



# Uttlesford District Council

Chief Executive: Dawn French

## Stansted Airport Advisory Panel

**Date:** Tuesday, 20th March, 2018

**Time:** 7.00 pm

**Venue:** Council Chamber - Council Offices, London Road, Saffron Walden,  
CB11 4ER

**Chairman:** Councillor K Artus

**Members:** Councillors P Fairhurst, T Farthing, M Foley, A Gerard, T Goddard,  
D Jones, G LeCount, M Lemon and H Ryles

### AGENDA PART 1

#### Open to Public and Press

**1 Stop Stansted Expansion update - presentation**

Brian Ross or Martin Peachey of Stop Stansted Expansion will give an update.

**2 Apologies for Absence and Declarations of Interest**

To receive any apologies for absence and declarations of interest.

**3 Minutes of the Previous Meeting** 5 - 8

To consider the minutes of the meeting held on 3 October 2017.

**4 Section 106 obligations update** 9 - 32

To consider the Section 106 obligations update.

**5 Current UDC interaction with the Airport (non planning) - verbal report**

To consider the report on Uttlesford District Council interaction with the Airport (non-planning).

**6 District Transport Infrastructure - discussion**

To discuss district transport infrastructure in relation to the airport.

**For information about this meeting please contact Democratic Services**

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# Agenda Item 3

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL CHAMBER -  
UTTLESFORD DISTRICT COUNCIL, COUNCIL OFFICES, LONDON ROAD,  
SAFFRON WALDEN, CB11 4ER, on TUESDAY, 3 OCTOBER 2017 at 7.00 pm**

Present: Councillor K Artus (Chairman)

Councillors P Fairhurst, T Farthing, D Jones, M Lemon and  
H Ryles

Officers in attendance: A Bochel (Democratic Services Officer), R Harborough (Director  
- Public Services) and J Pine (Planning Policy/Development  
Management Liaison Officer)

## **SP1 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST**

Apologies for absence were received from Councillors Gerard and Goddard.

## **SP2 MINUTES OF THE PREVIOUS MEETING**

The minutes of the meeting on 11 May 2017 were received and signed by the  
Chairman as a correct record.

## **SP3 UPDATE ON STANSTED AIRPORT PLAN FOR EXPANSION**

The Director – Public Services gave an update on the progression of plans for  
the expansion of Stansted Airport. He said Stansted Airport Limited had  
submitted its scoping request on 2 June. Officers and the Manchester Airport  
Group had been reviewing responses to the consultation on the scoping request.  
The Council had instructed a barrister from the aviation and aerospace group in  
39 Essex Chambers to assist it in this task, and was also in the process of  
engaging consultants with expertise in air quality and noise.

Additionally, discussions had taken place with the Manchester Airport Group  
regarding the timeframe for submission of the planning application, the  
application's assessment, and its determination. The group had now come to a  
view as to what it would be applying for. It had not yet settled on arrangements  
for announcing this decision, although it was expected to do so shortly. Following  
that, the group would then formally write to the Council to clarify its planning  
proposals.

A land side tour and presentation on the application to members by STAL was  
being arranged for a date towards the end of October. The application itself was  
likely to be submitted in the new year.

In response to questions from members, the Director – Public Policy said there  
were drivers for further significant investment in the airport, and plans for  
expansion would represent such investment.

Members said safety of access to the airport from Takeley was an issue. The pedestrian footpath terminating at the boundary of the airport meant people had to walk through the airport grounds without a designated path. Signage for the drop-off site was also poor, and unfavourable parking conditions meant some customers choose to park their cars on streets in Dunmow. These problems would only be exacerbated by further expansion without a major review.

In response to a question from the Chairman asking how surface access would be addressed by the Manchester Airport Group, the Planning Policy/Development Management Liaison Officer said the aim was for the airport to have a number of headline targets and set priorities against these targets. Such actions could possibly include accommodating public transport growth while improving its overall quality, reducing single car usage by staff and reducing kiss and fly movements.

Councillor Lemon said flights still passed over Hatfield Heath, meaning they were deviating from their flightpath.

The Chairman said Manchester Airport Group's application would have to be examined in terms of national aviation strategy and as a commercial application. The Director – Public Services said the expectation was that there was additional market demand which could be met by expansion at Stansted. The airport was the only airport in the London area with significant runway capacity available to meet such demand. The Chairman said the runway was however running at capacity at peak times and any increase in night flights might be an issue with local residents.

Members noted the availability of late night transport from the airport had been an issue in the past, and further increases in night flights could put the service under greater pressure. The Border Force should be able to take into account the number of flights it knew to be landing when scheduling its resources.

Members said it would be useful to see dispersal data, showing where outgoing passengers were travelling to, and where incoming passengers were going after landing.

In response to a question from Councillor Ryles, the Director – Public Services said the Council had the opportunity to communicate with other councils that had airports in their districts through the Local Government Association Strategic Aviation Special Interest Group.

In response to a question about business rates generated by the airport, the Director – Public Services said the government was proposing to exclude the business rates on national infrastructure assets from being retained locally.

The Director – Public Services said consultants for reviewing the scoping request would likely be appointed by the end of October, and the review would be completed before Christmas.

The Chairman summarised that the Panel was concerned about various issues, including surface access and passenger transport from the surrounding areas.

SP4 **"BEYOND THE HORIZON. THE FUTURE OF UK AVIATION". A CALL FOR EVIDENCE BY HM GOVERNMENT ON A NEW AVIATION STRATEGY.**

The committee considered the report of the Planning Policy/Development Management Liaison Officer.

The Planning Policy/Development Management Liaison Officer noted that in the Council's response to the government's call for evidence, he had expressed concern that providing a number of separate documents for consultation could prevent easy understanding of overall policy by those with a lack of technical knowledge.

The Planning Policy/Development Management Liaison Officer said page 18 of the report was a commentary on the government's recent decision on the new night flights regime for Stansted. The outcome was as expected, but the introduction of the new QC/0.125 category was welcome.

The Planning Policy/Development Management Liaison Officer said making use of unused South East airport capacity was an issue that the government wanted to deal with before the second round of consultation had been completed.

The Planning Policy/Development Management Liaison Officer said growth and environmental impact would likely be the most significant issue for Uttlesford, encompassing surface access, noise, air quality and airspace management. Councillor Fairhurst said he thought it was important to think about growth and the environment as two separate issues. The Planning Policy/Development Management Liaison Officer said he had covered that point in the Council's response to the consultation.

The Chairman said the six chapters in the report all covered important topics, but the Phase 2 consultation might not necessarily take into account all the issues that were important to the Council. The Planning Policy / Development Management Liaison Officer said that, in that case, the Council could raise these matters in its Phase 2 consultation response.

In response to the Chairman saying that there was no structural linkage between each consultation, the Planning Policy/Development Management Liaison Officer said he had made that point in the Council's response to the government's call for evidence. A government-led policy on planning and noise and a clear iteration of responsibility for aerodrome safeguarding were needed.

The Planning Policy/Development Management Liaison Officer said clarity on airport market strategies was needed and it would be beneficial to consult with other authorities. Assessing the quality of passenger travel needed to be seen as the whole journey experience.

The Planning Policy/Development Management Liaison Officer and members said it was not clear what was intended by the government's use of the term 'best use of existing capacity' of runways, which was used throughout the consultation. It was noted that to some, this phrase implied a sufficient level of resilience to recover the timetable when unexpected events occurred, as opposed to maximum capacity use.

The Chairman said there was currently no linkage between potential residential development and potential airport development. In response, the Planning Policy/Development Management Liaison Officer said airports would always have to demonstrate in transport assessments that modelling work took into account demands placed on the road network by local housing growth.

The Planning Policy/Development Management Liaison Officer said it would be helpful for each government topic paper to include a non-technical summary. Members said further consultations should avoid leading questions and allow the possibility for detailed answers.

The meeting ended at 8.15pm.



# Agenda Item 4

<b>Committee:</b>	Stansted Airport Advisory Panel	<b>Date:</b>	20 <sup>th</sup> March 2018
<b>Title:</b>	Monitoring of the 35mppa (Generation 1) unilateral undertakings		
<b>Report Author:</b>	Jeremy Pine, Planning Policy / Development Management Liaison Officer (01799 510460)	<b>Item for decision:</b>	No

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## Summary

1. This report has been written at the Chairman's request, and advises the Panel on the current status of the 35mppa (Generation 1) unilateral undertakings for the expansion of Stansted Airport. At the meeting of the Panel in February 2017, a report was presented which set out the history of the Generation 1 application since it was submitted. That report explained what has happened since planning permission was granted, taking into account the effect of the economic downturn.
2. The Generation 1 planning permission has now been implemented by the Manchester Airports Group (MAG).

## Recommendations

3. That the Panel notes this report.

## Financial Implications

4. None.

## Background Papers

5. None.

## Impact

- 6.

Communication/Consultation	None
Community Safety	None
Equalities	None
Health and Safety	None
Human Rights/Legal Implications	None
Sustainability	None

Ward-specific impacts	None
Workforce/Workplace	None

## Situation

### Planning History

7. The Generation 1 planning application (reference UTT/0717/06/FUL) was submitted by BAA plc and Stansted Airport Limited in 2006. It was a hybrid application as it included both full and outline elements. Its constituent parts were:
  - i) a full application to remove the condition limiting passenger throughput to 25mppa imposed on an earlier permission granted in 2003 (UTT/1000/01/OP),
  - ii) a full application to vary the condition limiting the number of Air Transport Movements (ATMs) to 241,000 imposed on UTT/1000/01/OP,
  - iii) a full application for the construction of an extension to the terminal (Enterprise House side) and a new aircraft apron and ancillary development ("Y" Cul-de-Sac) to the south west of the cargo centre, and
  - iv) an outline application for other on-airport infrastructure (such as hangars, car parks and flight catering/airline support accommodation).
  
8. On 8<sup>th</sup> October 2008, the Secretaries of State for Communities and Local Government and for Transport granted planning permission for Generation 1 following a public inquiry that was held between 30<sup>th</sup> May and 19<sup>th</sup> October 2007. The planning permission also included two unilateral undertakings signed by the applicants on 26<sup>th</sup> September 2008. One was in favour of the District Council and Essex County Council relating to a number of matters. The other was in favour of Hertfordshire County Council relating to contributions towards local road schemes and public transport. The monitoring of the latter is the responsibility of Hertfordshire.
  
9. The unilateral undertakings effectively superseded the earlier Section 106 Agreement signed by the District Council, Essex County Council and Stansted Airport Limited in 2003 in relation to airport expansion to 25mppa. Other than where 2003 obligations were rolled forward into new ones in the unilateral undertakings, there were only two that were not complied with:
  - A planning permission that was obtained for a visitors' centre northside by the Hilton Hotel was not implemented because of security concerns that existed at that time over the location. An Aerozone facility with an outside viewing platform has now been fitted out by MAG to the south east of the runway.

- Funding towards the cost of the construction and running of a materials recycling facility was not provided because the District Council did not proceed with the scheme.

10. In June and July 2016, MAG submitted a reserved matters application for works at the fuel farm and a further application for discharge of the relevant parts of the pre-commencement conditions, within the 8-year limit. Both were approved. Works at the fuel farm commenced on 10<sup>th</sup> March 2017, constituting lawful implementation of the Generation 1 permission. In December 2016 MAG submitted a full application for planning permission for a new arrivals building located to the north east of the terminal and south west of the Radisson hotel. Planning permission was granted on 7<sup>th</sup> April 2017, the arrivals building replacing the unimplemented terminal extension permitted in Generation 1. Completion of the arrivals building is expected in 2020.

#### Unilateral Undertakings

11. The unilateral undertaking included a definition of “implementation”, this being:

*“Implementation shall mean the implementation of the Planning Permission for the development by the annual passenger throughput at Stansted Airport exceeding 25mppa over any period of 12 calendar months or the annual number of ATMs exceeding 241,000 over any period of 12 calendar months or the carrying out of any material operation (as defined by S.56 of the 1990 Act) pursuant to the Development which is permitted by the Planning Permission, whichever is the earlier”.*

12. Towards the end of the public inquiry, throughput at the airport reached just on 24mppa and it was anticipated that implementation of the Generation 1 permission would take place very soon. The trigger points in the Uttlesford and Essex unilateral undertaking reflected an anticipated sequential progression through to implementation and not the decline to 17.3mppa (October 2012) that actually took place as a result of the economic downturn. Since the airport was acquired by MAG throughput has returned to 2007 levels and beyond, meaning that recovery has taken about 8-9 years. The main effect has been to delay implementation of the Generation 1 permission with some of the trigger points in the unilateral undertaking which were specific dates now appearing “out of sync”. Good examples of this are the obligations relating to funding for local road schemes.

13. The latest monitoring update for the unilateral undertaking obligations and trigger points is attached. “Implementation” has now occurred (see earlier Paragraphs 10, 11 and 12).

14. Some obligations were met prior to being technically triggered. Details are set out in the “Current Action” column.

### Risk Analysis

15.

Risk	Likelihood	Impact	Mitigating actions
None	None	None	None

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.

**STANSTED AIRPORT 25-35MPPA EXPANSION (GENERATION 1)  
UNILATERAL UNDERTAKING  
MONITORING DOCUMENT UP TO DATE AS OF 1 FEBRUARY 2018**

**SCHEDULE 2 – OBLIGATIONS OFFERED TO UDC**

***PART 1 – OBLIGATIONS RELATING TO AIR NOISE***

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
<b>1</b>	<b>BAA Stansted Community Buildings Noise Insulation Scheme (CBNIS) and Home Relocation Assistance Scheme (HRAS)</b>	<b>Implementation date (10<sup>th</sup> March 2017)</b>	<b>Continue to offer schemes</b>	<b>Ongoing</b>	<b>CBNIS continues to be offered. MAG to review in conjunction with local councils and STACC.</b>	<b>Ongoing</b>
	<b>BAA Stansted Community Buildings Noise Insulation Scheme (CBNIS) and</b>	<b>Within 3 months of publication of the 2006 63dBA and 69dBA airport contours, and</b>	<b>Review boundaries of CBNIS and HRAS, taking into account a night time noise</b>	<b>2012</b>	<b>Boundaries were reviewed at those times.  The Government said it would</b>	<b>Done</b>

	<b>Home Relocation Assistance Scheme (HRAS)</b>	<b>again within 3 months of publication of the equivalent 2011 contours</b>	<b>insulation scheme as provided for by SoS in connection with the night time restrictions at the airport</b>		<b>continue to monitor the existing voluntary schemes, but did not intend to exercise regulatory powers in this area.</b>	
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***PART 2 – OBLIGATIONS RELATING TO GROUND NOISE***

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
<b>1</b>	<b>Director’s notices re use of air start units, ground power units and fixed electrical ground power</b>	<b>Implementation date (10<sup>th</sup> March 2017)</b>	<b>To issue and maintain notices</b>	<b>Ongoing</b>	<b>Director’s notices are in force</b>	<b>Ongoing</b>

***PART 3 – OBLIGATIONS RELATING TO AIR QUALITY***

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
<b>1. 1.1</b>	<b>Oxides of nitrogen and PM10</b>	<b>Within 6 months of implementation</b>	<b>Monitor at 3 fixed sites, including a site</b>	<b>31<sup>st</sup> December 2020</b>	<b>Annual air quality monitoring of</b>	<b>Ongoing</b>

	<b>monitoring</b>	<b>(10<sup>th</sup> September 2017)</b>	<b>in Hatfield Forest agreed with the National Trust</b>		<b>NOX and PM10 is carried out on an on-going basis on behalf of MAG, using 5 diffusion tube locations and 2 automatic monitoring sites. A 2015 report prepared by Ricardo has been published on MAG's website.</b>  <b>Planning permission granted in August 2017 for a fixed air quality monitoring station in Hatfield Forest.</b>	
<b>1. 1.2</b>	<b>NO2 monitoring</b>	<b>Within 6 months of implementation (10<sup>th</sup> September 2017)</b>	<b>Monitor at 4 sites (discussed with UDC) and at 9 sites within</b>	<b>31<sup>st</sup> December 2020</b>	<b>9 sets of diffusion tubes installed across Hatfield Forest on 2<sup>nd</sup></b>	<b>Ongoing</b>

			Hatfield Forest (subject to agreement with the National Trust)		August 2017, as agreed with National Trust, Natural England, UDC and MAG's consultant.	
1. 1.3	Summary of PM10 and NO2 monitoring	Annually after 6 months of implementation	Provide annual summary to UDC	31 <sup>st</sup> December 2020	(See above)	N/A yet
1. 1.4	Compensatory schemes re effects of oxides of nitrogen on vegetation in Hatfield Forest	Annually after 6 months of implementation	Consider measures to compensate for annual mean levels above 30mg/M <sup>3</sup> - proportionate to that level caused by the development	31 <sup>st</sup> December 2020	(See above)	N/A yet
1. 1.5	Implementation of measures identified in 1. 1.4	Annually after 6 months of implementation	Use all reasonable endeavours to implement the measures	31 <sup>st</sup> December 2020	(See above)	N/A yet
2.	Monitoring and summary results	Within 28 days of final results being available to STAL	Make results available to UDC	31 <sup>st</sup> December 2020	(See above)	N/A yet



**PART 4 – OBLIGATIONS RELATING TO SURFACE ACCESS TO THE AIRPORT**

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
1.	Driving to work	Implementation date (10 <sup>th</sup> March 2017)	Use all reasonable endeavours to reduce car driving to work by airport employees to no more than 76% of the total.	31 <sup>st</sup> December 2014	64.9% achieved in 2015. 2016 and 2017 figures similar.	Ongoing
2,	Public transport mode share for passengers	Implementation date (10 <sup>th</sup> March 2017)	Consider means by which the non-transfer passenger public transport mode share can be increased to 43% by 2014, and how STAL can contribute to its achievement.	31 <sup>st</sup> December 2014	50.9% achieved in 2016. 2017 figures similar.	Ongoing

**PART 5 – OBLIGATIONS RELATING TO RAIL INFRASTRUCTURE AND TRAIN CAPACITY**

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
1.	Land and funds availability for additional platform capacity and ancillary development for enhanced rail services to the Airport	When required to do so by DfT	Make the land and funds available within the time that is specified	Ongoing	Land and funds not yet required	N/A yet
2.	Monitoring of patronage on airport rail services	From 2008	Monitor and report to the SATF Rail Working Group. Details of monitoring to be agreed with the DfT and Rail WG	Ongoing	Details agreed with the Rail WG (DfT did not respond). Performance monitoring is carried out by Greater Anglia and Cross Country Trains and is reported to the Rail WG as part of regular quarterly updates.	Ongoing

3.	Reporting of patronage monitoring	From 2008	Report data to DfT and SATF	Ongoing	Greater Anglia and Cross Country Trains performance data is reported quarterly to the SATF Steering Group.	Ongoing
4.	Improvement of waiting conditions for Platform 2 passengers	Ongoing	Work with UDC to provide either a shelter or other such means. Report progress to SATF	N/A	Platform 2 shelter completed and open for use	Done
5.	Funding of improvement of waiting conditions for Platform 2 passengers	Ongoing	STAL to meet reasonable costs if the improvement can be provided unilaterally	N/A	Shelter was funded by STAL	Done
6.	Funding of improvement of waiting conditions for Platform 2 passengers	Ongoing	STAL to meet its proportionate costs if the improvement can only be provided with	N/A	Co-operation of others was not required	Done

			the co-operation of others			
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**PART 6 – OBLIGATIONS RELATING TO EMPLOYMENT**

UU Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status of obligation
1.	Supporting training and employment initiatives ratified by Stansted Airport Employment Forum (SAEF)	1 <sup>st</sup> January 2010	Commit unspent S106 monies from 2003 agreement – paid in instalments as specified by SAEF	Payment of last instalment	£350K was paid by STAL under the previous agreement.	Done

**PART 7 – OBLIGATIONS RELATING TO ECONOMIC PERFORMANCE**

UU Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status of obligation
1. 1.1	Stansed Airport Business Forum (SABF)	1 <sup>st</sup> January 2010	Maintain the SABF	Ongoing	The SABF is being maintained	Ongoing
1. 1.2	SABF	1 <sup>st</sup> January 2010	Maintain sub-groups as constituted from time to time	Ongoing	Sub-groups are constituted when required	Ongoing
1. 1.3	SABF	1 <sup>st</sup> January	To arrange	Ongoing	These	Ongoing

		<b>2010</b>	<b>SABF meetings twice a year, and sub-groups three times a year or as required by SABF</b>		<b>meetings are being held</b>	
<b>1. 1.4</b>	<b>“Meet the Buyers” event</b>	<b>1<sup>st</sup> January 2010</b>	<b>Support and facilitate an annual event</b>	<b>Ongoing</b>	<b>Annual events are held</b>	<b>Ongoing</b>
<b>1. 1.5</b>	<b>Regeneration and tourism support</b>	<b>1<sup>st</sup> January 2010</b>	<b>Use all reasonable endeavours to identify and implement opportunities to support regeneration inward investment and tourism</b>	<b>Ongoing</b>	<b>This is being done via the SABF</b>	<b>Ongoing</b>

***PART 8 – OBLIGATIONS RELATING TO THE COMMUNITY***

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
<b>1.</b>	<b>Community Trust</b>	<b>31<sup>st</sup> October 2011</b>	<b>Determine executive and admin arrangements</b>	<b>As soon as reasonably practical</b>	<b>The Stansted Airport Community Trust was</b>	<b>Done</b>

			between STAL, UDC and EHDC		originally registered as a charity in 2005 following an obligation in the 15-25mppa agreement. Arrangements were rolled forward.	
2.	Community Trust funding	Within 3 months of exec and admin arrangements being agreed	Pay £100k (index linked) + 3x£100k further annual instalments into Fund	3 years after first payment	All payments have been made. Annual accounts are lodged with the Charity Commission.	Done
3.	Community Trust funding	When fund set up	STAL to administer in accordance with agreed arrangements	Ongoing	Grants are being awarded.	Done
4.	Unauthorised airport related car parking	Implementation date (10 <sup>th</sup> March 2017)	STAL to make up to £20k /annum available for UDC and EHDC to enforce breaches of	31 <sup>st</sup> December 2015	Parking hotline being monitored by SATF Highways WG. Liaison takes place between	Ongoing

			planning control		UDC and MAG over evidence required for planning enforcement cases.  Funding remains available.	
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***PART 9 – OBLIGATIONS RELATING TO VISITORS AND ARCHAEOLOGICAL RESOURCES***

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
1.	Archaeological finds	Implementation date (10 <sup>th</sup> March 2017)	Make all finds available to the SW Museum for inspection, and consider requests for temporary or permanent display	As soon as reasonably practical	Relevant when any preparatory groundworks are undertaken	Ongoing

***PART 10 – OBLIGATIONS RELATING TO WASTE MANAGEMENT***

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
1.	Stansted Waste Management	31 <sup>st</sup> December 2009	Review strategy every	Ongoing	Waste Management	Done initially, ongoing in the

	<b>Strategy</b>		<b>5 years</b>		<b>Strategy 2010 - 2015 published. Updated in 2015 Sustainable Development Plan (SDP)</b>	<b>2015 SDP</b>
<b>2.</b>	<b>Stansted Waste Management Strategy</b>	<b>31<sup>st</sup> December 2009</b>	<b>Use reasonable endeavours to implement any strategy revisions</b>	<b>Ongoing</b>	<b>See above</b>	<b>Ongoing</b>
<b>3.</b>	<b>Stansted Waste Management Strategy</b>	<b>31<sup>st</sup> December 2009</b>	<b>Report strategy progress from time to time in the Corporate Responsibility Report</b>	<b>Ongoing</b>	<b>Corporate Social Responsibility Report (CSR) 2016-17 published on MAG's website</b>	<b>Ongoing</b>

***PART 11 – OBLIGATIONS RELATING TO ENERGY***

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
<b>1.</b>	<b>Stansted Energy Management Strategy</b>	<b>31<sup>st</sup> December 2008</b>	<b>Review strategy every 5 years</b>	<b>Ongoing</b>	<b>Energy Management Strategy 2011 - 2016 published. Updated in 2015 SDP</b>	<b>Done initially, ongoing in the 2015 SDP</b>



2.	Stansted Energy Management Strategy	31 <sup>st</sup> December 2008	Use reasonable endeavours to implement any strategy revisions	Ongoing	See above	Ongoing
3.	Stansted Energy Management Strategy	31 <sup>st</sup> December 2008	Report strategy progress from time to time in the Corporate Responsibility Report	Ongoing	2016-17 CSR published on MAG's website	Ongoing

**PART 12 – OBLIGATIONS RELATING TO MONITORING**

UU Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status of obligation
1.	35mppa development impact study	Before 31 <sup>st</sup> December 2014	STAL to commission study re impact on air noise, ground noise, air quality, traffic flows, transport mode share, employment levels, home locations of airport employees,	N/A	Passenger throughput dropped significantly from the date the UU was signed to about 17.3mppa. It has since recovered to 26mppa	N/A yet as 35mppa not reached

			visual impact, waste water and energy. Provide results to UDC once completed			
2.	Corporate Responsibility Report	Implementation date	STAL to publish an annual report audited by a registered assessor	Ongoing	CSRs are published annually	N/A yet
3.	Proportionate mitigation measures	From publication of study and reports	STAL to use all reasonable endeavours to implement measures identified	Ongoing	As required.	N/A yet

**PART 13 – OBLIGATIONS RELATING TO WATER EFFICIENCY**

UU Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status of obligation
	Design of Satellite 4	Prior to construction	STAL to use all reasonable endeavours to agree water efficiency measures for Satellite 4 with	When Satellite 4 constructed	Detailed planning permission granted in 1999 as part of expansion from 8-15mppa.	N/A yet

			the Environment Agency and incorporate them into its construction		Revised scheme approved in 2005. Demand does not yet require Satellite 4 to be constructed.	
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**PART 14 – OBLIGATIONS RELATING TO NATURE CONSERVATION**

UU Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status of obligation
1.	230k PATM noise / air / light pollution study on Hatfield Forest flora and fauna	8 <sup>th</sup> October 2009	STAL to provide UDC with a proposal for the study, and use reasonable endeavours to agree its scope	N/A	Study not yet required as 230k PATM throughput has not yet been reached.	N/A yet as 230k PATMs not reached
1.	230k PATM noise / air / light pollution study on Hatfield Forest flora and fauna	230k PATM	STAL to commission study	N/A	Study not yet required as 230k PATM throughput has not yet been reached.	N/A yet
2.	Mitigation measures re levels of oxides	After study published	STAL to consider appropriate	N/A	Study not yet required as 230k PATM	N/A yet

	of nitrogen exceeding 30mg/m <sup>3</sup> annual mean		mitigation measures proportionate to the extent that the development contributes to the measured levels		throughput has not yet been reached.	
3.	Mitigation measures re levels of oxides of nitrogen exceeding 30mg/m <sup>3</sup> annual mean	After study published	STAL to use all reasonable endeavour to undertake the identified measures	N/A	Study not yet required as 230k PATM throughput has not yet been reached.	N/A yet

### SCHEDULE 3 – OBLIGATIONS OFFERED TO ECC AND UDC

#### *LOCAL ROAD IMPACT MITIGATION RE 25 MPPA AND GENERATION 1*

UU Reference	Item	Trigger Date	Required Action	Completion Date	Current Action	Status of obligation
1.1.	Local road schemes	Implementation date (10 <sup>th</sup> March 2017)	STAL to contribute up to £500k towards schemes within 5 miles of the	31 <sup>st</sup> December 2015	Money remains available when / if required. ECC were alerted to the deadline for	Ongoing

			<b>Airport. (Payment details set out in paragraph 1.2 of the UU)</b>		<b>invoicing.</b>	
<b>1.3.</b>	<b>Junction works</b>	<b>Implementation date (10<sup>th</sup> March 2017)</b>	<b>STAL to contribute up to:  i) £610K or 30% of costs re A120/B1383 roundabout works ii) £130k or 21% of costs re A120/A1250 roundabout works iii) £60k or 23% of costs towards M11 J8 Eastern Approach works</b>	<b>31<sup>st</sup> December 2018</b>	<b>Money remains available when / if required. ECC were alerted to deadline for certification of practical completion.</b>	<b>Ongoing</b>

**DEVELOPMENT OF AIRPORT PUBLIC TRANSPORT LINKS**

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
2.	Contribution to public transport links	None	STAL to contribute up to £2m to airport public transport links. Measures to be managed by the Bus / Coach Working Group	Ongoing	Requests for start-up funding for new or enhanced services are evaluated by the Working Group.  STAL continues to subsidise some early / late local bus services via the levy on car park transactions.	Ongoing. About £0.9m remaining.

**HIGHWAYS ENGLAND SCHEMES**

<b>UU Reference</b>	<b>Item</b>	<b>Trigger Date</b>	<b>Required Action</b>	<b>Completion Date</b>	<b>Current Action</b>	<b>Status of obligation</b>
3.	Strategic road network schemes	Implementation date (10 <sup>th</sup> March 2017)	Enter into S278 agreements with Highways	Implementation of works governed by	S278 agreements signed. Works	Done

			<p><b>England for:</b></p> <p><b>i) M11 J8 works</b>  <b>ii) Priory Wood Roundabout works, excluding the widening works</b>  <b>iii) Bassingbourn Roundabout works</b></p>	<p><b>Generation 1 planning condition HA1 (to be completed by 8<sup>th</sup> April 2010, or as otherwise may be agreed by the local planning authority)</b></p>	<p><b>completed save for minor details on M11 J8 and Priory Wood Roundabouts.</b></p>	
<b>4.</b>	<b>Highway widening scheme for Round Coppice Road / Priory Wood</b>	<b>8<sup>th</sup> October 2009</b>	<b>Enter into S278 agreement with Highways England for the scheme</b>	<b>Implementation of scheme governed by Generation 1 planning condition HA4 (triggered by traffic flow on Thremhall Avenue and thereafter to be completed within a year)</b>	<b>S278 agreement signed. Provisions for monitoring traffic flow have been installed.</b>	<b>Done</b>
<b>5.</b>	<b>A120 on-slip</b>	<b>8<sup>th</sup> October 2009</b>	<b>Enter into S278 agreement with Highways England for the</b>	<b>Implementation of scheme governed by Generation 1</b>	<b>S278 agreement signed. Provisions for</b>	<b>Done</b>

			<b>scheme</b>	<b>planning condition HA5 (triggered by traffic flow on A120 eastbound at Parsonage Road overbridge and thereafter to be completed within a year)</b>	<b>monitoring traffic flow have been installed.</b>	
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