction and control of emissions as soon as reasonably practical • Obligations to be made known to UDC within 28 days of availability to STAL | <p>Letter from STAL dated 1/9/03 setting out proposals under paras 1.1 and 1.2.</p> <p>Proposals discussed and agreed with Principal Environmental Health Officer. Reply to STAL sent on 2/9/03.</p> <p>Summary data from Netcen forwarded by STAL on 29/3/04. Monitoring ongoing, beyond the period specified in the agreement.</p> |
| UNSPECIFIED | <p>TO COMMISSION A STUDY IDENTIFYING HOW BUS AND COACH SERVICES CAN CONTRIBUTE TO 37% AIR PASSENGER PUBLIC TRANSPORT USAGE BY 31 DECEMBER 2010 (4TH SCHEDULE PART 4 PARA 7)</p> | <p>Halcrow were appointed by STAL to prepare the study, under the supervision of the SATF Bus/Coach Working Group.</p> <p>Final report published in December 2003.</p> |
| UNSPECIFIED | <p>TO USE ALL REASONABLE ENDEAVOURS TO ENCOURAGE THOSE WITH MORE THAN 50 EMPLOYEES TO INTRODUCE TRAVEL PLANS AND ENCOURAGE NON-CAR USAGE/CAR SHARING (4TH SCHEDULE PART 4 PARA 12)</p> | <p>Condition requiring production of own travel plan /referral to STAL's travel plan commonly imposed by UDC on planning permissions.</p> <p>STAL to prepare a site-wide travel plan that would be available to all on-airport employees and companies by the end of 2004. Officers have confirmed that this would be regarded as being in compliance with the obligation. Plan to be launched at the SATF meeting on 11/11/04.</p> <p>STAL try to encourage all bus operators to run first service into the airport before 0400 for the benefit</p> |

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| UNSPECIFIED | <p>TO CONTINUE TO CONVENE THE STANSTED AREA TRANSPORT FORUM ON AN ANNUAL BASIS AS SPECIFIED (4TH SCHEDULE PART 4 PARA 14)</p> <ul style="list-style-type: none"> • Invite SRA, the Highways Agency and ECC to report to SATF twice a year as specified (4th Schedule Part 4 Para 15) | <p>of staff on early shifts.</p> <p>Meeting held on 17/7/03: minutes issued on 9/9/03.</p> <p>2004 meeting arranged for 11/11/04. Agenda produced and invitations sent out.</p> |
| UNSPECIFIED | <p>WHEN REQUESTED TO DO SO BY UDC, TO PAY TO UDC THE SUM OF £300,000 TOWARDS THE COST OF PROVIDING A MATERIALS RECYCLING FACILITY (4TH SCHEDULE PART 16 PARA 3)</p> <ul style="list-style-type: none"> • Payments of a proportion of the running costs as specified (4th Schedule Part 16 Para 4) | Not yet requested. |
| UNSPECIFIED | <p>TO USE ALL REASONABLE ENDEAVOURS TO ENSURE ALL CONSTRUCTION PRACTICES AND THE SELECTION OF SUPPLIERS FOR GOODS AND SERVICES ARE ENVIRONMENTALLY RESPONSIBLE AND SUSTAINABLE AS REQUIRED BY STAL (4TH SCHEDULE PART 15)</p> | Not yet applicable, as the permitted infrastructure works have not yet started. |

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| FROM THE DATE OF THE AGREEMENT (16 MAY 2003) | <p>NOT TO SEEK ANY RELAXATION OF THE NIGHT FLIGHT RESTRICTIONS CURRENTLY IN FORCE FOR THE NIGHT PERIOD OF 23.00 – 06.59 OR FOR THE NIGHT QUOTA PERIOD OF</p> | None currently being sought. |
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| <p>AGREEMENT (16 MAY 2003)</p> | <p>EMPLOYMENT SURVEY OF ON-AIRPORT EMPLOYMENT AND TO PRESENT THE RESULTS TO UDC, THE STANSTED AIRPORT EMPLOYMENT FORUM AND THE STANSTED AIRPORT BUSINESS FORUM (4th SCHEDULE PART 10 PARA 2)</p> <ul style="list-style-type: none"> • Survey to be subsequently undertaken not less than once every 5 years | <p>carried out – report now available. Annual Employment Forum held on 27/9/04.</p> |
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| <p>DURING THE CONTINUANCE OF THE AGREEMENT</p> | <p>TO DRAW THE ATTENTION OF THE GOVERNMENT TO THE OBLIGATION ON THE PART OF STAL CONTAINED IN PARA 7 OF PART 1 (4TH SCHEDULE PART 1 PARA 8)</p> | <p>Done via the recent Noise Insulation Grant Scheme consultation.</p> |
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| <p>FROM THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2003)</p> | <p>TO USE ALL REASONABLE ENDEAVOURS TO RETAIN AN ON-AIRPORT EMPLOYEE TRAVEL SCHEME (4TH SCHEDULE PART 4 PARA 13)</p> | <p>STAL seeking SRA's continued support (Email of 23/7/03)</p> |
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| <p>FROM THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2003)</p> | <p>UNTIL 31/12/09 TO PRESERVE AND MAINTAIN FREE OF ANY PERMANENT OBSTRUCTION LAND SAFEGUARDED FOR THE PROVISION OF RAIL FACILITIES (4TH SCHEDULE PART 5 PARA 2)</p> | <p>Safeguarded land free as of 11/10/04. Land will be required in the interim period for temporary car parking to replace displaced short stay spaces whilst works to deck the short stay car park are being undertaken.</p> |
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| <p>FROM THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2003)</p> | <p>TO MAINTAIN AND SUPPORT THE SAEF AS SPECIFIED, INCLUDING THE COMMITMENT OF £350,000 VIA INSTALMENTS UNTIL 31/12/09 TO SUPPORT TRAINING AND EMPLOYMENT INITIATIVES RATIFIED BY SAEF (4TH SCHEDULE PART 10 PARA 1)</p> | <p>SAEF meetings held on 12/9/03 and 27/9/04. Skills, Transport and Recruitment Advisory Groups held regularly as a matter of practice.</p> |
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| <p>FROM THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2003)</p> | <p>TO MAINTAIN AND SUPPORT THE SABF AS SPECIFIED UNTIL 31/12/09 (4TH SCHEDULE PART 11 PARA 1)</p> <ul style="list-style-type: none"> • To include an annual “Meet the Buyers” event | <p>“Meet the Buyers” events held in September 2003 & 4.</p> <p>Meeting with EEDA held on 25/3/04. SABF meeting held on 27/4/04.</p> |
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| <p>AS SOON AS REASONABLY PRACTICABLE AFTER THE GRANT OF PLANNING PERMISSION (after 16 MAY 2003)</p> | <p>TO USE BEST ENDEAVOURS TO PROCURE THE CONSENT OF DfT TO ENABLE STAL TO CARRY OUT THE CONSULTATION ON THE NOISE INSULATION GRANTS SCHEME APPROVED BY AND ON BEHALF OF DfT RE BOTH 8 AND 15 MPPA (4TH SCHEDULE PART 1 PARA 1)</p> <ul style="list-style-type: none"> • Consultation to be carried out within 3 months of obtaining consent, report results to DfT and UDC within one month of availability to STAL (4th Schedule Part 1 Para 2) | <p>Consultation document reported to STAAP on 20/10/03 and E&T Committee on 4/11/03. Members’ comments subsequently forwarded to STAL.</p> |
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| <p>AS SOON AS REASONABLY PRACTICABLE AFTER THE GRANT OF PLANNING PERMISSION (after 16 MAY 2003)</p> | <p>TO REQUEST DfT TO DESIGN OR PROCURE THE DESIGN OF A STATUTORY SCHEME FOR NOISE INSULATION AND TO REQUEST ITS INTRODUCTION (4TH SCHEDULE PART 1 PARA 3)</p> <ul style="list-style-type: none"> • To implement and make sufficient funds available for that purpose (4th Schedule Part 1 Para 4) • Insulation for schools and community buildings funded from any surplus (4th | <p>Letter from STAL to DfT sent 22/12/03. Noise Insulation Scheme up for review in the White Paper, so nature of scheme could change.</p> |
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| | <i>Schedule Part 1 Para 5)</i> | |
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| <p>WITHIN 6 MONTHS OF THE DATE OF GRANT OF PLANNING PERMISSION (16 NOVEMBER 2003)</p> | <p>TO CARRY OUT OR PROCURE STUDIES OF THE INCIDENCE OF AIR PASSENGERS PARKING MOTOR VEHICLES ON THE PUBLIC HIGHWAY WITHIN 5 MILES OF THE AIRPORT (5TH SCHEDULE PARA 9)</p> <ul style="list-style-type: none"> • Report results to ECC and UDC as soon as reasonably practical • To pay to ECC on request a contribution of up to £50,000 to ameliorate any problems identified in the studies (5th Schedule Para 10) | <p>Meeting held with STAL on 5/8/03 to discuss extent of survey work required. Extent subsequently confirmed with ECC and HCC.</p> <p>Halcrow's discussion paper on carrying out the survey discussed at meeting of the SATF Highways Working Group on 5/9/03. Some modification / amplification made. Survey proposals submitted by STAL on 25/9/03. Discussed at SATF Highways Working Group meeting on 3/2/04. Date of survey to be end of February, beginning of March 2004, with appropriate follow-up.</p> <p>Freephone number went live on 28/10/03 and was publicised via a Press release and via Town/Parish Councils. All stakeholders notified by letter of the survey and hotline.</p> <p>Survey not proceeded with, as usable data was emerging from the Freephone number. Interim report on first 6 months of data submitted by STAL on 18/6/04. Update given in Members' Bulletin on 9/7/04. Full year of data awaited.</p> |
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| DURING NOVEMBER 2003 | <p>TO CONSULT WITH THE UTTLESFORD PRIMARY CARE TRUST AND UDC AS TO WHETHER IT WOULD BE APPROPRIATE TO COMMISSION A PUBLIC HEALTH STUDY WITHIN 5 MILES OF THE AIRPORT BOUNDARY (4th SCHEDULE PART 19 PARA 1)</p> <ul style="list-style-type: none"> • Annual consultation subsequently • To commission a reasonable and proportionate study and to report to UDC and UDC PCT if it is determined that a study is desirable (4th Schedule Part 19 Para 2) • All reasonable and proportionate steps to mitigate proven adverse effects (4th Schedule Part 19 Para 3) | <p>Initial meeting held between UDC, STAL and PCT on 1/7/03 (see letters from PCT and STAL dated 3/7 and 22/7 respectively).</p> <p>Further meeting held on 26/11/03. Minutes distributed to participants. Next annual meeting arranged for 24/11/04.</p> |
| BY DECEMBER 2003 | <p>TO SUPPLY TO UDC THE RESULTS OF THE STUDY IDENTIFYING HOW BUS AND COACH SERVICES CAN CONTRIBUTE TO 37% AIR PASSENGER PUBLIC TRANSPORT USAGE BY 31 DECEMBER 2010 (4TH SCHEDULE PART 4 PARA 8)</p> | <p>Final study issued in December 2003. Written confirmation of receipt sent to STAL on 14/1/04.</p> |
| BY 31 MARCH 2004 | <p>TO PROVIDE UDC WITH AN UPDATED SASAS AS SPECIFIED (4TH SCHEDULE PART 4 PARA 10)</p> <ul style="list-style-type: none"> • To implement SASAS as approved before the date the terminal extension is first used (4th Schedule Part 4 Para | <p>Liaison meeting with the 4 principal local authorities and STAL's consultant held on 17/12/04.</p> <p>Draft wordings of various sections issued to the SATF Working Group Chairmen for comments by 6/2/04.</p> |

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| | 11) | <p>Draft SASAS discussed at a meeting of the SATF Steering Group on 1/3/04. Final pre-publication version forwarded under a covering letter by STAL on 31/3/04.</p> <p>Published version available from August.</p> |
| BY 31 MARCH 2004 | <p>TO SUBMIT FOR APPROVAL TO UDC A SCHEME FOR THE MANAGEMENT AND MAINTENANCE OF THE AIRPORT'S BIODIVERSITY (4th SCHEDULE PART 8 PARA 1)</p> | <p>Biodiversity Management Plan submitted to UDC on 30/3/04. Copies sent by STAL to English Nature, Essex Wildlife Trust, National Trust and other relevant stakeholders, requesting comments to UDC within 6 weeks.</p> <p>STAAP Members informed of receipt of the Plan on 26/4/04.</p> <p>Responses received from the National Trust, Bishops Stortford Natural History Society and the Council's Natural Sciences Curatorial Officer. Response sent to STAL on 1/6/04. Further letter received from RSPB, which has been copied to STAL. Reply received from STAL on 24/8/04. Acknowledged on 10/9/04.</p> |

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| BY 30 APRIL 2004 | <p>TO PROVIDE A SUITABLE AREA FOR COLLECTION BY CAR OF AIR PASSENGERS ARRIVING AT THE TERMINAL (4th SCHEDULE PART 7 PARA 1)</p> <ul style="list-style-type: none"> • To limit parking in the area to a maximum of 15 minutes and to apply excess penalties (4th Schedule Part 7 Para 2) | <p>Allocated area available in Zone D. Some concerns expressed over the operation of the zone at the meeting of the Uttlesford Transport Forum on 14/10/03.</p> |
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| BY 12 MONTHS FROM THE DATE OF THE AGREEMENT | <u>TO SUBMIT AN APPLICATION FOR</u> | Alternative proposal to use part of the 2 nd floor of |
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| (16 MAY 2004) | <p><u>PLANNING PERMISSION FOR A VISITORS' CENTRE (4TH SCHEDULE PART 14 PARA 2)</u></p> <ul style="list-style-type: none"> • With aircraft viewing facility, office lecture room, resource centre and reasonable support facilities (4th Schedule Part 14 Para 1) • Terminal extension not to be used by the public until the facility is provided (4th Schedule Part 14 Para 3) | <p>Endeavour House submitted on 13/5/04. No material change of use involved. DC Committee (19/7/04) did not approve the alternative proposal, but required a further search for a northside site.</p> <p>Site(s) requiring access via Burton End/Tye Green not favoured by officers due to access restrictions and planning policy. Old Control Tower initially ruled out due to restricted nature of access to it and presence of asbestos.</p> <p>Formal response sent to STAL on 2/8/04. Air Britain – Stansted Branch has offered assistance in finding a suitable site. STAL response received on 16/8/04. Wants to develop joint ideas with UDC and potentially involve others later. Further sites inspected on 5/10/04.</p> |
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| <p>BY 12 MONTHS FROM THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2004)</p> | <p>TO SUBMIT AN APPLICATION FOR PLANNING PERMISSION FOR A GROUND RUN FACILITY AS SPECIFIED (4TH SCHEDULE PART 2 PARA 1)</p> <ul style="list-style-type: none"> • All reasonable endeavours to procure the grant of planning permission as soon as reasonably practical thereafter | <p>Application for planning permission received on 12/1/04, and put to DC Committee on 15/3/04, recommended for approval.</p> <p>Planning permission granted on 15/3/04.</p> |
| <p>BY 12 MONTHS FROM THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2004)</p> | <p>TO SUBMIT TO UDC FOR APPROVAL A PROPOSAL FOR A BASE LINE STUDY AT ABOUT 160,000 PATMS</p> | <p>Proposal (prepared by Penny Anderson Associates) submitted by STAL on 12/5/04. Proposal agreed in writing on 1/7/04.</p> |

| <p>BY 12 MONTHS FROM THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2004)</p> | <p>OF THE CURRENT CONDITION OF FLORA AND FAUNA WITHIN HATFIELD FOREST, EAST END WOOD AND THE FEN SITE (4TH SCHEDULE PART 8 PARA 3)</p> <ul style="list-style-type: none"> To provide funding not exceeding £75,000 to undertake/contribute to the study, all reasonable endeavours to undertake/procure following approval and to report results to UDC as soon as reasonably practical after availability to STAL (4th Schedule Part 8 Para 5) | |
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| <p>BY 12 MONTHS FROM THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2004)</p> | <p>TO SUBMIT TO UDC FOR APPROVAL A SCHEME FOR ADDITIONAL PLANTING ON THE GRASSED AREAS OF MOLEHILL GREEN MOUND (4TH SCHEDULE PART 9 PARA 1)</p> <ul style="list-style-type: none"> To be implemented during the next planting season (4th Schedule Part 9 Para 2) | <p>Proposal submitted on 13/5/04 and approved in writing on 1/6/04, still subject to clearance by BAA Safeguarding.</p> |
| <p>BY 12 MONTHS FROM THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2004)</p> | <p>TO DEVELOP A SCHEME TO MONITOR THE IMPACT OF THE DEVELOPMENT ON HIGHWAY AGENCY AND AIRPORT ROADS AS SPECIFIED (5TH SCHEDULE PARA 3.1)</p> <ul style="list-style-type: none"> Submit the scheme to the Highways Agency, ECC and UDC for approval To implement the scheme as approved within 6 | <p>Halcrow appointed to prepare the scheme under the supervision of the SATF Highway Infrastructure Working Group.</p> <p>Proposal submitted on 13/5/04. Further letter of clarification received on 14/6/04.</p> <p>Scheme agreed in writing on 30/6/04, with implementation set for mid-September.</p> <p>Draft report expected by the end of November 2004.</p> |

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| | <p>months of the opening of the new A120</p> <ul style="list-style-type: none"> To report the data gathered to ECC and UDC | |
| <p>BY 12 MONTHS FROM THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2004)</p> | <p>TO DEVELOP A SCHEME TO MONITOR THE IMPACT OF THE DEVELOPMENT ON THE LOCAL ROAD NETWORK AND TO SUBMIT TO UDC AND ECC FOR APPROVAL (5TH SCHEDULE PARA 4)</p> <ul style="list-style-type: none"> Identify with ECC and UDC traffic problems directly attributable to the development (5th Schedule Para 5) To implement the scheme as approved within 6 months of the opening of the new A120 To report data gathered to ECC and UDC To propose to ECC practical amelioration measures and enter into necessary agreements with ECC or HCC under Section 278 of the Highways Act 1980 to implement or procure up to £2m (5th schedule Paras 6&7) | <p>Halcrow appointed to prepare the scheme under the supervision of the SATF Highway Infrastructure Working Group.</p> <p>Proposal submitted on 13/5/04. Further letter of clarification received on 14/6/04.</p> <p>Scheme agreed in writing on 30/6/04, with implementation set for mid-September.</p> <p>Draft report expected by the end of November 2004.</p> |

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| <p>BY 30 SEPTEMBER 2004</p> | <p>TO CONSTRUCT AND HAVE OPERATIONAL A GROUND RUN FACILITY FOR THE ROUTINE GROUND</p> | <p>Application for planning permission received on 12/1/04 and put to DC Committee on 15/3/04,</p> |
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| BY 30 SEPTEMBER 2004 | <p>RUNNING OF ENGINES FOR MAINTENANCE AND TESTING (4TH SCHEDULE PART 2 PARA 2)</p> <ul style="list-style-type: none"> From first use, to use all reasonable endeavours to ensure that ground running of engines for testing is carried out within the ground run facilities except in exceptional circumstances including necessity (4th Schedule Part 2 Para 3) | <p>recommended for approval. Planning permission granted on 15/3/04.</p> <p>Facility now operational. New Director's Notice (DN 63/04) issued on Control of Ground Noise.</p> |
| BY 30 SEPTEMBER 2004 | <p>TO DEVELOP AND SUBMIT TO UDC FOR APPROVAL A REVISED AIRPORT WASTE MANAGEMENT STRATEGY TO INCLUDE THE MINIMISATION OF WASTE AND SETTING A 20% RECYCLING TARGET WITHIN A REASONABLE TIMESCALE (4th SCHEDULE PART 16 PARA 1)</p> <ul style="list-style-type: none"> To implement the strategy as soon as is reasonably practical | <p>Strategy formally submitted for UDC approval on 28/9/04. Currently under consideration.</p> |
| BY 30 SEPTEMBER 2004 | <p>TO DEVELOP AND SUBMIT FOR APPROVAL TO UDC AN AIRPORT ENERGY MANAGEMENT STRATEGY RE INCREASING ENERGY EFFICIENCY (4th SCHEDULE PART 17 PARA 1)</p> <ul style="list-style-type: none"> To implement the strategy as soon as is reasonably practical | <p>Strategy formally submitted for UDC approval on 27/8/04. Currently under consideration. To be reported to STAAP on 25/10/04.</p> |

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| BY 31 OCTOBER 2004 | <p>TO SUBMIT AN APPLICATION FOR PLANNING PERMISSION FOR THE BUS AND COACH STATION (4th SCHEDULE PART 6 PARA 2)</p> <ul style="list-style-type: none"> • All reasonable endeavours to obtain pp as soon as reasonably practical | <p>Study tour of PTI facilities in north of UK undertaken by the Bus/Coach Working Group of the SATF on 16&17/10/03.</p> <p>UDC has requested that the planning application be submitted within the concept of the previous masterplan.</p> <p>Fosters appointed to draw up the proposal. "Drop in" exhibition held on 16/9/04 at UDC offices in Saffron Walden when Fosters and STAL presented their ideas. Plans to be shown again at the UTF meeting on 20/10/04.</p> |
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| WITHIN 6 MONTHS OF THE OPENING OF THE NEW A120 (BY 9 JANUARY 2005) | TO IMPLEMENT THE SCHEME FOR MONITORING THE IMPACT OF THE DEVELOPMENT ON HIGHWAY AGENCY AND AIRPORT ROADS AS SPECIFIED (5TH SCHEDULE PARA 3) | Monitoring carried out in September 2004. Draft report by the end of November 2004. |
| WITHIN 6 MONTHS OF THE OPENING OF THE NEW A120 (BY 9 JANUARY 2005) | TO IMPLEMENT THE SCHEME FOR MONITORING THE IMPACT OF THE DEVELOPMENT ON THE LOCAL ROAD NETWORK (5TH SCHEDULE PARA 4) | Monitoring carried out in September 2004. Draft report by the end of November 2004. |

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| PRIOR TO THE IMPLEMENTATION DATE (BY FEBRUARY / MARCH 2005?) | TO ENTER INTO A SECTION 278 AGREEMENT UNDER THE HIGHWAYS ACT 1980 TO CONSTRUCT THE DIRECT LINKS REQUIRED BY THE HIGHWAYS AGENCY (5TH SCHEDULE PARA 1) | Revised schemes being drawn up by Hyder on behalf of STAL for discussion/vetting by Highways Agency. |
| PRIOR TO THE IMPLEMENTATION DATE (BY FEBRUARY / MARCH 2005?) | TO ENTER INTO A SECTION 278 AGREEMENT UNDER THE HIGHWAYS ACT 1980 OR A MEMORANDUM OF UNDERSTANDING WITH HERTS COUNTY COUNCIL | Works completed on site. |

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| | <p>TO CARRY OUT IMPROVEMENT WORKS AT THE A120 JUNCTION AT LITTLE HADHAM (5TH SCHEDULE PARA 8)</p> | |
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| <p>FROM THE IMPLEMENTATION DATE (FEBRUARY / MARCH 2005?)</p> | <p>TO USE ALL REASONABLE ENDEAVOURS TO WORK WITH THE FLIGHT OPERATIONS COMMITTEE TO MINIMISE THE IMPACT OF AIR NOISE – REVERSE THRUST, VISUAL/ CONTINUOUS DESCENT APPROACHES, AIRLINE PERFORMANCE AND CODES OF PRACTICE (4TH SCHEDULE PART 1 PARA 9)</p> | <p>Not yet applicable</p> |
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| <p>FROM THE IMPLEMENTATION DATE (FEBRUARY / MARCH 2005?)</p> | <p>UNLESS PAID DIRECTLY TO THE CHARITABLE TRUST, TO PAY TO UDC TO PAY TO THE TRUST THE AMOUNT OF ANY PENALTIES RECEIVED BY STAL FOR OFF-TRACK FLYING (4TH SCHEDULE PART 1 PARA 11)</p> <ul style="list-style-type: none"> • Payment on each anniversary + accompanying statement of penalties received • UDC access to records for audit (4th Schedule Part 1 Para 12) | <p>Not yet applicable</p> |
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| <p>FROM THE IMPLEMENTATION DATE (FEBRUARY / MARCH 2005?)</p> | <p>NOT TO PERMIT CARGO MOVEMENTS ON ECHO APRON TO USE OWN POWER BETWEEN 2330 – 0559 SAVE IN AN EMERGENCY OR NECESSITY (4TH SCHEDULE PART 2 PARA 8)</p> | <p>Not yet applicable</p> |
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| <p>FROM THE IMPLEMENTATION DATE (FEBRUARY / MARCH 2005?)</p> | <p>NOT TO PERMIT THE USE OF AUXILIARY POWER UNITS ON ECHO APRON BETWEEN 2330 – 0559</p> | <p>Not yet applicable</p> |
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| | EXCEPT AS SPECIFIED (4TH SCHEDULE PART 2 PARA 9) | |
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| FROM THE IMPLEMENTATION DATE (FEBRUARY / MARCH 2005?) | <p>NOT TO PERMIT THE USE OF ANY PUBLIC CAR PARKING FACILITIES WITHOUT CHARGING A LEVY AS SPECIFIED (4TH SCHEDULE PART 4 PARA 1)</p> <ul style="list-style-type: none"> Levy to cease if any other raised (4th Schedule Part 4 Para 4) | Not yet applicable, but existing levy being retained |
| FROM THE IMPLEMENTATION DATE (FEBRUARY / MARCH 2005?) | TO APPLY THE INCOME FROM THE PASSENGER AND STAFF CAR PARKING LEVIES TO FINANCE INITIATIVES IN ACCORDANCE WITH THE STANSTED AIRPORT SURFACE ACCESS STRATEGY TO PROMOTE NON-CAR USAGE AND TO ENCOURAGE/PROMOTE CAR SHARING (4TH SCHEDULE PART 4 PARA 5) | Not yet applicable |
| FROM THE IMPLEMENTATION DATE (FEBRUARY / MARCH 2005?) | TO MAKE ALL ARCHAEOLOGICAL FINDS AVAILABLE FOR INSPECTION AND PERMANENT/TEMPORARY DISPLAY IF REQUESTED BY UDC (4TH SCHEDULE PART 14 PARA 5) | Not yet applicable, but could be included as an exhibition in the visitors' centre? |
| FROM THE IMPLEMENTATION DATE (FEBRUARY / MARCH 2005?) | <p>TO PUBLISH YEARLY A SUSTAINABILITY REPORT AUDITED AS DETAILED (4TH SCHEDULE PART 18 PARA 2)</p> <ul style="list-style-type: none"> Use all reasonable endeavours to implement any reasonable and proportionate measures identified (4th Schedule Part 18 Para 3) | Report for 2003/4 published in July 2004. |

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| <p>AS SOON AS REASONABLY PRACTICABLE AFTER THE IMPLEMENTATION DATE (FEBRUARY / MARCH 2005?)</p> | <p>TO ESTABLISH THE CHARITABLE TRUST AND USE ALL REASONABLE ENDEAVOURS TO PROCURE ITS REGISTRATION AS A REGISTERED CHARITY (4TH SCHEDULE PART 13 PARA 1)</p> <ul style="list-style-type: none"> • Procure appointment of the first trustees (4th Schedule Part 13 Para 2) • Pay £700,000 by 7 equal instalments as specified (4th Schedule Part 13 Para 3) | <p>STAL confirmed at the STAAP meeting on 17/3/04 that it was seeking nomination of trustees within 3-4 weeks.</p> <p>UDC wrote to STAL Public Relations notifying it of UDC's appointee and querying appointees from other Councils. Harlow and Epping Forest DCs still to nominate.</p> |
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| <p>BY 31 MARCH 2005</p> | <p>TO USE ALL REASONABLE ENDEAVOURS TO IMPLEMENT THE SCHEME FOR THE MANAGEMENT AND MAINTENANCE OF THE AIRPORT'S BIODIVERSITY (4TH SCHEDULE PART 8 PARA 2)</p> | <p>Plan submitted to UDC for approval on 30/3/04. Comments forwarded to STAL on 1/6/04. Response received from STAL on 24/8/04. Acknowledged 10/9/04.</p> |
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| <p>WITHIN 24 MONTHS OF THE DATE OF GRANT OF PLANNING PERMISSION (16 MAY 2005)</p> | <p>TO COMMISSION AND UNDERTAKE AN ODOUR STUDY OF REASONABLE AND APPROPRIATE RESEARCH ON THE IMPACT OF EMISSIONS FROM THE AIRPORT ON THE LOCAL AREA (4TH SCHEDULE PART 3 PARA 4)</p> <ul style="list-style-type: none"> • Scope of study to be submitted to UDC for approval • Report to UDC and EHDC within 28 days of availability to STAL • Propose and implement all reasonable, appropriate and proportionate measures to mitigate | <p>STAL Environment Manager has discussed study with Principal Environmental Health Officer (7/7/03).</p> <p>Further meeting held on 28/8/03 to discuss the scope and content of the study. The meeting included a representative from EHDC.</p> <p>Further meeting took place on 27/4/04, including a consultant who has experience of carrying out this type of work</p> |
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| | <p>approval a scheme of appropriate / proportionate measures, to take all reasonable steps to implement and not to permit the terminal extension to be open for public use until the steps have been taken (<i>4th Schedule Part 9 Paras 4-7</i>)</p> <ul style="list-style-type: none"> To be carried out contemporaneously with the Ground Noise Management Study (see previous item) | |
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| BY 31 DECEMBER 2005 | <p><u>TO REVIEW AND UPDATE THE STANSTED AIRPORT SURFACE ACCESS STRATEGY (<i>4th SCHEDULE PART 4 PARA 10</i>)</u></p> <ul style="list-style-type: none"> Subsequent review and update every 2 years | Not yet applicable |
| BY 31 DECEMBER 2005 | <p>TO COMMISSION STUDIES OF THE IMPACT OF THE DEVELOPMENT UPON THE AREA IN WHICH THE AIRPORT IS SITUATED TO INCLUDE THE EFFECT UPON AIR NOISE CONTOURS, GROUND NOISE MEASUREMENTS, AIR QUALITY, TRAFFIC FLOWS, TRANSPORT MODE SHARES, EMPLOYMENT LEVELS, PATTERNS OF THE PLACES OF RESIDENCE OF PERSONS EMPLOYED AT THE AIRPORT, VISUAL IMPACT, WASTE WATER AND ENERGY (<i>4th SCHEDULE PART 18 PARA 1</i>)</p> <ul style="list-style-type: none"> Submit to UDC as | Not yet applicable |

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| | <p>soon as reasonably practical after completion</p> <ul style="list-style-type: none"> To use all reasonable endeavours to implement any reasonable and proportionate measures identified by the studies (<i>4th Schedule Part 18 Para 3</i>) | |
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| <p>BY 12 MONTHS FROM THE IMPLEMENTATION DATE (BY FEBRUARY / MARCH 2006)</p> | <p>TO REVIEW THE PROCEDURES, PRACTICES AND PROCESSES OF THE FLIGHT EVALUATION UNIT, TO REPORT THE RESULTS TO UDC (<i>4TH SCHEDULE PART 1 PARA 13</i>)</p> <ul style="list-style-type: none"> Thereafter to report on the activities of the FEU within the sustainability report All reasonable and proportionate steps to implement any identified improvements as soon as reasonably practical after identification (<i>4th Schedule Part 1 Para 14</i>) | <p>Not yet applicable</p> |
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| <p>BY 12 MONTHS FROM THE IMPLEMENTATION DATE (BY FEBRUARY / MARCH 2006)</p> | <p>NOT TO PERMIT THE USE OF ANY COMMUNAL STAFF CAR PARKING FACILITIES WITHOUT CHARGING A LEVY AS SPECIFIED IN ADDITION TO THE TARIFF PAYABLE (<i>4TH SCHEDULE PART 4 PARA 2</i>)</p> <ul style="list-style-type: none"> Levy to cease if any other raised (<i>4th Schedule Part 4 Para 4</i>) | <p>Not yet applicable</p> |
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| <p>BY 2006</p> | <p>TO REVIEW THE STANSTED</p> | <p>Not yet applicable</p> |
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| | TRAINING EMPLOYMENT STRATEGY (4TH SCHEDULE PART 10 PARA 1) <ul style="list-style-type: none"> • To review subsequently every 4 years, with an annual report to SAEF • To provide guidance to SAEF to assist it in advising employers about travel plan best practice | |
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| IN 2006 | TO UNDERTAKE AND PRODUCE A REVISED AIRPORT EMISSIONS INVENTORY FOR OXIDES OF NITROGEN AND FINE PARTICULATE MATTER (4th SCHEDULE PART 3 PARA 3) | Not yet applicable |
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| IN 2006 | TO UNDERTAKE AND PRODUCE PREDICTIVE DISPERSION MODELLING OF NITROGEN DIOXIDE LEVELS AND FINE PARTICULATE MATTER ANTICIPATED IN 2010 (4th SCHEDULE PART 3 PARA 3) | Not yet applicable |
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| BY 31 DECEMBER 2006 | TO MAKE AVAILABLE TO UDC THE FINAL REPORT OF THE EMISSIONS INVENTORY AND THE DISPERSION MODELLING (4th SCHEDULE PART 3 PARA 3) | Not yet applicable |
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| BY 31 DECEMBER 2006 | DIRECT LINKS REQUIRED BY THE HIGHWAYS AGENCY TO BE IN PLACE AND READY FOR OPENING TO TRAFFIC (5TH SCHEDULE PARAS 1&2) | Not yet applicable |
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| BY 31 MAY 2007 | TO COMPLETE CONSTRUCTION OF THE | Not yet applicable |
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| | BUS AND COACH STATION <i>(4th SCHEDULE PART 6</i> PARA 1) <ul style="list-style-type: none"> • Provision of a real time information system <i>(5th Schedule Para 11)</i> | |
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| PRIOR TO THE IMPLEMENTATION OF THE TERMINAL EXTENSION AND THE USE OF THE “Y” CUL-DE-SAC FOR PASSENGERS (DATE UNKNOWN) | TO ENTER INTO A BINDING LEGAL AGREEMENT WITH THE SRA AS SPECIFIED, ALSO UNDERWRITING, TUNNEL CAPACITY AND LONG TERM PLANNING WORKS ALL AS SPECIFIED <i>(4TH SCHEDULE PART 5</i> PARA 1) <ul style="list-style-type: none"> • Evidence to UDC of compliance | Negotiations underway. Draft agreement being prepared. STAL hope to be able to provide a shelter to Platform 2 within a year or so. Negotiations now proceeding with National Express as the station operator. |
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| BEFORE THE OPENING DATE OF THE TERMINAL EXTENSION (DATE UNKNOWN) | TO ESTABLISH A FUND FOR THE PROVISION OF AN AFFORDABLE HOUSING SCHEME THROUGH AN RSL <i>(4TH SCHEDULE PART 12</i> PARA 1) <ul style="list-style-type: none"> • STAL to pay to UDC £2.2m to pay to the fund when required by UDC (unless paid directly) | UDC met all RSLs who were invited to submit proposals on 2/4/04. The process of evaluating the submitted bids has been concluded, and 2 RSLs have been selected. A bid to the Regional Housing Board for funding has been made. |
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| BEFORE THE OPENING DATE OF THE TERMINAL EXTENSION (DATE UNKNOWN) | TO PAY TO UDC £32,000 FOR THE PROVISION OF A STORE FOR ARCHAEOLOGICAL FINDS IN A LOCATION DETERMINED BY UDC <i>(4TH SCHEDULE PART 14</i> PARA 4) | Not yet applicable |
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| FROM THE OPENING DATE OF THE TERMINAL EXTENSION (DATE UNKNOWN) | TO LIMIT THE NUMBER OF AIRCRAFT MOVEMENTS BETWEEN 2330 – 0559 (7000 IN SUMMER, 5000 IN WINTER) <i>(4TH SCHEDULE</i> | Not yet applicable |
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| | <i>PART 1 PARA 6)</i> | |
| FROM THE OPENING DATE OF THE TERMINAL EXTENSION (DATE UNKNOWN) | NOT TO SCHEDULE 8 OR 16 QUOTA COUNT AIRCRAFT TO TAKE OFF OR LAND BETWEEN 2300 – 0659 (4TH SCHEDULE PART 1 PARA 6) | Not yet applicable |
| FROM THE OPENING DATE OF THE TERMINAL EXTENSION (DATE UNKNOWN) | TO USE ALL REASONABLE ENDEAVOURS TO SECURE A TOTAL VOLUNTARY BAN ON 4 QUOTA COUNT AIRCRAFT TO TAKE OFF OR LAND BETWEEN 2300 – 0559 (4TH SCHEDULE PART 1 PARA 6) | Not yet applicable |

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| WITHIN 12 MONTHS OF THE TERMINAL EXTENSION BEING USED BY 185,000 PATMS (DATE UNKNOWN) | <p>TO SUBMIT TO UDC FOR APPROVAL A PROPOSAL FOR A STUDY OF THE EFFECTS OF NOISE, AIR AND LIGHT POLLUTION ON FLORA AND FAUNA WITHIN HATFIELD FOREST, EAST END WOOD AND THE FEN SITE (4TH SCHEDULE PART 8 PARA 4)</p> <ul style="list-style-type: none"> • Report results to UDC • To provide funding not exceeding £75,000 to undertake/contribute to the study, all reasonable endeavours to undertake/procure following approval and to report results to UDC as soon as reasonably practical after availability to STAL (4th Schedule Part 8 Para 5) • To submit to UDC for approval schemes of appropriate and proportionate measures to mitigate any significant effects within 12 months of study availability (4th | Proposal (prepared by Penny Anderson Associates) submitted by STAL on 12/5/04. Proposal agreed in writing on 1/7/04. |
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| | <p><i>Schedule Part 8 Para 6)</i></p> <ul style="list-style-type: none"> • All reasonable endeavours to implement as approved as soon as reasonably practicable (<i>4th Schedule Part 8 Para 7)</i> | |
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| BY 31 DECEMBER 2009 | <p>TO COMMISSION STUDIES OF THE IMPACT OF THE DEVELOPMENT UPON THE AREA IN WHICH THE AIRPORT IS SITUATED TO INCLUDE THE EFFECT UPON AIR NOISE CONTOURS, GROUND NOISE MEASUREMENTS, AIR QUALITY, TRAFFIC FLOWS, TRANSPORT MODE SHARES, EMPLOYMENT LEVELS, PATTERNS OF THE PLACES OF RESIDENCE OF PERSONS EMPLOYED AT THE AIRPORT, VISUAL IMPACT, WASTE WATER AND ENERGY (<i>4th SCHEDULE PART 18 PARA 1)</i>)</p> <ul style="list-style-type: none"> • Submit to UDC as soon as reasonably practical after completion • To use all reasonable endeavours to implement any reasonable and proportionate measures identified by the studies (<i>4th Schedule Part 18 Para 3)</i> | Not yet applicable |
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| BY 31 DECEMBER 2010 | TO USE ALL REASONABLE ENDEAVOURS TO ACHIEVE A REDUCTION IN THE NUMBER OF AIRPORT EMPLOYEES DRIVING TO AND FROM THE AIRPORT TO NO MORE THAN 80% OF THE TOTAL (<i>4TH SCHEDULE PART 4 PARA 6</i>) | Not yet applicable |
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Committee: Stansted Airport Advisory Panel
Date: 25 October 2004
Agenda Item No: 8
Title: Airport Energy Management Strategy
Author: Jeremy Pine (01799) 510460

Summary

- 1 This report has been prepared for the Panel at the Chairman's request. It recommends that the Panel note the content of the Airport Energy Management Strategy and pass any comments to officers for consideration as part of the approval process under delegated powers.

Background

- 2 When planning permission was granted for expansion to 25mppa in 2003, Part 17 of the Section 106 Agreement required BAA Stansted to develop an Airport Energy Management Strategy. The precise wording of the obligation is as follows:
 1. *By 30th September 2004 to develop an Airport Energy Management Strategy to identify reasonably appropriate and proportionate initiatives to increase energy efficiency at the Airport and to submit such strategy to UDC for approval.*
 2. *At its own expense and as soon as is reasonably practicable after 30th September 2004 to implement the strategy referred to in paragraph 1 of this part as approved by UDC.*
- 3 The Strategy was formally submitted to the Council on 25 August 2004 and followed discussion with officers, including the Council's Energy Manager, who raises no objections to the final document. A copy of the Strategy has been placed in the Members' Room for Members to read. BAA Stansted state that the Strategy is built on the knowledge, experience and success of managing energy at BAA airports. A copy of the Executive Summary of the Strategy is attached to this report.

Content of the Strategy

- 4 The Strategy includes a matrix, which identifies the current energy management strategy at the airport. This matrix has been prepared by the consultant and has been accepted by BAA Stansted's Management Team as a fair reflection of the "as is today" situation in 2004. A similar matrix is included setting out where BAA Stansted aspires to be by 2008. A composite

matrix, prepared by officers, is set out below:

| | ENERGY POLICY | ORGANISING | MOTIVATION | INFORMATION SYSTEMS | INVESTMENT | |
|----------------|--|--|---|---|---|--------------------|
| AT 2004 | Energy policy, action plan and regular reviews have commitment of senior management as part of an overall environmental strategy | Energy Manager in post, reporting to ad-hoc committee, but line management and authority are unclear | Contact with major users through ad-hoc committee chaired by senior departmental manager | Monitoring and targeting reports based on supply meter data. Energy unit has ad-hoc involvement in budget setting | Same pay back criteria employed as for all other investment | |
| | Current score 4/4 | Current score 2/4 | Current score 2/4 | Current score 2/4 | Current score 3/4 | TOTAL 13/20 |
| BY 2008 | --ditto-- | Energy management fully integrated into management structure. Clear delegation of responsibility and accountability for energy consumption, with development of energy budgetary control | Formal and informal channels of communication regularly used by Energy Manager and energy staff at all levels throughout the organisation | Comprehensive system sets targets, monitors consumption, identifies faults, quantifies savings and provides budget and performance tracking | --ditto-- | |
| | Aspire score 4/4 | Aspire score 4/4 | Aspire score 4/4 | Aspire score 4/4 | Aspire score 3/4 | TOTAL 19/20 |

- 5 Officers have added the scoring system, based on the gradings contained in the matrices. According to the consultant, a top score under "INVESTMENT" would require positive discrimination in favour of "green" schemes with detailed investment appraisals of all new-build and refurbishment opportunities. It is understood that this is not current BAA policy.
- 6 Part of the airport dates back to the 1940's, but the majority of the big energy consumers are in new buildings south of the runway and are less than 20 years old. These modern buildings were designed with energy efficiency material and control, and there is less opportunity to improve energy efficiency through retrofit investment than at other older airports.
- 7 BAA Stansted does not have direct control of all energy consumed through the airport's energy distribution networks, but will seek to persuade tenants and concessionaires of the benefits of improved energy efficiency. 83% of all energy consumed is electricity, the rest being natural gas. BAA Stansted controls 61% of all electricity consumption and 90% of all natural gas consumption, with about 90% of BAA controlled energy being consumed in the passenger processing areas, namely the terminal, satellite buildings and the tracked transit system. An international benchmarking exercise completed by BAA Group Utilities indicates that Stansted Airport is relatively energy-efficient compared to other international airports.(7th out of 19).

Behaviour of People

- 8 BAA Stansted will seek to positively change the behaviour of those who influence energy consumption, including involvement of concessionaires, tenants and stakeholders. This will be done via:
- Briefings and presentations
 - Induction programmes
 - Technical and professional training
 - Awareness training and seminars

Information and Tools

- 9 There will be regular production of reliable, understandable Key Performance Indicators. BAA Stansted will review existing data collection, analysis and reporting systems and will seek to improve metering, data collection, design standards and forecasting tools where a positive benefit can accrue. Metering is the cornerstone to monitoring and targeting energy management.

Investment

- 10 BAA Stansted will continue to invest in a variety of initiatives to improve energy efficiency and reduce CO2 emissions at an acceptable financial return. In February 2001, BAA introduced a new Technical Standard *Energy Efficiency and Energy Metering* for all new developments at its UK airports. The document compliments BAA's policy to reduce the environmental impact of CO2 through energy used, and is a key to delivering the corporate target set for 2010.

Next Stage

- 11 The next stage is for BAA Stansted to implement the strategy as approved. As part of the monitoring process, Officers will ask BAA Stansted to revisit the matrix in 2008, provide an updated "as is today" situation for submission to the Council for information and comment, explaining how targets have either been achieved or not met.

RECOMMENDED that the Panel note the content of the Airport Energy Management Strategy and pass any comments to officers for consideration as part of the approval process under delegated powers.

Background Papers: Sustainable Energy Management Strategy for BAA Stansted Airport