

Committee: Stansted Airport Advisory Panel
Date: 25 April 2005
Agenda Item No: 6
Title: Monitoring of the Section 106 Agreement obligations 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 progress that has been made so far with compliance with the Agreement obligations. The information in this report is up to date as far as 15 April, and follows on from the report to the Panel meeting on 21 October 2004.

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 expected that a formal start will occur in mid 2005, when the terminal forecourt access road area is to be remodelled.

Progress

- 4 The latest copy of the monitoring document prepared by officers is attached to this report. As requested by the Panel, the document has been changed from its previous diary format to a tabular one going through each paragraph of the Agreement in order.

FOR INFORMATION

Background Papers: Application file

**STANSTED AIRPORT 15-25MPPA EXPANSION
SECTION 106 AGREEMENT
MONITORING DOCUMENT**

OBLIGATIONS RELATING TO AIR NOISE

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 1, Para 1	8 & 15mppa Noise Insulation Grant scheme	ASAP after 16 May 2003	Obtain DfT consent to consult on schemes	N/A	Done. DfT consent obtained on 17 July 2003.	☺
Sch 4, Part 1, Para 2	8 & 15mppa Noise Insulation Grant scheme	By 17 October 2003	Carry out consultation and report to DfT and UDC within 1 month	N/A	Done. STAAP and E&T Cttee comments forwarded to STAL.	☺
Sch 4, Part 1 Para 3	25mppa Noise Insulation Grant Scheme	ASAP after 16 May 2003	Request DfT to design or procure the design of a scheme and introduce it.	N/A	Done. DfT requested on 22 December 2003.	☺
Sch 4, Part 1, Para 4	25mppa Noise Insulation Grant Scheme	After DfT have introduced scheme	Implement and fund scheme	N/A	New arrangements Dec '03 White Paper	☹
Sch 4, Part 1, Para 5	25mppa Noise Insulation Grant Scheme	ASAP after implementation of scheme	Use any surplus funding for community buildings	N/A	New arrangements Dec '03 White Paper	☹
Sch 4, Part 1, Para 6	Aircraft movements	From 25mppa terminal extension	Limit movements between 23:30 – 05:50	Will be ongoing	N/A yet	

		opening.				
Sch 4, Part 1, Para 6	Aircraft movements	From 25mppa terminal extension opening.	No QC 8 or 16 aircraft between 23:00 – 06:50	Will be ongoing	N/A yet	
Sch 4, Part 1, Para 6	Aircraft movements	From 25mppa terminal extension opening.	Endeavour to secure voluntary ban on QC 4 aircraft between 23:30 – 05:59	Will be ongoing	N/A yet	
Sch 4, Part 1, Para 7	Aircraft movements	From 16 May 2003	No relaxation of current night restrictions	Ongoing	No relaxation sought	😊
Sch 4, Part 1, Para 8	Aircraft movements	From 16 May 2003	Draw DfT's attention to obligation under Para 7 above	For duration of agreement	Done via Noise Insulation Grant scheme	😊
Sch 4, Part 1, Para 9	Air Noise improvement / minimisation	From implementation date (likely mid-2005)	Endeavour to work with Flight Operations Committee as specified	Will be ongoing	N/A yet	
Sch 4, Part 1, Para 10	Air Noise improvement / minimisation	From 16 May 2003	Maintain / enhance existing voluntary incentives. Introduce new ones as appropriate, inc review charges.	Ongoing	No information yet on new incentives.	😐
Sch 4, Part 1, Para 11	Off-track penalties	From implementation date (likely mid-2005)	Payment of penalties to Charitable Trust	Ongoing annual payment and statement	N/A yet	
Sch 4, Part 1, Para 12	Off-track penalties	From implementation date (likely mid-	UDC access on request to penalties information for audit purposes only	Will be ongoing	N/A yet	

		2005)				
Sch 4, Part 1, Para 13	Flight Evaluation Unit	Within 12 months of implementation date (likely mid-2006	Review procedures/practices and processes of FEU, report to UDC and thereafter in annual Sustainability Report	Will be ongoing re Sustainability Report	N/A yet	
Sch 4, Part 1, Para 14	Flight Evaluation Unit	ASAP after improvements identified	Endeavour to implement improvements following FEU review	Not specified	N/A yet	

OBLIGATIONS RELATING TO GROUND NOISE

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 2, Para 1	Ground Run Pen	By 16 May 2004	Submit planning application for Ground Run Pen. Endeavour to obtain planning permission.	N/A	Planning permission granted on 15 March 2004.	☺
Sch 4, Part 2, Para 2	Ground Run Pen	Not specified	Construct and bring Ground Noise Pen into use	30 September 2004	Pen operational	☺
Sch 4, Part 2, Para 3	Ground Run Pen	From date of use	Endeavour to ensure all ground running is within approved facilities	Ongoing	Director's Notice on "Control of Ground Noise" issued by STAL.	☺
Sch 4, Part 2, Para 4	Ground Noise Management	By 30 September 2005	Produce a Strategy in consultation with UDC,	N/A	N/A yet	

	Strategy		airlines and local communities			
Sch 4, Part 2, Para 5	Ground Noise Management Strategy	Not specified	Review Strategy at least once every 5 years	Will be ongoing	N/A yet	
Sch 4, Part 2, Para 6	Ground Noise Management Strategy	ASAP after production	Endeavour to implement Strategy	N/A	N/A yet	
Sch 4, Part 2, Para 7	Ground Noise Management Strategy	Not specified	Report on strategy progress in Annual Sustainability Report	Will be ongoing	N/A yet	
Sch 4, Part 2, Para 8	Echo apron	From implementation date (likely mid-2005)	No cargo movements using own power between 23:30 – 05:59	Will be ongoing	N/A yet	
Sch 4, Part 2, Para 9	Echo apron	From implementation date (likely mid-2005)	No use of APU between 23:30 – 05:59 except as specified	Will be ongoing	N/A yet	

OBLIGATIONS RELATING TO AIR QUALITY

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 3, Para 1	Air quality monitoring	Not specified	Oxides of Nitrogen and PM10 continuous monitoring at a fixed site to be agreed with UDC	2010	Ongoing	☺

Sch 4, Part 3, Para 1	Air quality monitoring	Not specified	NO2 monitoring at 4 sites agreed with UDC	2010	Ongoing	☺
Sch 4, Part 3, Para 1	Air quality monitoring	Not specified	Provide annual summary of monitoring results	2010	Ongoing	☺
Sch 4, Part 3, Para 1	Air quality monitoring	Within 12 mths of data availability	Submit appropriate and proportionate mitigation measures and implement ASAP	2010	None yet required	
Sch 4, Part 3, Para 2	Air quality monitoring	Not specified	Results of Para 1 studies to UDC within 28 days	2010	Ongoing	☺
Sch 4, Part 3, Para 3	Air quality monitoring	By 31 December 2006	Undertake revised emissions inventory and predictive dispersion modelling and report to UDC	N/A	N/A yet	
Sch 4, Part 3, Para 4	Odour Study	By 16 May 2005	Agree scope with UDC and carry out study	N/A	Scope agreed. Study underway	☹
Sch 4, Part 3, Para 4	Odour Study	Within 28 days of availability to STAL	Submit study to UDC and EHDC	N/A	N/A yet	
Sch 4, Part 3, Para 4	Odour Study	N/A	Propose and implement reasonable and proportionate mitigation measures ASAP	N/A	N/A yet	

OBLIGATIONS RELATING TO SURFACE ACCESS TO THE AIRPORT

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part	Public car	From	Charge levy for use	Will be	N/A yet	

4, Para1	park levy	implementation date (likely mid-2005)		ongoing		
Sch 4, Part 4, Para 2	Staff car park levy	From no later than 12 mths of implementation date (likely to be mid-2006)	Charge levy for use	Will be ongoing	N/A yet	
Sch 4, Part 4, Para 3	Public and staff car park levies	Each financial year after imposition	Review amount of levies	Will be ongoing	N/A yet	
Sch 4, Part 4, Para 5	Public and staff car park levies	From implementation date (likely to be mid-2005)	Use levy income to encourage travel by public transport and car sharing	Will be ongoing	N/A yet	
Sch 4, Part 4, Para 6	Staff driving to / from work	By 31 December 2010	Reduce to 80% of all staff	Ongoing	To be looked at in future versions of the Surface Access Strategy	☹
Sch 4, Part 4, Para 7	Bus / Coach study	By 31 December 2003	Commission study re contribution to 37% PT mode share by end 2010	N/A	Done	☺
Sch 4, Part 4, Para 8	Bus / Coach study	By 31 December 2003	Supply study results to UDC	N/A	Done	☺
Sch 4, Part 4, Para 9	Bus / Coach study	By 31 December 2010	Implement study recommendations and provide up to £1m funding	Ongoing	2 express coach services currently introduced.	☺

Sch 4, Part 4, Para 10	Surface Access Strategy	By 31 March 2004	To provide UDC with an updated Strategy	N/A	Done	☺
Sch 4, Part 4 Para 10	Surface Access Strategy	By 31 December 2005 and then every 2 years	To review and update the 2004 strategy	Ongoing	SATF Working Groups beginning consideration.	☹
Sch 4, Part 4, Para 11	Surface Access Strategy	Before 25mppa terminal extension opening	Implement strategy	N/A	Strategy launched at annual SATF meeting.	☹
Sch 4, Part 4, Para 12	Travel plans	Unspecified	To encourage companies with more than 50 employees to introduce travel plans	Unspecified	Site-wide travel plan launched at annual SATF meeting.	☺
Sch 4, Part 4, Para 13	Employee travel scheme	From 16 May 2003	Secure retention of scheme	Ongoing	Scheme promoted in the new site-wide travel plan. Travel card can be purchased via the web or by phone or post.	☺
Sch 4, Part 4, Para 14	SATF meetings	Unspecified	Convene SATF on an annual basis and related working groups every 3 months	Ongoing	SATF and working group timetables are being adhered to.	☺
Sch 4, Part 4, Para 15	SATF meetings	Unspecified	Invite SRA, Highways Agency and ECC to report relevant rail and highway demand data to SATF	Ongoing	This information is being reported to the relevant working groups.	☺

OBLIGATIONS RELATING TO RAIL INFRASTRUCTURE AND TRAIN CAPACITY

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 5, Para 1	Rail infrastructure and train capacity	Before 25mppa terminal works	Enter into binding agreement with SRA	N/A	Negotiations ongoing	☹
Sch 4, Part 5, Para 2	Rail headshunt land safeguarding	From 16 May 2003	Safeguard the land allocated for a headshunt	Until 31 December 2009	Land being safeguarded	☺
Sch 4, Part 5, Para 2	New railway line land safeguarding	From 16 May 2003	Safeguard the land to allow for a new railway line from the east	Until 31 December 2009	Land being safeguarded	☺

OBLIGATIONS RELATING TO THE BUS AND COACH STATION AT THE AIRPORT

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 6, Para 1	Construction	No later than 1 June 2005	Commence construction	31 May 2007	STAL reviewing length of construction period.	☹
Sch 4, Part 6, Para 2	Obtain planning permission	By 31 October 2004	Submit planning application – best endeavours to obtain planning permission.	As soon as reasonably practical.	Planning permission granted in February 2005.	☺

OBLIGATIONS RELATING TO PASSENGER PICK-UP AND COMMUTER PARKING

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 7, Para 1	Pick-up area	By 30 April 2004	Provide a suitable pick-up area for arriving air passengers	N/A	Area in Zone D provided.	☺
Sch 4, Part 7, Para 2	Pick up area	Unspecified	Limit free parking in pick-up area to 15 mins, with excess penalties	Unspecified	Zone D specified accordingly	☺
Sch 4, Part 7, Para 3	Railway commuter parking	From 16 May 2003	Provide adequate parking for rail season ticket holders convenient to rail station	Ongoing	Parking being provided.	☺

OBLIGATIONS RELATING TO NATURE CONSERVATION

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 8, Para 1	Biodiversity management & maintenance	By 31 March 2004	Submit scheme to UDC for approval	N/A	Done	☺
Sch 4, Part 8, Para 2	Biodiversity management & maintenance	By 31 March 2005	Endeavour to implement scheme	N/A	Ongoing	☹
Sch 4, Part 8, Para 3	Baseline flora & fauna study at 160,000 PATMs	By 16 May 2004	Submit proposal for a study re Hatfield Forest, East End Wood and Fen site	N/A	Done. Proposal agreed on 1 July 2004	☺

Sch 4, Part 8, Para 4	Study of effect of noise, air & light pollution on flora & fauna.	Within 12 mths of 25mppa terminal extension being used by 185,000 PATMs	Submit proposal for a study re Hatfield Forest, East End Wood and Fen site & report to UDC	N/A	Done. Proposal agreed on 1 July 2004	☺
Sch 4, Part 8, Para 5	Flora & fauna studies	Not specified	£75,000 contribution to studies, endeavour to undertake or procure ASAP after UDC approval of proposals. Report studies to UDC when available	Not specified	Ongoing	☹
Sch 4, Part 8, Para 6	Flora & fauna studies	Within 12 mths of Para 4 study being available	Submit for approval by UDC mitigation schemes re any significant effects of the development on flora & fauna	N/A	N/A yet	
Sch 4, Part 8, Para 7	Flora & fauna studies	ASAP after Para 6 schemes approved	Endeavour to implement Para 6 schemes	N/A	N/A yet	

OBLIGATIONS RELATING TO LANDSCAPING

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 9, Para 1	Molehill Green planting scheme	By 16 May 2004	Submit scheme for approval	N/A	Scheme approved on 1 June 2004	☺
Sch 4, Part 9, Para 2	Molehill Green planting scheme	Unspecified	Implement approved scheme	By end of March 2005	Scheme implemented	☺

Sch 4, Part 9, Para 3	Off-airport mounding / planting study	By 30 September 2005	Carry out study to identify suitable sites	N/A	N/A yet	
Sch 4, Part 9, Para 4	Off-airport mounding / planting study	Within reasonable time of becoming available	Supply results of study to UDC	N/A	N/A yet	
Sch 4, Part 9, Para 5	Off-airport mounding / planting study	Unspecified (<i>but see Para 7</i>)	Submit scheme of appropriate and proportionate mounding / planting measures	Unspecified	N/A yet	
Sch 4, Part 9, Para 6	Off-airport mounding / planting study	Unspecified (<i>but see Para 7</i>)	Endeavour to implement approved scheme	Unspecified	N/A yet	
Sch 4, Part 9, Para 7	Off-airport mounding / planting study	Before 25mppa terminal extension opening	Compliance with Para 6	Unspecified	N/A yet	

OBLIGATIONS RELATING TO EMPLOYMENT

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 10, Para 1	Stansted Airport Employment Forum	From 16 May 2003	Maintain and support SAEF and arrange annual meetings	N/A	2003 & 2004 meetings held	☺
Sch 4, Part 10, Para 1	Stansted Airport Employment Forum	From 16 May 2003	Arrange sub-group meetings at least once every 4 months	N/A	Skills, Transport and Recruitment Advisory Groups held routinely	☺
Sch 4, Part 10, Para 1	Stansted Airport Employment Forum	From 16 May 2003	To commit £350k to SAEF initiatives	Until 31 December 2009	Ongoing	☹
Sch 4, Part 10, Para 1	Stansted Training Employment Strategy	From 16 May 2003	Review STES and then every 4 years. Annual report to SAEF for ratification	No later than 2006	N/A yet	
Sch 4, Part 10, Para 1	Travel Plans	From 16 May 2003	Provide guidance to SAEF on formulation and implementation of travel plans	N/A	Site-wide travel plan introduced	☺
Sch 4, Part 10, Para 2	On-airport employment survey	By 16 May 2008	Undertake survey not less than once every 5 years and report to UDC, SAEF and SABF	N/A	Survey underway	☹

OBLIGATIONS RELATING TO ECONOMIC PERFORMANCE

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 11, Para 1	Stansted Airport Business Forum	From 16 May 2003	Maintain the SABF and sub-groups and arrange meetings (SABF twice a year, sub-groups three)	Until 31 December 2009	Meetings being held	☺
Sch 4, Part 11, Para 1	Annual "Meet the Buyers" event	From 16 May 2003	Support and facilitate	Until 31 December 2009	Meetings being held	☺
Sch 4, Part 11, Para 1	Business opportunities	From 16 May 2003	Endeavour to identify and implement regeneration, inward investment and tourism opportunities with SABF	Until 31 December 2009	Ongoing	☹

OBLIGATIONS RELATING TO AFFORDABLE HOUSING

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 12, Para 1	Affordable housing	Before 25mppa terminal extension opening	Establish fund for social rented accommodation and assisted home ownership equity loans	N/A	Stansted Area Housing Partnership established	☺
Sch 4, Part 12, Para 1	Affordable housing	Before 25mppa terminal extension opening	Pay £2.2m either to the fund or to UDC to pay to the fund	N/A	Money paid to UDC	☺

OBLIGATIONS RELATING TO THE COMMUNITY

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 13, Para 1	Charitable Trust	ASAP after implementation date (likely mid-2005)	Establish the Trust and register as a charity	N/A	Ongoing	☹
Sch 4, Part 13, Para 2	Charitable Trust	Not specified	Procure the appointment of the Trustees	N/A	Done	☺
Sch 4, Part 13, Para 3	Charitable Trust	Within 3 mths of registration as a charity	Pay £700k to the Trust in 7 equal annual instalments	After 7 years	N/A yet	

OBLIGATIONS RELATING TO VISITORS AND ARCHAEOLOGICAL RESOURCES

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 14, Para 1	Visitors centre	Unspecified (<i>but see Para 3</i>)	Provide visitors centre and aircraft viewing facility	Unspecified	No proposal yet approved	
Sch 4, Part 14, Para 2	Visitors centre	By 16 May 2004	Submit planning application and endeavour to obtain planning permission	N/A	Alternative proposal not approved. Other sites being looked at	☹
Sch 4, Part 14, Para 3	Visitors centre	Before 25mppa terminal extension opening	Compliance with Para 1	N/A	N/A yet	
Sch 4, Part	Archaeological	Before 25mppa	Pay £32,000 to UDC	N/A	N/A yet	

14, Para 4	finds	terminal extension opening	for a finds store			
Sch 4, Part 14, Para 5	Archaeological finds	From implementation date (likely mid-2005)	Make all finds from the development available to SW Museum	Will be ongoing for duration of development	N/A yet	

OBLIGATIONS RELATING TO DESIGN AND CONSTRUCTION

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Part 15	Construction practices and selection of suppliers	Unspecified, but relates to when development is carried out	Ensure these are environmentally responsible and sustainable	Ongoing after implementation of development	N/A yet	

OBLIGATIONS RELATING TO WASTE MANAGEMENT

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 16, Para 1	Airport Waste Management Strategy	By 30 September 2004	Prepare revised Strategy and submit to UDC for approval	N/A	Strategy submitted	☺
Sch 4, Part 16, Para 2	Airport Waste Management Strategy	ASAP after 30 September 2004	Implement Strategy	N/A	Ongoing	☹
Sch 4, Part 16, Para 3	Funding for a Materials	When required by UDC	Pay £300k to UDC towards the cost of a	N/A	Discussions ongoing	☹

	Recycling Facility		MRF			
Sch 4, Part 16, Para 4	Funding for a Materials Recycling Facility	On 31 December each year after payment of the £300k	Pay to UDC a sum equivalent to 25% of the MRF running costs or £10k, whichever is the lower	Until 31 December 2009	N/A yet	

OBLIGATIONS RELATING TO ENERGY

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 17, Para 1	Energy Management Strategy	By 30 September 2004	Develop strategy and submit to UDC for approval	N/A	Approved subject to Member requirements on 4 November 2004	☺
Sch 4, Part 17, Para 2	Energy Management Strategy	ASAP after 30 September 2004	Implement Strategy	N/A	Ongoing	☹

OBLIGATIONS RELATING TO MONITORING

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 18, Para 1	Area Impact Study	By 31 December 2005	Commission study and submit to UDC ASAP	N/A	N/A yet	
Sch 4, Part 18, Para 1	Area Impact Study	By 31 December 2009	Commission study and submit to UDC ASAP	N/A	N/A yet	

Sch 4, Part 18, Para 2	Sustainability Report	From implementation date (likely mid- 2005)	Publish report annually	N/A	2004 report published	☺
Sch 4, Part 18, Para 3	Mitigation of development	Publication of Para 1 and 2 studies / reports	Endeavour to mitigate any identified adverse effects	N/A	N/A yet	

OBLIGATIONS RELATING TO HEALTH

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 4, Part 19, Para 1	Health Impact Study	November 2003 and each subsequent year	Consult UDC and UPCT re need for Study	Ongoing	Relevant consultations held in 2003 & 2004	☺
Sch 4, Part 19, Para 2	Health Impact Study	If Study determined to be desirable	Commission Study and report to UDC and UPCT	N/A	Study not yet determined to be desirable	☹
Sch 4, Part 19, Para 3	Health Impact Study	Once Study carried out	Endeavour to mitigate any effects identified in the Study	N/A	N/A yet	

OBLIGATIONS ENTERED INTO BY STAL WITH ECC AND UDC

S106 Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status
Sch 5, Para 1	Direct links from M11	Prior to commencement of development	Enter into agreement with Highways Agency to provide the links	N/A	Negotiations ongoing	☹
Sch 5,	Direct links from	No later than 31	Open direct links	N/A	N/A yet	

Para 2	M11	December 2006				
Sch 5, Para 3	Major & Airport Roads Impact Monitoring	By 16 May 2004	Develop and submit a scheme for approval and to implement within 6 mths of new A120 opening and report data to ECC & UDC	N/A	Done	☺
Sch 5, Para 4	Local Roads Impact Monitoring	By 16 May 2004	Develop and submit a scheme for approval and to implement within 6 mths of new A120 opening and report data to ECC & UDC	N/A	Done	☺
Sch 5, Paras 5-7	Local Roads Impact Monitoring	After monitoring carried out	Identify problems, propose amelioration measures (up to £2m) and enter into agreements with ECC and HCC	N/A	Ongoing	☹
Sch 5, Para 8	Little Hadham traffic light improvements	Prior to commencement of development	Enter into agreement with HCC to carry out improvement works	N/A	Agreement signed and works carried out	☺
Sch 5, Para 9	Fly parking	By 16 November 2003	Carry out / procure study and report results to ECC and UDC ASAP	N/A	Done	☺
Sch 5, Para 10	Fly parking	Upon request of ECC	Pay up, to £50K to ameliorate identified fly parking problems	N/A	N/A yet, but Takeley scheme being investigated	

Sch 5, Para 11	Bus / Coach Station	From date of first use	Provide and maintain ECC-compatible RTI system	N/A	N/A yet	
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Committee: Stansted Airport Advisory Panel
Date: 25 April 2005
Agenda Item No: 7
Title: DEFRA CONSULTATION ON IMPLEMENTATION OF THE ENVIRONMENTAL NOISE DIRECTIVE (2002/49/EC)
Author: Roger Harborough (01799) 510457

Summary

- 1 Attached is a report from SASIG on this consultation document. The Environmental Noise Directive (END) 2002/49/EC deals with the assessment and management of environmental noise, through the production of noise maps and action plans.
 - The proposals are about processes, not limits on environmental noise.
 - Noise maps and action plans are to be produced for noise sources on a phased basis starting with all major airports the busiest of major roads and railways and the largest urban areas.
 - It will be noted in relation to Stansted Airport it is proposed that noise maps will be produced by June 2007 and action plans by July 2008.
 - The proposed authority responsible for noise mapping of Stansted is the Secretary of State for Transport, and for action plans BAA as the airport operator. The Government proposes to issue further information on how to prioritise and develop an action plan, and how to judge when noise reduction measures are necessary.
- 2 Officers will respond to the consultation on behalf of the Council through endorsing or qualifying the full response that SASIG proposes to make.

FOR INFORMATION AND COMMENT

Background Papers: Defra consultation document
EC Environmental Noise Directive

ITEM 5: DEFRA CONSULTATION ON IMPLEMENTATION OF THE ENVIRONMENTAL NOISE DIRECTIVE (2002/49/EC)

Summary

The Environmental Noise Directive (END) 2002/49/EC deals with the assessment and management of environmental noise, through the production of noise maps and action plans. The END also aims to inform the public about environmental noise and its effects, and to define a common approach across the EU with the intention of avoiding, preventing or reducing on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise.

The consultation seeks views on the transposition and implementation of the END. This report sets out the main points, highlights those elements relating to airports, and sets out the timescales involved. A full SASIG response will be produced to comply with the deadline of 16 May 2005.

Recommendation

At this stage, recommendations need technical input from the SASIG officers, but CAG members may care to offer comments during the meeting.

Introduction

- 1 'Environmental noise' is defined in the END as:
 - 'unwanted or harmful outdoor sound created by human activities, including noise emitted by means of transport, road traffic, rail traffic, air traffic, and noise from sites of industrial activity such as those defined in Annex 1 to Council Directive 96/61/EC of 24 September 1996 concerning integrated pollution prevention and control'.
- 2 The END specifically excludes noise created by the exposed person, noise from domestic activities, noise created by neighbours, noise at workplaces, noise inside means of transport, and noise from military activity in military areas.
- 3 In the UK, environmental noise is a Devolved issue and is addressed by the Devolved Administrations separately.
- 4 Defra intend to deal with each noise source separately – road traffic, rail traffic, air transport, and agglomerations. Definitions for each of these sectors are:
 - Major road – a regional national or international road, designated by the Member State, which has more than 3 million vehicle passages a year;
 - Major railway – a railway, designated by the Member State, which has more than 30,000 train passages per year;
 - Major airport – a civil airport, designated by the Member State, which has more than 50,000 aircraft movements a year, excluding those purely for training purposes on light aircraft; and

- Agglomeration – part of a territory, delimited by the Member State, having a population in excess of 100,000 persons and a population density such that the Member State considers it to be an urbanised area.
- 5 Defra are anticipating many changes in this area of environmental protection over the course of time. They are therefore promoting the production of the most flexible approach possible. If adaptation necessitates legislative changes in the future, such changes would be preceded by further consultation.
 - 6 Assistance is available in the form of the Good Practice Guide (GPG) produced by the Working Group on the Assessment of Exposure to Noise (WG-AEN) – the group that advises the European Commission on noise mapping and related issues.
 - 7 The GPG specifically address those requirements of the END associated with the first round of strategic noise mapping that must be completed by 30 June 2007.

Timescales

- 8 The key dates over the next ten years are:

Task	Completion Date
Transpose the END (Article 14, paragraph 1)	18 July 2004*
Inform Commission and public of competent authorities (Article 4, paragraph 2)	18 July 2005
Inform Commission of any existing noise limit values (Article 5, paragraph 4)	18 July 2005
Inform Commission of first round noise sources to be mapped (Article 7, paragraph 1)	30 June 2005
Collection of source/validation data for first round of maps	Course of 2006
Completion of first round of maps (Article 7, paragraph 1)	30 June 2007
Completion of first round of action plans (Article 8, paragraph 1)	18 July 2008
Inform Commission of second round areas to be mapped (Article 7, paragraph 2)	31 December 2008
Completion of second round of maps (Article 7, paragraph 2)	30 June 2012
Completion of second round of action plans (Article 8, paragraph 2)	18 July 2013

(Table at par.2.6, pg.26 of consultation document)

- 9 The first round of noise mapping and action planning required by the END applies to the largest of the agglomerations (including the industries and ports within them), the busiest major roads and railways and all major airports. Maps must be produced by 30 June 2007, with the action plans following a year later in 2008.
- 10 In the second round (2012-13) all agglomerations, major roads, major railways and major airports as defined by the END will have maps and then action plans produced for them.
- 11 Noise maps and action plans are to be on a five-yearly rolling programme, unless other triggers – yet to be defined – result in the need for review.

Competent authorities

- 12 Member States are ultimately responsible for ensuring that the requirements of END are met, however the next level of responsibility falls to 'competent authorities'.
- 13 For designated airports - Heathrow, Gatwick and Stansted – the competent authority for mapping is proposed to be the Secretary of State, with the airport operator being the competent authority with respect to action plans.
- 14 For all other airports, the airport operator is to be the competent authority for producing mapping and implementing action plans. The Secretary of State will, for non-designated airports, collect the maps produced by the airport operator to ensure that they were prepared in accordance with the requirements of the END.
- 15 The designation of airport operators as competent authorities is in accordance with 'The Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003'. Defra do however include a question in the consultation asking for opinions on whether or not airport operators should be competent authorities.
- 16 The Government proposes to build certain powers into the implementing regulations in case airport operators default on their obligations.
- 17 All legal responsibilities for mapping and action planning under the END for roads, rail and agglomerations would rest ultimately with the Secretary of State. The Secretary of State may however enter into agreements with other authorities and/or organisations to exercise functions on their behalf.
- 18 The implementation of the END will be reviewed by the Commission in 2009 after the first round of noise mapping and action planning has been completed. This may result in changes to the approach required for the second round of mapping and action planning.

Noise mapping

- 19 Annex II of the END allows for the use of two options to determine the values of the noise indicators L_{den} and L_{night} which are required for the production of strategic noise maps:
 - the use of noise measurements at many locations to build up a picture of the noise environment; or
 - the use of computer-based noise modelling to generate the required information.
- 20 The Government propose to follow the second option detailed above due to the extensive and expensive periods required for measurement, analysis and collation work under the first option. Also, due to the fact that the END requires the information to be gathered separately for the four sources: road, rail, air traffic and industry, which is difficult to achieve from direct measurement alone.
- 21 Several models have already been used for many years, in particular as part of noise impact assessments for proposed noise-generating or noise sensitive developments. There are two models in general use for aircraft noise, both of which operate in a comparable manner and both of which can be used to help generate the indicators required by the END. These models are ANCON2, operated solely by the Civil

Aviation Authority in the UK, and INM , produced by the American Federal Aviation Administration and operated by various operators and consultants.

- 22 Defra has asked for comments on the use of either of these models, which will be used until the harmonised method is adopted by the Commission. Once adopted, the END will require Member States to use the harmonised computation methods which are currently being developed through EU-funded projects such as Harmonoise and Imagine. (<http://www.harmonoise.nl>; <http://www.imagine-project.org/>)
- 23 Modelling noise requires information on the noise sources, the transmission path and the receptor. For air transport, the specific parameters used by both ANCON2 and INM7.0 are:
- number of aircraft movements;
 - flow composition (fleet mix);
 - take-off profile (how fast and rate of climb); and
 - departure and approach routes (stylised representation).
- 24 Defra propose the following noise indicators be collected for air traffic: L_{den} , L_{night} , L_{day} , $L_{evening}$, $L_{Aeq,16(0700-2300)}$. It is not clear why $L_{Aeq,8,(2300-0700)}$ is not included.
- 25 There is a range of current practice regarding the production of noise contours associated with airports, with some airport operators producing contours for their own airports, whilst the Civil Aviation Authority produce contours for the 3 designated airports.
- 26 Defra is of the opinion that current practices should be continued until the harmonised method is adopted by the European Commission.
- 27 Combination of data on the noise source with geographical data and population data will enable calculation of the population exposure.
- 28 If there are instances when source data proves inadequate or too expensive, Defra propose that the data be generated using the advice in the WG-AEN Good Practice Guide.

Action Plans

- 29 Action plans should be 'designed to manage, within their territories, noise issues and effects, including noise reduction if necessary'.
- 30 The competent authorities must set the priorities in terms of which action plans to tackle first. A priority may be identified as the 'exceeding of any relevant limit value or by other criteria chosen by the Member States', but may also have been identified through the noise mapping process.
- 31 Cost benefit analysis must be carried out on any action proposed during the development of action plans, to help guide the most efficient channelling of resources.
- 32 As no formal limit values exist in England, the Government will frame a submission stating this in order to meet the obligations under the END. Guidelines and threshold values that do exist are to be found in Planning Policy Guidance 24, the Noise Insulation Regulations 1975 (as amended in 1988 – SI 1988/2000), and the Noise

Insulation (Railways and Other Guided Transport Systems) Regulations 1996 (SI 1996/428).

- 33 The Government will issue further information on how to prioritise and develop an action plan, and how to judge when noise reduction measures are necessary. The END offers very limited advice on these matters, and any further information published by the EC is unlikely to be in time for the transposition of the END in England.
- 34 The Government will also advise on the cost benefit analysis to use when considering possible noise reduction measures.
- 35 Airport operators, as the competent authorities for producing action plans for their own airport(s), would need to involve the public both at the pre-drafting stage and on the draft plan once it had been produced.

Quiet Areas

- 36 The following definitions are used in the END for quiet areas:
 - 'quiet area in an agglomeration' shall mean an area delimited by the competent authority, for instance which is not exposed to a value of L_{den} or of another appropriate noise indicator greater than a certain value set by the Member State, from any noise source;
 - 'quiet area in open country' shall mean an area, delimited by the competent authority, that is undisturbed by noise from traffic, industry or recreational activities.
- 37 There is no requirement, or indeed mechanism, in the END at this stage to address quiet areas in open country. Defra consider that this may however change at a later date.
- 38 A report must be put to the European Parliament and Council (by 18 July 2009) on whether there is a need for further community actions on environmental noise and to propose implementation strategies. One aspect that this report will consider, among other things, will be the protection of quiet areas in open country.
- 39 Defra's position on quiet areas is that strategic noise mapping will in effect only identify potentially quiet areas, not definitively quiet areas. This is due to the impact of other acoustic and non-acoustic factors, not addressed by the strategic noise maps, that may have a bearing on how noise in an area might be perceived.
- 40 The Government's overall aim is to identify areas that would benefit from the protection of their existing potentially quiet environment. The proposed approach is to combine the noise maps with information regarding land use, as well as other relevant information (e.g. Local Transport Plans, Regional Spatial Strategies, Local Development Documents).

Public Consultation

- 41 The END stipulates that the action plan proposals must be put out to public consultation, and that the public be given early and effective opportunities to participate in the preparation and review of action plans.

Conclusion

- 42 A full SASIG response will need to be produced. Due to the technical nature of the consultation, it is likely that a meeting of SASIG Technical Officers and colleagues will need to be arranged.

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Date:24.03.05

List of major English airports which may qualify to be mapped under Directive 2002/49/EC

The definition of a 'major airport' given in the END does not coincide with the definitions from which the Civil Aviation Authority's statistics are compiled. It is therefore difficult, at this stage, to be certain about which airports will qualify as a 'major airport'. The following airports are those considered by Defra as most likely to meet the definition:

Biggin Hill*
Birmingham
Blackpool*
Bournemouth*
Bristol
East Midlands
Gloucestershire*
Leeds-Bradford
Liverpool
London City
London Gatwick
London Heathrow
London Stansted
Luton
Manchester
Newcastle
Shoreham*
Southampton
Southend*
Teesside

* These airports may well fall below the 50,000 movement per year once movements for training purposes in light aircraft have been excluded (in accordance with Article 3(p)) although their 55 L_{den} and 50 L_{night} contours may affect agglomerations. In this case they will, under Defra's proposals, need to be mapped as 'relevant' airports.

Committee: Stansted Airport Advisory Panel

Date: 25 April 2005

Agenda Item No: 8

Title: Environmental Impact Assessment studies of further growth at Stansted within the capacity of its existing single runway - BAA Stansted response to Scoping Opinion

Author: Roger Harborough (01799) 510457

Summary

- 1 BAA Stansted responded by letter dated 14 March to the points made in the Council's Scoping Opinion.
- 2 A schedule of its responses is appended for the Panel's information.

FOR INFORMATION

Background Papers: BAA's Scoping Report July 2004
UDC Scoping Opinion November 2004

Committee: Stansted Airport Advisory Panel
Date: 25 April 2005
Agenda Item No: 10
Title: Letter of Response from BAA Stansted on SAAP questions regarding the BAA Stansted Sustainability Report 2003/04
Author: Roger Harborough (01799) 510457

Summary

- 1 BAA Stansted responded by letter dated 4 April 2005 to points and questions raised regarding the Sustainability Report 2003/04.
- 2 The letter of response is appended for the Panel's information.

FOR INFORMATION

Background Papers: BAA's Sustainability Report 2003/04