

Schedule to the report to the Extraordinary Meeting of Council 25 April 2019

Key examples of obligations flowing from the report to Planning Committee

<p>Extracts from Report to Planning Committee 14 November 2019</p>	<p>Section 106 Agreement</p>
<p>Sound Insulation Grant Scheme</p> <p>The revised and updated scheme, which can be secured by way of a s106 Legal Obligation, proposes to remove the requirement for the householder to contribute financially to the cost of insulation works; will be a three-tiered offer, to target greatest support to those who are most impacted with increased grant payments. The qualification criteria are set out in Table 7.24 (page 7-72).</p> <p>For properties in upper noise impact band, 69 and 66 dB LAeq, 16h, there will be a maximum grant of £10,000</p> <p>For properties in the middle noise impact band, 63 and 60 dB LAeq, 16h there will be a maximum grant of £8,000</p> <p>For properties in the Lower impact band: 57 dB LAeq, 16h/N65 200/ 90 dBA SEL(the SEL footprint for the noisiest aircraft operating at night (23:00 to 06:00) 600m distance/55 dB LAeq, 16h ground noise there</p>	<p>Schedule 3 Obligations by STAL with UDC</p> <p>Part 1 Noise Mitigation</p> <p>Enhanced SIGS set out in Section 2 to 5 Same maximum grants by noise impact band defined by the same criteria Provision for bespoke mitigation package for non residential properties affected</p> <p>1. Enhanced Sound Insulation Grant Scheme</p> <p>General Statement</p> <p>By way of replacement for the Existing Noise Mitigation Regime applicable to Stansted Airport, STAL will with effect from the Enhanced SIGS Commencement Date be required to comply with the provisions of this paragraph 2 of this Part 1, to the intent that STAL will be subject to the obligation (at STAL's discretion) to make payments of or to be liable for reimbursement of the costs incurred in providing sound insulation grant for an extended geographic area (increasing the number of eligible properties) to affected eligible properties; enhanced eligibility involving increased levels of rate of financial contribution by STAL to affected properties; and an area of eligibility based on additional noise metrics all as detailed in this paragraph 2.</p>

will be a maximum grant of £5,000

This revised mitigation scheme will be available to 50 properties in the upper category, 400 in the medium and 1600 in the lower categories. In addition, 5 schools, 2 healthcare facilities, 8 places of worship (7 if Ebenezer Chapel is no longer to be used as a church) and 3 community facilities will be eligible, unlike under the current scheme.

There may be practical reasons as to why SIGS may not be appropriate mitigation for an educational facility. Therefore, alternative mitigation measures may be required, which would require engagement with the relevant bodies to identify any appropriate measures. These could be secured by way of an appropriately worded condition or s106 Legal Obligation if planning permission were to be granted.

Detailed contents of the enhanced scheme

The following elements shall be included in the Enhanced Sound Insulation Grant Scheme with effect from the Enhanced SIGS Commencement Date:

(a) Revised geographic area covered

- Eligible claimants entitled to make an application under the Enhanced Sound Insulation Grant Scheme will be freehold, and where applicable leasehold, owners of properties lying within the Revised SIGS Contour Plan, that is to say the area comprising the three areas respectively tinted red, tinted yellow and tinted green within the noise contours.

(b) Eligibility (noise impact, noise contour and grant – maximum amount)

- This is as set out in Table 1 below, and applies to all Residential Properties lying within any of the three areas referred to in paragraph (a) above falling within the defined noise contours shown on the Revised SIGS Contour Plan.

Table 1

Noise Impact	Noise Contour*	Grant Maximum
Upper (tinted in red)	▪ 69 and 66dB L Aeq,16h	£10,000 Indexed per property
Middle (tinted in	▪ 63 and 60 dB L	£8,000 Indexed

		yellow)	Aeq,16h	per property
		Lower (tinted in green)	<ul style="list-style-type: none"> ▪ 57 dB Aeq,16h/N65 200 / 90 dBA SEL ▪ 600m distance/55 dB LAeq,16h ground noise 	£5,000 Indexed per property

**The reference year for the contours set out on the Revised SIGS Contour Plan is 2023.*

(c) Non-residential properties affected

In addition to the residential properties falling within the areas designated by the Revised SIGS Contour Plan, the following non-residential properties shall be eligible for a bespoke mitigation package of works or other measures as may reasonably be agreed by STAL following discussion with individual building owners and occupiers under the Enhanced Sound Insulation Grant Scheme so long as the properties remain in education, healthcare, worship or community use (as applicable):

Schools

- Howe Green School
- Spellbrook Primary School
- Little Hallingbury C of E Primary School
- The Leventhorpe School
- Mandeville Primary School
- Falcon House, Little Hallingbury

- Humpfrey Lodge, Thaxted

Worship

- St Giles Church Great Hallingbury
- St Mary the Virgin Church Broxted
- Ebenezer Chapel Molehill Green
- St Mary the Virgin Church Chickney
- Thaxted Baptist Church
- St Mary the Virgin Church Little Hallingbury
- Thaxted Church (St. John the Baptist) Thaxted
- Thaxted URC Church

Community

- Thaxted Anglican Church Hall
- Little Hallingbury Village Hall
- Thaxted Baptist Church Hall

The respective levels of claim of the owners of each of these properties shall be a sum as may reasonably be agreed between the property owner and STAL having regard to the specific condition and characteristics of the individual property, the practicality of carrying out noise insulation works to the property and the change in noise impact resulting from the Development.

In the event that agreement is not reached between the property owner and STAL as to the sum to be paid in respect of the cost of the noise mitigation works to a non-residential property, either the property owner or STAL may refer the matter to UDC who shall appoint an expert ("the Expert") with relevant qualifications to determine the matter. The Expert shall act as an expert and save in case of manifest error the Expert's decision shall be final and binding on the property owner and STAL. UDC's and the Expert's costs shall be payable by the property owner and STAL in such proportion as the Expert shall determine and failing such determination shall be borne by the property owner and STAL in equal shares.

General Statement with respect to the operation of the Enhanced Sound Insulation Grant Scheme

- Having regard to the planning purpose that the noise mitigation regime for Stansted Airport for those eligible to apply under the terms of the Enhanced Sound Insulation Grant Scheme shall be made available for claimants to secure measures to reduce the impact of aviation-related noise being in place early, the trigger for commencement of the Enhanced Sound Insulation Grant Scheme will occur at a point prior to the Passenger Level Trigger Date (35 mppa being exceeded). STAL operates, and will until agreed otherwise with UDC continue to operate, an annual applications-based grant scheme with a cut-off date of 31 October in each calendar year.
- The coming into operation of the Enhanced Sound Insulation Grant Scheme shall take effect from the Enhanced SIGS Commencement Date.
- Each Residential Property and non-residential property is entitled to make no more than one claim under the Enhanced Sound Insulation Grant Scheme unless otherwise agreed by STAL.

Lower noise penalty limits

- STAL shall use its Reasonable Endeavours to seek to secure the agreement of the Department for Transport of increased limits in noise penalties payable for breach of noise thresholds and off-track flying at Stansted Airport.

Noise penalty payments

- STAL shall pay to the Community Trust Fund the amount of any penalties received by STAL for breach of noise thresholds and off-track flying at Stansted Airport, such payments to be made annually prior to 31 May each year accompanied by a statement setting out details of all penalties received during the preceding 12 months.

<p>Strategic Route Network Improvements</p> <p>ECC are currently preparing to implement a major improvement to a short section of the A120 west of M11 J8 to support economic growth. These improvements are likely to be able to accommodate some of the traffic growth arising from the airport expansion beyond the current 35mppa limit. However, they are not sufficient to cater for 43mppa. Further improvements are therefore necessary to address the potentially severe impacts on the SRN at M11 J8 and at the A120 Priory Wood roundabout. A mitigation scheme was therefore submitted by the applicant which, in terms of capacity and safety should be adequate to address these impacts.</p> <p>The mitigation works relate to additional carriageway widening on key approach/exit arms to/from the M11 J8 signalised roundabout and a series of amendments to lane allocations and limited physical adjustment designed to enhance the capacity of the junction, along with the separate signalisation of the westbound entry of Priory Wood Roundabout. HE has concluded that the additional capacity achieved through these amendments provide mitigation that more than compensates for the additional traffic anticipated to arise from the proposed</p>	<p>Strategic Highways Review Part 2 Section 1 at 35 mppa trigger point</p> <p>Highways Mitigation Scheme following completion of the strategic highways review at the cost to STAL. Open to traffic before 39 mppa through put reached.</p> <p>Provision for Commuted Payment of £1,160,000 towards alternative major highways scheme for J8 in a future Roads Investment Strategy Scheme (sum calculated by Highways England’s Quantity Surveyor).</p> <p>Definitions</p> <ul style="list-style-type: none"> ▪ “Airport Bus and Coach Station Upgrade” means a scheme of works to enhance capacity and improve existing bus and coach facilities for passengers arriving at and departing from Stansted Airport, such scheme to give consideration to increased passenger circulation and waiting areas, bus waiting area(s), DDA compliant infrastructure, covered waiting areas, electronic signing and to be prepared by STAL and approved by UDC in consultation with the County Council in accordance with the provisions of this Part 2; ▪ “Commuted Payment” means the sum payable under paragraph 1.3 of this Part 2 in the event that it is determined that STAL will make a financial contribution in lieu of carrying out or paying for the Highway Mitigation Scheme, such sum to be ONE MILLION, ONE HUNDRED AND SIXTY THOUSAND POUNDS (£1,160,000) Indexed; ▪ “Highway Mitigation Scheme” means a detailed mitigation scheme as shown in principle in the Junction 8 (M11) Scheme Drawing and the Priory Wood Roundabout Drawing (or subsequent versions approved in writing by UDC in consultation with Highways England and the County Council) to adapt the Motorway Junction and Priory Wood Roundabout and associated areas of existing adopted public highway and/or land
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<p>increase in operations of the airport.</p> <p>In parallel with the ECC scheme and the airport’s additional improvements, calls have been made for more extensive improvements to the M11 to be included in a future Roads Investment Strategy (RIS). The next RIS covering the period 2020 to 2025 is currently being prepared on behalf of the Department for Transport (DfT). Study work is still progressing to support the development of the next RIS, which is not due to be published by DfT until the latter part of 2019, so it is not yet known whether a scheme to upgrade the M11 or its junctions could be included. However, the possibility of such a scheme being included has had to be acknowledged in the context of this application.</p> <p>In light of the above, HE are minded therefore to recommend conditions to be attached to any planning permission. These relate to delivery of the specific set of mitigation improvements to the SRN as proposed by the applicants. In proposing these conditions, HE are, however, mindful of the need to adopt a flexible approach that will enable the sensible coordination or adaptation of works for the benefit both of users of the road network and the airport, and to respond to factors that are currently unknown.</p> <p>Such an approach is especially relevant to</p>	<p>under the control of STAL agreed between Highways England and STAL in consultation with the County Council being a series of alterations and improvements to such infrastructure arising from increased traffic and forecast traffic at the Motorway Junction and using Priory Wood Roundabout associated with growth in passenger numbers at Stansted Airport between 35 and 43 mppa;</p> <ul style="list-style-type: none"> ▪ “Highway Mitigation Works” means the works within the existing adopted public highway required to implement the Highway Mitigation Scheme in accordance with the requirements of Highways England; ▪ “Junction 8 (M11) Scheme Drawing” means Drawing No Steer Drawing 23003401-SDG-HGN-100-DR-D-00104 Rev P1 comprising Annexure 4 to this Agreement; ▪ “Local Bus Network Development Fund” means a sum of ONE MILLION POUNDS (£1,000,0000) Indexed to be made available and operated by SATF in accordance with the provisions of paragraph 4 of this Part 2; ▪ “Local Road Monitoring Scheme” means a scheme of traffic monitoring on the local road and STAL network to be agreed with STAL and the County Council (where monitoring is not otherwise being carried out) which shall include the matters set out in Annexure 6 for the purpose of providing information to the SATF to inform its decisions on the administration of the Local Roads Network Fund and Sustainable Transport Levy and inform decisions made by the relevant highway authority on works that are required to their respective road networks to mitigate impacts on the public highway. ▪ “Local Roads Network Fund” means a sum of up to EIGHT HUNDRED THOUSAND POUNDS (£800,000) Indexed to be made available to and operated by SATF (a) to cover the reasonable costs incurred for the feasibility and design and implementation of infrastructure improvements for local bus services used by passengers and employees at Stansted Airport in accordance with the provisions of paragraph 2 of this Part 2; and (b) and to cover the reasonable costs
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future RIS programmes and timetables. As such, while the recommended conditions relate to specific improvement plans HE's aim is principally to achieve the required outcomes within an appropriate timetable but to allow either: (i) for the proposals to be reviewed and, if appropriate, revised to better achieve the outcomes in the light of emerging conditions; or (ii) for the possibility of the proposals to be superseded by another more extensive scheme or schemes that would achieve the same outcomes. In the event of the latter HE believe a financial contribution by the applicant equivalent to the cost of the proposed mitigation scheme would therefore be appropriate

incurred for the feasibility and design and implementation of highway improvements within a five mile radius of Stansted Airport, which include (but are not limited to) safety improvements, management/mitigation of combined impacts of future traffic, measures to improve accessibility and to assist in the enforcement of local parking controls and restrictions in order to control unauthorised parking associated with the operation of Stansted Airport; and for the avoidance of doubt the Local Roads Network Fund shall be expended within Essex only

- “Kiss and Fly” means the picking up and/or dropping off on the forecourt areas or any other area designated for set-down within the airport of passengers, by private car or taxi, for the purposes of air travel;
- “Motorway Junction” means the highway infrastructure within the boundaries of the existing adopted public highway at and in the immediate vicinity of Junction 8 of the M11 motorway;
- “Priory Wood Roundabout Drawing” means Drawing No Steer Drawing 2300340-SDG-HGN-100-DR-D-00101 Rev P1 comprising Annexure 5 to this Agreement showing a signalisation scheme for the roundabout;
- “Road Investment Strategy” means the Road Investment Strategy (RIS1) published by the Department for Transport, Highways England and (as highways monitor) the Office of Rail and Road (ORR) identifying the programme covering the period 2015 – 2020 and includes the successor project RIS2 covering the period following 2020 and any other equivalent projects designed to deliver long-term improvements in the operation of and investment in the Strategic Road Network;
- “Strategic Highways Review” means a review to be carried out jointly between STAL and Highways England (in consultation with the County Council) upon reaching the Passenger Level Trigger Date (35 mppa), or earlier if they jointly agree, to examine the most appropriate mitigation works for the Motorway Junction and for the Priory Wood Roundabout. Such Strategic Highways Review shall consider inter alia (a) outturn

traffic conditions current at the review, (b) any other relevant traffic changes forecast; and (c) the then-current Roads Investment Strategy Programme for the wider strategic road network for the county of Essex and for Trunk Roads in the vicinity as then relates to the Motorway Junction;

- “Surface Access Strategy” means the strategy (referred in the 2003 Agreement as SASAS), including subordinate modal strategies, prepared by and at the cost of STAL and overseen by SATF to increase the use of public transport by air passengers and staff at Stansted Airport as amended from time to time.;
- “Sustainable Transport Levy” means a levy operated in accordance with the existing Public Transport Levy operated pursuant to Part 4 of the Fourth Schedule to the 2003 Agreement (to be a minimum of £0.25 pence per transaction from passenger parking and staff charging at the minimum rate of £10 per annual parking permit) increased by the addition of a minimum of £0.10 pence contribution derived from every transaction resulting from visitor use of the Express Set-Down forecourt area on the south side of the Terminal Building (all amounts to be Indexed), subject to review in accordance with the provisions of paragraph 5 of this Part 2;
- “SATF” means the existing Stansted Area Transport Forum, the terms of reference for which are set out in Annexure 8;
- “Transport Forum Revised Terms of Reference” means the document so-entitled comprising Annexure 8 to this Agreement;
- “Travel Plan” means the Travel Plan adopted by STAL with respect to travel to and from Stansted Airport by staff of STAL and persons employed at Stansted Airport.

Strategic Highways Review

- Commencing within 14 days following the Passenger Level Trigger Date (35 mppa), or on such other date agreed with Highways England, STAL shall in consultation with Highways England undertake the

	<p>Strategic Highways Review in order to consider outturn traffic conditions and predicted future traffic conditions, taking account of the Road Investment Strategy programme for the Strategic Road Network in respect of the Motorway Junction.</p> <ul style="list-style-type: none"> • Following completion of the Strategic Highways Review the Highway Mitigation Scheme shall be carried out and completed at the cost of STAL (such works to be undertaken by Highways England or their agent as then agreed with STAL) so that the Highway Mitigation Works are completed and open to traffic no later than the end of the first calendar month at the point when passenger numbers at Stansted Airport are forecast to reach 39 mppa in any twelve month period. • If following completion of the Strategic Highways Review Highways England agrees, based on Highways England's objective of providing an alternative major highways scheme for the Motorway Junction in a future Roads Investment Strategy scheme, STAL shall instead of funding the Highway Mitigation Works pay the Commuted Payment to Highways England or named nominee. The Commuted Payment will be due and payable at the end of the first calendar month at the point when passenger numbers at Stansted Airport have reached a level of 39 mppa in any twelve month period, unless Highways England and STAL agree otherwise in writing.
<p>Local Roads Network</p> <p>In addition to the J8 measures as summarised above, mitigation measures would be required for the local roads to resolve issues at potential hot spots. ECC recommends a local road fund of £800,000 be set up, which could be secured by way of s106 Legal Obligation. The mechanism for</p>	<p>Local Roads Network Fund of £800,000</p> <p>Funding to be released in three stages for any scheme approved by the SATF: feasibility: detailed design and implementation</p>

allocating the funding would be the Stansted Airport Transport Forum. The Highways Working Group of the SATF takes an overview of network safety and access by road, bicycle and on foot, and is chaired by Essex County Council.

Local Roads Network Fund

Following the Implementation Date STAL hereby agrees to ring-fence and make available the amount of the Local Roads Network Fund, such fund to be administered by SATF constituted under the 2003 Agreement and the 2008 Undertaking (subject to the modified terms of its operation as provided in the Transport Forum Revised Terms of Reference referred to in paragraph 8 of this Part 2). It shall be a condition precedent to the payment by STAL to the County Council of any sums requested by the SATF that the works and / or payment, as the case may be, are for Qualifying Purposes.

Following the approval and inclusion of a scheme by the SATF in the relevant work programme, funding shall be made available to the County Council in three stages (feasibility, detailed design and implementation (as follows):

- (a) Before beginning any stage of a scheme, the County Council shall submit an estimate of costs and a timetable relating to that stage, to the SATF;
- (b) If the SATF is content that the submitted costs and timetable are reasonable, STAL shall make the funds available to the County Council in advance of the funds being required (either in one payment or in staged payments, to correspond with the terms for payment with the contractors) for that stage of the scheme; and
- (c) Where the County Council has not spent (and/or not incurred a liability to pay or reimburse) any funds received on the earliest of the following events (unless otherwise agreed by the SATF):
 - (i) within six months following the date that the stage was completed under the timetable provided by the SATF (or any agreed amendments to that timetable) pursuant to paragraph (b) above;
 - (ii) within six months following the date that the stage was

	<p>suspended (so long as it has not resumed); or</p> <p>(iii) within three months following the date that the stage was aborted, the County shall return the funds received by it to STAL to the Local Road Network Fund (unless otherwise agreed by STAL).</p> <p>The obligation to fund payments for the Local Roads Network Fund shall cease from the fifth anniversary of the 43 mppa Date. STAL shall have no further liability on and following that date with respect to the Local Roads Network Fund.</p> <p>Local Road Monitoring</p> <p>Within two (2) months of the Implementation Date, STAL shall have agreed an implementation plan for the Local Road Monitoring Scheme on roads within Stansted Airport and, subject to the agreement of the County Council, on local roads controlled by the County Council as highway authority.</p> <p>The Local Road Monitoring Scheme shall be implemented in accordance with the implementation plan for the Road Monitoring Scheme such scheme shall cease from the fifth anniversary of the 43 mppa Date.</p>
<p>Public Transport (paras 9.122 to 9.126)</p> <p>A key funding mechanism for SATF is the Transport Levy which is raised from car parking transactions at the airport (currently 25p per passenger parking transaction and £10 per annum for staff parking).</p> <p>It is proposed to extend the Transport Levy to the Kiss and Fly transactions at 10p per transaction. The combined income from the levy is predicted to be around £12m of</p>	<p>Sustainable Transport Levy</p> <p>Commencing no later than the 1st April following the Unchallenged Permission Date, the Sustainable Transport Levy will be collected by STAL and the funds made available to the SATF to finance initiatives in accordance with the Surface Access Strategy to promote the use by passengers and staff of STAL and others employed at Stansted Airport of:</p> <p>(a) modes of transport to and from Stansted Airport other than private motor vehicles, taxis and private hire vehicles, and to encourage and promote car-sharing by STAL staff and others employed at Stansted Airport in order to improve the modal</p>

funding to 2028, increasing to £20m in 2033 (assuming operations remain at 43mppa). This is in addition to the Bus Fund, a ring fenced sum of money. This was originally £2m as part of the 2008 Unilateral Undertaking.

A third source of funding for the bus network comes from the sale of airport travel cards to staff. This is predicted to increase to £1.4m per year at peak employment. This is a minimum increase assuming the same levels of staff public transport use and no future improvements. This would generate in at least £15.5m worth of revenue generated for bus operators from airport staff alone.

The Bus and Coach Working Group is proposed to be refreshed and the terms of reference updated. This would enable flexibility in the delivery of sustainable transport options given the changes in technology and approaches to delivery of services. Approximately £1m of the original Bus Fund has been spent in improving services associated with passenger growth from around 17mppa to 26mppa. The applicant is proposing to top up the ring fenced bus fund to £2m.

split in operation and to limit the impact of traffic on the surrounding highway network; and

- (b) in addition to the purposes set out in paragraph 5 of Part 4 of Fourth Schedule to the 2003 Agreement, sustainable modes of transport, including but not limited to the introduction of new technologies for all vehicles and walking and cycling schemes (including off-site provisions),

SUBJECT ALWAYS to the requirement that the Sustainable Transport Levy is applied solely to initiatives for Qualifying Purposes.

Rail-Users: discount scheme

STAL shall operate a parking discount scheme for season ticket holding rail users to and from Stansted Airport Station in general accordance with the Rail-Users discount scheme (annexed) to this Agreement as may be amended from time to time by agreement between STAL and UDC.

Transport Targets

STAL shall use Reasonable Endeavours to:

- (a) maintain a 50% public transport mode-share for non-transfer air passengers;
- (b) reach and thereafter maintain single occupancy private car use by Stansted Airport staff at 55% by the 39 mppa Date; and
- (c) to reach a passenger mode share by Kiss and Fly of:
 - (i) 20% by the 39 mppa Date; and
 - (ii) 12% by the 43 mppa Date.

and in the event that any of the targets are not met, an interim review of the Surface Access Strategy measures (in addition to the provisions of (the surface access strategy and travel plan timetable below) will be triggered.

Local Bus Network Development Fund of £1,000,000 to top up the balance of the existing Fund to £2,000,000

Local Bus Network Development Fund

Following the Passenger Level Trigger Date, STAL hereby agrees to ring-fence the Local Bus Network Development Fund such fund to be administered by the SATF constituted under the 2003 Agreement and the 2008 Undertaking subject to the modified terms of its operation. It shall be a condition precedent to the payment by STAL of any sums requested by the SATF that the works and / or payment as the case may be are for Qualifying Purposes

The obligation to fund payments for the Local Bus Network Development Fund shall cease from the fifth anniversary of the 43 mppa Date. STAL shall have no further liability on and following that date with respect to the Local Bus Network Development Fund.

Transport Forum Revised Terms of Reference: revised working arrangements

Subject to the like agreement of the Authorities, STAL agrees to participate in the SATF following the Unchallenged Permission Date in accordance with the Transport Forum Revised Terms of Reference comprising Annexure 8 to this Agreement.

Surface Access Strategy and Travel Plan – timetable revisions

Following the Unchallenged Permission Date and prior to 31 December 2019, STAL shall provide updated drafts of the Airport Surface Access Strategy and the Travel Plan to UDC and the County Council; and STAL shall be under an obligation to undertake the review and updating of each of the Airport Surface Access Strategy and the Travel Plan at five yearly intervals in the cycle 2020 / 2025 / 2030 and thereafter (unless otherwise agreed between STAL and UDC); and to provide interim updates at the mid-point within each five yearly time-period.

	<p>Airport Bus and Coach Station Improvements</p> <p>Following the Implementation Date and prior to the Passenger Level Trigger Date STAL shall commission a technical study of enhancement to capacity and passenger facility improvements for the forecast Stansted Airport passenger and employee travel growth using the bus and coach station at Stansted Airport, in order to define the Airport Bus and Coach Station Upgrade.</p> <p>Following prior consultation with SATF concerning the Airport Bus and Coach Station Upgrade, STAL shall carry out and bring into operation the works required in order to comply with such scheme before passenger numbers reach 36 mppa.</p>
Other matters	<p>Part 3 Skills Education and Employment</p> <p>Part 4 Community Trust Fund</p> <p>Part 5 Ecology Provisions</p> <p>Part 6 Surface Water Discharge Quality Monitoring</p> <p>Members can see the obligations in respect of these matters by clicking on https://www.uttlesford.gov.uk/media/9082/Draft-S106-Agreement-Stansted-Airport/pdf/20190328144140.pdf</p>