

STANSTED G1 PLANNING CONDITIONS

ANNEX A - CONDITIONS

General

GEN1 The following development is permitted within the sites identified on plan STN/GAP/1014/K/104/PA:

Site "A" - Extension to the passenger terminal and ancillary development

Site "B" - New aircraft apron and ancillary development

Site "C" - Cargo shed accommodation and ancillary development

Site "D" - Aircraft hangar facilities and ancillary development

Site "E" - Multi storey car parking and ancillary development

Site "F" - Long term car parking and ancillary development

Site "G" - Redevelopment of existing surface car park for staff car parking and ancillary development

Site "H" - Grade separation of Junction 3

Site "J" - Dualling of Bassingbourn Road from Junction 3 (Bassingbourn Roundabout) to Pincey Roundabout

Site "K" - Office accommodation and ancillary development

Site "L" - Office accommodation and ancillary development

Site "M" - Ground handling facilities and ancillary development

Site "N" - Flight catering and airline support accommodation and ancillary development

Site "P" - Additional fuel tank and ancillary development at the Fuel Farm

Site "Q" - Eastward extension of the two main rail tracks at the rail station and ancillary development (including additional vertical circulation)

Site "R" - Extension of the terminal forecourt and ancillary development

Site "S" - Dualling of Thremhall Avenue from Junction 3 (Bassingbourn Roundabout) to Junction 11 (Coopers End Roundabout)

GEN2 Any application for the approval of reserved matters made pursuant to this planning permission shall be made to the local planning authority before the expiration of 8 years from the date of this permission.

GEN3 The development hereby permitted shall be begun either before the expiration of 10 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last reserved matter to be approved, whichever is the later.

Extension to the passenger terminal and ancillary development

A1 The development hereby permitted within Site "A" shall be carried out in accordance with plans 2156/SK100-SK107.

A2 The terminal extension hereby permitted within Site "A" shall have a gross floor area not exceeding 29,000 sqm.

A3 The existing terminal, plus the terminal extension hereby permitted within Site "A" shall contain in total no more than 6,500 sqm of landside retail floorspace.

New aircraft apron and ancillary development

B1 The development hereby permitted within Site "B" shall be carried out in accordance with plan STN/GAP/1014/K105/PA.

B2 No development on Site "B" shall commence until details of a blast deflector to be erected between points A and B on plan STN/GAP/1014/K105/PA have been submitted to and approved in writing by the local planning authority. The blast deflector as approved shall be completed prior to the first use of Site B by aircraft and thereafter retained in perpetuity.

Cargo shed accommodation and ancillary development

C1 Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "C" is commenced.

C2 Plans and particulars of the reserved matters referred to in condition C1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

C3 The cargo shed accommodation hereby permitted within Site "C" shall follow the general alignment and form of the existing FedEx cargo shed, and shall not exceed a height of 15m above the existing ground level of Site "C".

Aircraft hangar facilities and ancillary development

D1 Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "D" is commenced.

D2 Plans and particulars of the reserved matters referred to in condition D1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

D3 The aircraft hangar facilities hereby permitted within Site "D" shall not exceed a height of 35m above the existing ground level of Site "D".

Multi storey car parking and ancillary development

E1 Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "E" is commenced.

E2 Plans and particulars of the reserved matters referred to in condition E1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

E3 Approval of details of a lighting strategy for the multi-storey car parking hereby permitted shall be obtained from the local planning authority in writing before any development hereby permitted within Site "E" is commenced. The strategy shall subsequently be implemented as approved prior to first use of the multi-storey car parking hereby permitted, and shall thereafter be retained in operation.

E4 The top deck of any sections of the multi-storey car parking hereby permitted shall not exceed a height of 108m AOD, excluding items such as lift towers and emergency escape shafts.

Long term car parking and ancillary development

F1 Approval of the details of the siting, design and external appearance of the building(s) and parking area(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "F" is commenced.

F2 Plans and particulars of the reserved matters referred to in condition F1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

F3 Approval of details of a lighting strategy for the car parking hereby permitted shall be obtained from the local planning authority in writing before any development hereby permitted within Site "F" is commenced. The strategy shall subsequently be implemented as approved prior to first use of the car parking hereby permitted, and shall thereafter be retained in operation.

Redevelopment of existing surface car park for staff car parking and ancillary development

G1 Approval of the details of the siting, design and external appearance of the building(s) and parking area(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "G" is commenced.

G2 Plans and particulars of the reserved matters referred to in condition G1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

G3 Approval of details of a lighting strategy for the car parking hereby permitted shall be obtained from the local planning authority in writing before any development hereby permitted within Site "G" is commenced. The strategy shall subsequently be implemented as approved prior to first use of the car parking hereby permitted, and shall thereafter be retained in operation.

Grade separation of Junction 3

H1 Approval of the details of the siting, design and external appearance of the roadway hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "H" is commenced.

H2 Plans and particulars of the reserved matters referred to in condition H1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Dualling of Bassingbourn Road from Junction 3 (Bassingbourn Roundabout) to Pincey Roundabout

J1 Approval of the details of the siting, design and external appearance of the roadway hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "J" is commenced.

J2 Plans and particulars of the reserved matters referred to in condition J1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Office accommodation and ancillary development

K1 Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "K" is commenced.

K2 Plans and particulars of the reserved matters referred to in condition K1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

K3 The office development hereby permitted within Site "K" shall not exceed a height of 18m above the existing ground level on Site "K".

Office accommodation and ancillary development

L1 Approval of the details of the siting, design and external appearance of the building(s) and parking area(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "L" is commenced.

L2 Plans and particulars of the reserved matters referred to in condition L1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

L3 The office development hereby permitted within Site "L" shall not exceed a height of 18.3m above the existing ground level on Site "L".

Ground handling facilities and ancillary development

M1 Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "M" is commenced.

M2 Plans and particulars of the reserved matters referred to in condition M1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

M3 The office development hereby permitted within Site "M" shall not exceed a height of 11.5m above the existing ground level on Site "M".

Flight catering and airline support accommodation and ancillary development

N1 Approval of the details of the siting, design and external appearance of the building(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "N" is commenced.

N2 Plans and particulars of the reserved matters referred to in condition N1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

N3 The flight catering and airline support accommodation hereby permitted within Site "N" shall not exceed a height of 15m above the existing ground level on Site "N".

Additional fuel tank and ancillary development at the Fuel Farm

P1 Approval of the details of the siting, design and external appearance of the structure(s) hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "P" is commenced.

P2 Plans and particulars of the reserved matters referred to in condition P1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

P3 The fuel tank hereby permitted within Site "P" shall not exceed a height of 16m above the existing ground level on Site "P".

Eastward extension of the two main rail tracks at the rail station and ancillary development (including additional vertical circulation)

Q1 Approval of the details of the siting, design and external appearance of the rail tracks and additional vertical circulation hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "Q" is commenced.

Q2 Plans and particulars of the reserved matters referred to in condition Q1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Q3 The areas enclosed by red chain lines on the unnumbered plan entitled 'Zone 1 – Platform construction and extensions, Scale 1:1000' in appendix 1 to the Stansted Generation 1 Surface Access Statement of Common Ground version 2 between BAA Limited and Stansted Airport Limited, Highways Agency, Essex County Council and Hertfordshire County Council dated September 2007 shall be safeguarded for the provision of additional rail platform capacity to enable 12-car rail services to operate at Stansted Airport Railway Station, and the development hereby permitted shall not be implemented in a manner that would prevent that additional platform capacity being provided.

Dualling of Thremhall Avenue from Junction 3 (Bassingbourn Roundabout) to Junction 11 (Coopers End Roundabout)

S1 Approval of the details of the siting, design and external appearance of the roadway hereby permitted and the landscaping of the site (herein referred to as "reserved matters") shall be obtained from the local planning authority in writing before any development hereby permitted within Site "S" is commenced.

S2 Plans and particulars of the reserved matters referred to in condition S1 above shall be submitted in writing to the local planning authority and the development hereby permitted shall only be carried out as approved.

Highways

HA1 Within 18 months of the date of grant of planning permission the following highway schemes shall be completed and open to traffic in accordance with the drawings set out below:

- M11 Junction 8 as shown on plan Carillion-URS 95274/I/HM/050 Rev A

- Priory Wood Roundabout as shown on plan Carillion-URS 95274/I/HM/051 Rev A, excluding the widening works at Round Coppice Road.
 - Bassingbourn Roundabout as shown on plan Faber Maunsell 51029/100/1 Rev 2
- or as otherwise may be agreed in writing by the Local Planning Authority.

HA2 Within 18 months of the date of grant of planning permission a highway safety scheme for the A120 between Priory Wood and Bassingbourn Roundabouts shall be submitted to and approved in writing by the Local Planning Authority. The extent of the scheme will be signing and white lining to improve safety for weaving traffic between points A and B shown on plan Halcrow FL1148050/SK/04/RevA. The safety scheme approved shall be implemented and completed within 6 months of the date of its approval.

HA3 Within 6 months of the date of grant of planning permission a scheme to monitor the impact of the development on the motorway and trunk roads and Airport Roads (to include Automatic Traffic Counters or equivalent devices as necessary that are compatible with the Highway's Agency's Traffic Monitoring Commission) at:

- Priory Wood roundabout
- The eastern access and exit to and from the Airport from the A120

shall be submitted to and approved in writing by the Local Planning Authority. The monitoring scheme approved shall be implemented within 12 weeks of the date of its approval and maintained and kept in operational use by the applicant until written notice to the contrary is given to the applicant by the Local Planning Authority. The data gathered by the monitoring scheme shall be reported to the Highways Agency, Essex County Council, Hertfordshire County Council and the Local Planning Authority by the applicant on a 6 monthly basis.

HA4 When the fiftieth greatest hourly traffic flow in the initial 8760 hours recorded within the traffic monitoring scheme as described in Condition HA3 from the establishment of the scheme or in any continuous 8760 hours period thereafter exceeds the flow of 2000 vehicles per hour on Thremhall Avenue (from M11 Junction 8)(the trigger point), the highway widening scheme for Round Coppice Road/Priory Wood Roundabout as shown on plan Carillion-URS 95274/I/HM/051 Rev A (or as otherwise may be agreed in writing by the Local Planning Authority) shall be completed and open to traffic within 12 months from the date of the trigger point.

HA5 When the fiftieth greatest hourly traffic flow in the initial 8760 hours recorded within the traffic monitoring scheme as described in Condition HA3 from the establishment of the scheme or in any continuous 8760 hours period thereafter exceeds the flow of 3000 vehicles per hour on the A120 eastbound at Parsonage Road overbridge (the second trigger point), the highways scheme for the A120 on-slip as shown on plan Faber Maunsell 51029/100/2 Rev.1 (or as otherwise may be agreed in writing by the Local Planning Authority) shall be completed and open to traffic within 12 months from the date of the second trigger point.

Air noise

AN1 The area enclosed by the 57dB(A) Leq16hr (0700-2300) contour, when calculated and measured by the Civil Aviation Authority's Aircraft Noise Contour Model 2.3 or as may be amended, shall not exceed 33.9 sq km using the standardised average mode from the date of grant of this permission. Any necessary account shall be taken of this requirement in declaring the capacity of Stansted Airport for the purpose of Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for the allocation of slots at Community airports. Forecast aircraft movements and consequential noise contours for the forthcoming year shall be reported to the Local Planning Authority annually on the 31st January each year.

Landscaping

LAN1 All the planting in the schemes of landscaping submitted and approved pursuant to conditions C1, D1, E1, F1, G1, H1, J1, K1, L1, N1, P1, Q1, and S1 shall be undertaken in accordance with the timescale set out in the relevant approved plan. Any trees, shrubs or hedges (or part thereof) which comprise part of the scheme of landscaping and which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Archaeology

ARC1 No development hereby permitted shall take place within a site identified in condition GEN1 until the developer has secured on that site the implementation of a programme of archaeological work in accordance with a written scheme of investigation which shall previously have been submitted to and approved in writing by the local planning authority.

ARC2 The developer shall afford access at all reasonable times to any archaeologist nominated by the local planning authority to allow the observation of the excavations and the recording of items of interest and finds within any site identified in condition GEN1.

Water quality

WAT1 No development hereby permitted shall take place within a site identified in condition GEN1 until:

- a) a detailed investigation of that site has been carried out, the method and extent of which shall previously have been agreed in writing with the local planning authority, to establish the degree and nature of any contamination present and to determine its potential for the pollution of the water environment, and
- b) details of appropriate measures to prevent pollution of groundwater and surface water of and from that site have been submitted to and approved in writing by the local planning authority. The approved measures shall subsequently be carried out as approved.

WAT2 The water quality monitoring of the biological interests of local brooks approved by the local planning authority pursuant to condition 'WAT3' of planning permission Ref UTT/1000/01/OP shall be continued.

WAT3 The construction of any storage facilities for oils, fuels or chemicals shall not be carried out until details have been submitted to and approved in writing by the local planning authority. The construction of the storage facilities shall subsequently be carried out as approved.

WAT4 No soakaways shall be constructed in contaminated ground.

WAT5 A plan for the de-silting and general maintenance of the attenuation ponds shall be submitted to and approved in writing by the local planning authority before development commences. Works shall then proceed in accordance with the details submitted.

WAT6 During construction, no solid matter shall be stored within 10m of the banks of local watercourses (Tye Green and Pincey Brook).

WAT7 No development hereby permitted within Sites A,C,E,K,L and N shall take place until the developer has submitted and gained approval from the local planning authority of a written statement providing details of water efficiency measures that will be incorporated into the relevant development. The water efficiency measures set out in the approved statement shall thereafter be provided and retained.

WAT8 Unless otherwise agreed in writing by the local planning authority no development hereby permitted within sites A, C, E, K, L and N shall be brought into use until a water meter has been fitted within the relevant development, which shall be used for the metering of all water supplied to the developments thereafter.

WAT9 A flow monitoring survey of water usage and metering across the airport water supply network shall be carried out and the results submitted to the local planning authority and the Environment Agency within 6 months of the airport's passenger throughput reaching 25 mppa on a moving annual total basis.

WAT10 The results of the flow monitoring survey shall be used to develop a Water Management Strategy that shall be submitted to and approved in writing by the local planning authority within 6 months of the completion of the flow monitoring survey. The Strategy shall include details of, and appropriate performance measures for:

- (1) a rolling metering programme for the installation of water meters on the airport's existing unmetered buildings;
- (2) proposals for bringing forward of water efficiency measures for the airport's existing buildings; and
- (3) a rolling water leakage detection programme to provide for identification and management of network leaks.

WAT11 Surface water drainage works shall be carried out in accordance with details which shall have been submitted to and approved in writing by the local planning authority before development commences.

WAT12 No development hereby approved by this permission shall be commenced until the local planning authority has given written confirmation that it is satisfied that adequate sewerage infrastructure will be in place to receive foul water discharges from the site. No buildings (or uses) hereby permitted shall be occupied until such infrastructure is in place.

Construction

CON1 No development hereby permitted shall take place within a site identified in condition GEN1 until a construction management plan for that site has been submitted to and approved in writing by the local planning authority. The plan as submitted shall include: a) routes to be used by contractors' vehicles moving to and from the site (and the appropriate signing thereof), and b) temporary noise protection measures relating to the site. The plan shall subsequently be implemented as approved for the duration of the development being carried out on that site.

CON2 No development hereby permitted shall take place within a site identified in condition GEN1 until construction management proposals specific to that site (e.g. hours of working, wheel washing and dust suppression measures) have been submitted to and approved in writing by the local planning authority. The proposals shall subsequently be implemented as approved for the duration of the development being carried out on that site.

Waste recycling

WR1 No development hereby permitted within a site identified in condition GEN1 shall take place until the developer has submitted and gained approval from the local planning authority of a written statement providing details of waste recycling measures that will be incorporated into the relevant development. The waste recycling measures set out in the approved statement shall thereafter be provided and retained.

Energy efficiency

EE1 No development hereby permitted within a site identified in condition GEN1 shall take place until the developer has submitted and gained approval from the local planning authority of a written statement providing details of energy efficiency measures that will be incorporated into the relevant development. The energy efficiency measures set out in the approved statement shall thereafter be provided and retained.

Nature conservation

NAT1 No development hereby permitted shall take place within Site "B" identified in condition GEN1 until a nature conservation management plan has been submitted to and approved in writing by the local planning authority. The plan as submitted shall: a) identify an area of land of not less than 20 hectares which shall be maintained thereafter as suitable open grassland surrounded by an irregular broad fringe of longer grass and scrub, and b) identify suitable area or areas of land which shall be created and maintained thereafter as habitats suitable for the Brown Hare and Skylark, including a timescale for their creation and proposals for their maintenance. The nature conservation management plan shall subsequently be implemented as approved.

NAT2 No development hereby permitted shall take place within Sites "B", "D", "F", "G", "H", "J", "L", "N", "P" or "S" identified within condition GEN1 until a survey of that site identifying its nature conservation status has been submitted to and approved in writing by the local planning authority.

NAT3 No development hereby permitted shall take place within Sites "B", "D", "F", "G", "H", "J", "L", "N", "P" or "S" identified within condition GEN1 until a translocation scheme for any protected species identified in the surveys pursuant to condition NAT2 has been implemented in accordance with details which shall previously have been submitted to and agreed in writing by the local planning authority.

Air transport movements

ATM1 Subject to ATM2 below, from the date that the terminal extension hereby permitted within Site "A" opens for public use, there shall be at Stansted Airport a limit on the number of occasions on which aircraft may take-off or land at Stansted Airport of 264,000 ATMs (Air Transport Movements) during any 12 calendar month period, of which no more than 243,500 shall be PATMs (Passenger Air Transport Movements) and no more than 20,500 shall be CATMs (Cargo Air Transport Movements).

ATM2 The limit in condition ATM1 shall not apply to aircraft taking-off or landing at Stansted Airport in any of the following circumstances of cases, namely:

- (a) the aircraft is not carrying, for hire or reward, any passengers or cargo;
- (b) the aircraft is engaged on non-scheduled air transport services where the passenger seating capacity of the aircraft does not exceed ten;
- (c) the aircraft is required to land at the airport because of an emergency or any other circumstance beyond control of the operator and commander of the aircraft; and
- (d) the aircraft is engaged on the Queen's flight, or on a flight operated primarily for the purposes of the transport of government Ministers or visiting Heads of State or dignitaries from abroad.

The total number of take-offs and landings by aircraft in categories (a) and (b) above combined shall not exceed 10,000 in any 12 calendar month period.

ATM3 For the purposes of condition ATM2(a) an aircraft is not to be taken as carrying, for hire or reward, any passengers or cargo by reason only that it is carrying employees of the

operator of the aircraft or of an associated company of the operator. And for the purpose of condition ATM2(b) an aircraft is engaged in non-scheduled air transport services if the flight on which it is engaged is not part of a series of journeys between the same two places amounting to a systematic service.

ATM4 For the purposes of condition ATM3, a company shall be treated as an associated company of the operator of the aircraft if either that company or the operator of the aircraft is a body corporate of which the other is a subsidiary or if both of them are subsidiaries of one and the same body corporate.

ATM5 From the date of the granting of planning permission the developer shall report the monthly and moving annual total numbers of ATMs (Air Transport Movements), PATMs (Passenger Air Transport Movements) and CATMs (Cargo Air Transport Movements) in writing to the local planning authority no later than 28 days after the end of the calendar month to which the data relate.

Passenger throughput

MPPA1 The passenger throughput at Stansted Airport shall not exceed 35 million passengers in any twelve calendar month period.

MPPA2 From the date of the granting of planning permission the developer shall report the monthly and moving annual total numbers of passengers in writing to the local planning authority no later than 28 days after the end of the calendar month to which the data relate.