

Committee: Stansted Airport Advisory Panel

Agenda Item

Date: 11 March 2010

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Title: Stansted Airport – Section 106 Agreement
progress monitoring

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Item for information

Summary

1. This report sets out the current position with regard to the various obligations contained in the Section 106 Agreement which formed part of the planning permission for airport expansion from 15 – 25mppa granted on 16 May 2003 (UTT/1000/01/OP).

Recommendations

2. None. This report is for the Panel's information.

Background Papers

3. The following papers were referred to by the author in the preparation of this report and are available for inspection from the author of the report.

UTT/1000/01/OP file

Impact

- 4.

Communication/Consultation	None
Community Safety	None
Equalities	None
Finance	Payments to UDC and others required under the obligations are monitored
Health and Safety	None
Human Rights/Legal Implications	None
Sustainability	Some of the obligations relate to sustainability issues
Ward-specific impacts	Airport expansion has a district-wide impact

Workforce/Workplace	Officers continue to liaise with BAA Stansted over monitoring the obligations.
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Situation

5. Appendix 1 sets out the current position using the tabular form that the Panel previously agreed. It has been just on 3 years since the Panel was last given an update, but in the interim period officers have continued their liaison work with BAA.
6. Two main things have happened since the last progress report, both of which have an impact on the Section 106 Agreement.
7. Firstly, planning permission was granted for Generation 1 airport expansion to 35mppa on 8 October 2008 following a public inquiry. Unilateral Undertakings to UDC / Essex County Council and to Herts County Council were submitted to the Secretaries of State by BAA on 26 September 2008, and these are part of the formal decision (see italics in the relevant section of the Appendix 1 table).
8. Secondly, there has been a significant downturn in airport throughput as a result of the current economic situation. The table below highlights the extent of the downturn that has taken place.

Year to	Million Passengers Per Annum (MPPA)	Passenger Air Transport Movements (PATMs)
End of March 2008	23.50	178,218
End of March 2009	21.64	159,984
End of Jan 2010 (i.e. latest figures)	19.88	145,207

9. This means that some of the obligation trigger points may not have been reached, especially those relating to passenger throughput. However, the current position on all the obligations is given.

Risk Analysis

10.

Risk	Likelihood	Impact	Mitigating actions
That obligations are not followed up	1. There are established liaison procedures between UDC and BAA	2. The Agreement was considered necessary to mitigate the impact of airport expansion	Continue the existing monitoring arrangements

1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.