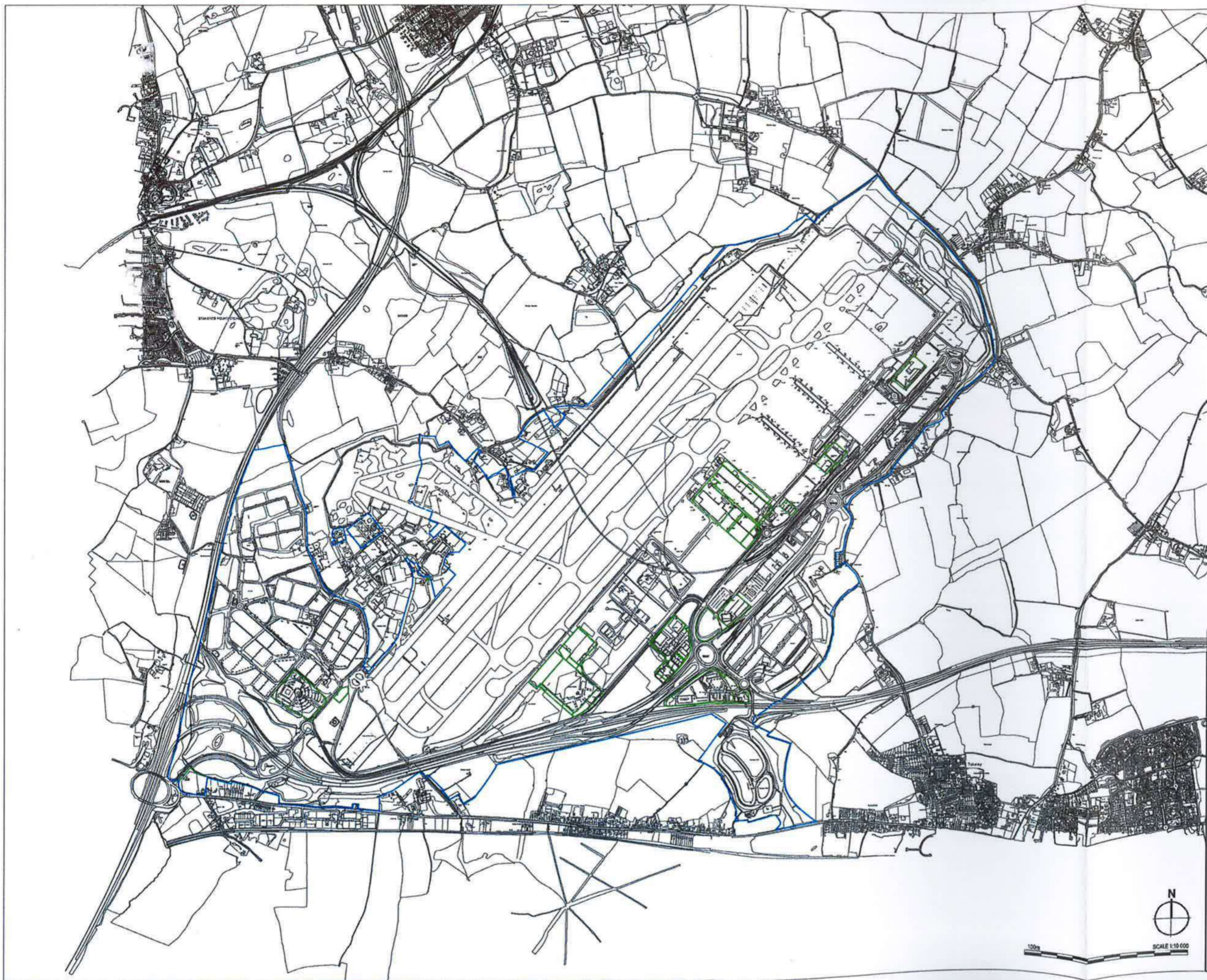


**Annexure 1: Plan 1 (Airport Property)**

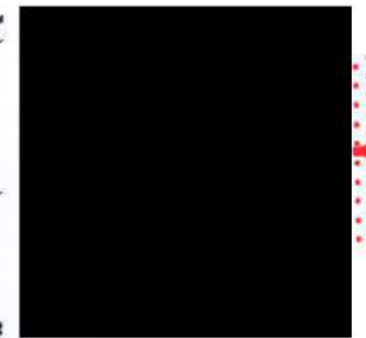
10/20/2011  
10/20/2011





© 2018 RPS Group  
 Note:  
 1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of the document other than by its client and only for the purposes for which it was prepared and provided.  
 2. If revised or otherwise used, the user accepts responsibility to print to correct scale. Only written dimensions should be used.  
 3. The drawing should be read in conjunction with all other relevant drawings and specifications.

Key:  
 — Airport Property  
 — Excluded Property



B	Boundary updated to match kerb line position	MLM	MLM	12/11/19
A	06 updates	DEC	MLM	01/04/19
Rev	Description	By	Ckd	Date



Sherwood House, Sherwood Avenue,  
 Newark, Nottinghamshire, NG24 1QG  
 T: 01936 605 700 E: rps@rpsgroup.com

Client: **MAGPROPERTY**

Project: **Stansted Airport Masterplanning**

Title: **106 Boundary Areas Plan**

Status	Scale	Date Created
Task Team Manager	1:10000 @ A1	29/03/19
KRP	Information Author	Task Information Manager
Document Number	LL	MJH
SK428		

Project Cells - Discipline - Zone - Level - Type - Date - Drawing Number  
 RPS Project Number: **NG017817**      Submittal: **60**      Revision: **B**  
 rpsgroup.com



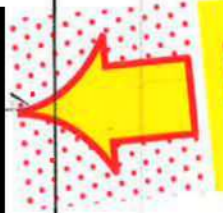
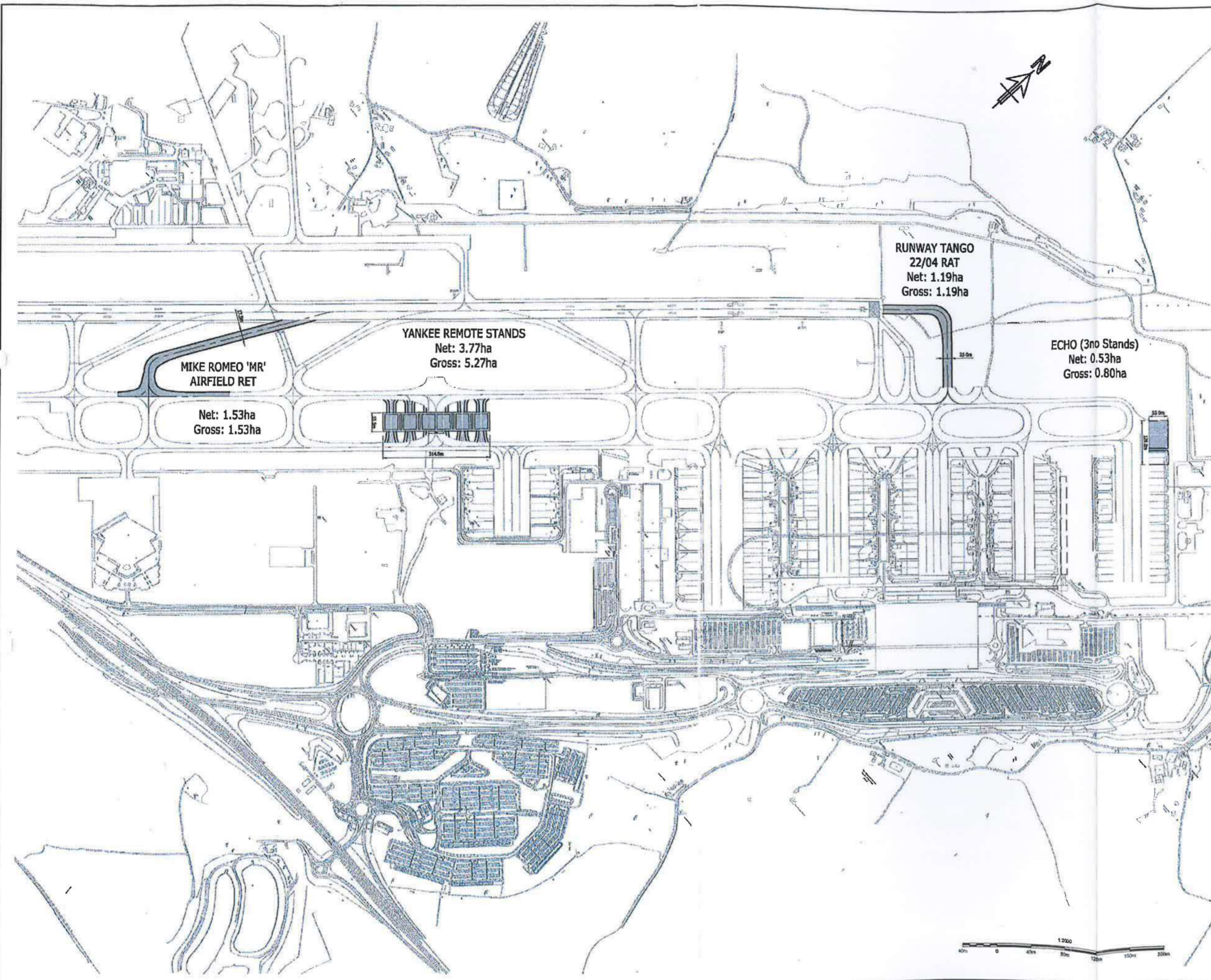


## **Annexure 2: Airfield Infrastructure Works Plan**



All dimensions must be checked and confirmed on site prior to commencement of construction and any discrepancies in the drawings shown on site must be immediately reported to the attention of the Project Leader.  
The areas indicated on the drawing are approximate only and are not guaranteed using the currently available information. Any dimensions made on the basis of these measurements, whether as to project stability, siting, line, squareage or other must be based on dimensions measured by a registered surveyor.

- 1. All dimensions shown are in meters unless noted otherwise.
- 2. Do not scale from the drawing.
- 3. The drawing is to be read in conjunction with all relevant drawings and documents.
- 4. Any queries should be directed to the Standed delivery design team.
- 5. The drawing is for planning application only.



Legend  
 Net Area    Gross Area

Rev	Details	Date



Engineering Records Office,  
 London Stansted Airport,  
 Essex CM24 1QW

Project Name  
 London Stansted  
 Stansted  
 Aprons/ Airside Extensions

**35+ Airfield Infrastructure Works: Site Plan**

Checked By	Checked Date	Drawn By	Drawn Date
Approved By	Approved Date	Scale and Plot Size	
	13/02/2010	1:2000 @ A1 (1:4000 @ A3)	

Sheet	Original	Project Ref	Discipline	Drawing No	Revision
STAL	STAL	001	PLA	001-001	01





35+ PLANNING APPLICATION

# PROPOSED SOUND INSULATION GRANT SCHEME

## RESPONSIBLE AND SUSTAINABLE GROWTH

We are committed to growing the airport sustainably, delivering the full economic and social benefits of a globally-connected airport while minimising our impact on local communities and the environment.

We have made a commitment to continue to operate within the noise and aircraft movement limits agreed in 2008. We have also offered a new package of measures including a generous new Sound Insulation Grant Scheme for local communities.

## NEW SCHEME

We recognise that aircraft noise is a key issue for local communities, particularly for those residents living closest to the Airport.

We have undertaken a review of our current scheme and also those offered by other UK and international airports.

Our proposed new scheme would:

- cover a larger geographic area, meaning more households will be eligible;
- take account of additional noise metrics;
- remove the need for the householder to contribute; we would pay up to 100% of the cost; and
- be based on a tiered system to provide the highest funding for the noisiest areas to support those who are most impacted.

The grant would pay for noise insulation measures such as double glazing, mechanical ventilation and loft insulation.

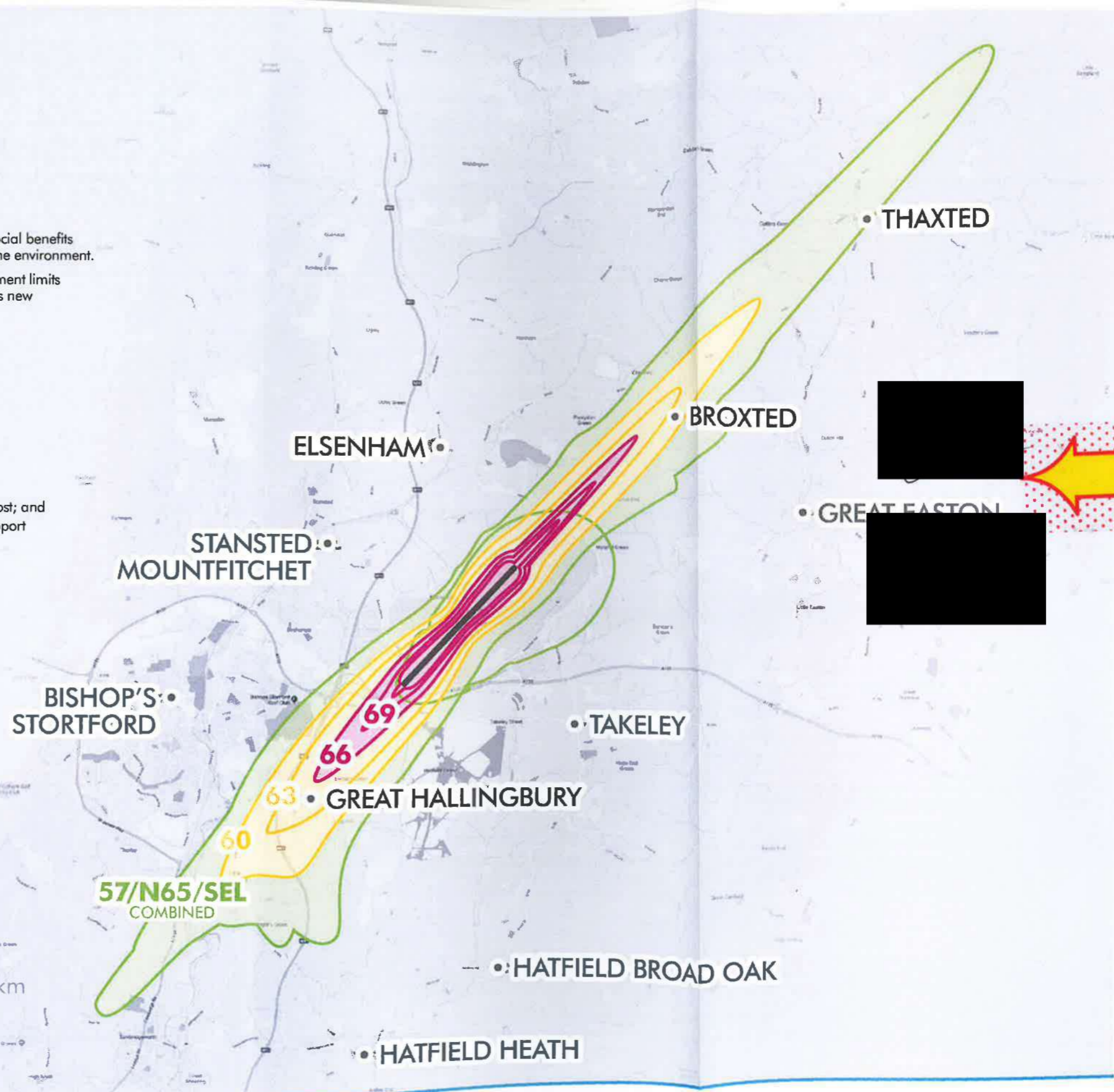
## ELIGIBILITY

The current sound insulation grant scheme provides support to those within the 63 noise contour (63 dB  $L_{Aeq,16h}$ ). The proposed scheme, which is summarised in the table below and the figure opposite would provide support to those exposed to much lower noise levels, offering grants to those within the 57 noise contour (57 dB  $L_{Aeq,16h}$ ).

NOISE IMPACT	NOISE CONTOUR	GRANT MAXIMUM
UPPER	69 and 66 dB $L_{Aeq,16h}$	£10,000
MIDDLE	63 and 60 dB $L_{Aeq,16h}$	£8,000
LOWER	57 dB $L_{Aeq,16h}$ / N65 200 / 90 dBA SEL* 600m distance/55 dB $L_{Aeq,16h}$ ground noise	£5,000

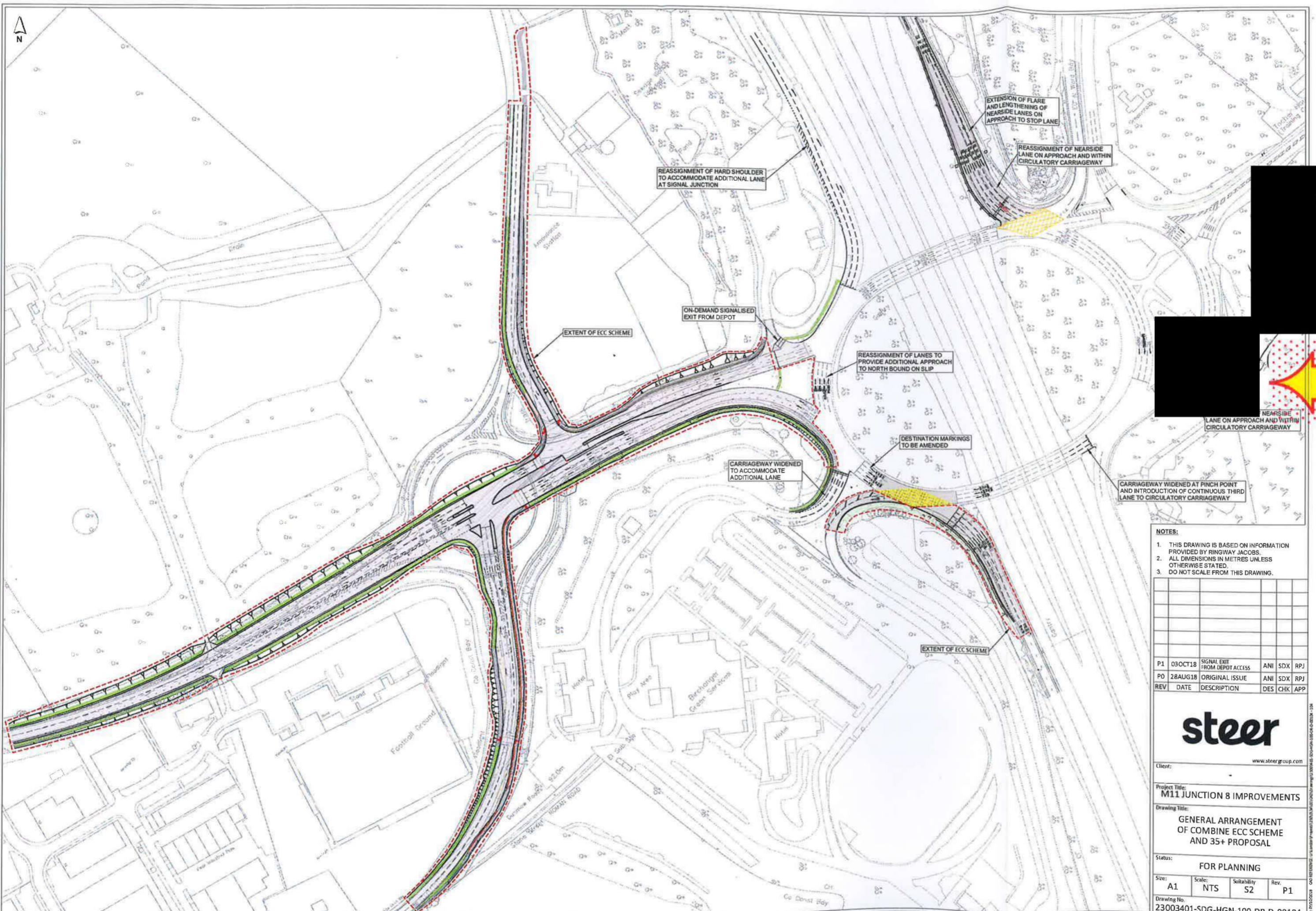
\*90 dB(A) SEL footprint for the noisiest aircraft operating at night (23:00 to 06:00)

For households subject to the highest levels of noise (69dB  $L_{Aeq,16h}$  noise contour or more), we will also provide assistance with the costs of relocating.



**Annexure 4: Junction 8 (M11) Scheme Drawing**





**NOTES:**

1. THIS DRAWING IS BASED ON INFORMATION PROVIDED BY RINGWAY JACOBS.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
3. DO NOT SCALE FROM THIS DRAWING.

P1	03OCT18	SIGNAL EXIT FROM DEPOT ACCESS	ANI	SDX	RPJ
PO	28AUG18	ORIGINAL ISSUE	ANI	SDX	RPJ
REV	DATE	DESCRIPTION	DES	CHK	APP

**steer**

www.steergroup.com

Client:  
Project Title:  
**M11 JUNCTION 8 IMPROVEMENTS**

Drawing Title:  
**GENERAL ARRANGEMENT OF COMBINE ECC SCHEME AND 35+ PROPOSAL**

Status:  
**FOR PLANNING**

Size: A1 Scale: NTS Suitability: S2 Rev: P1

Drawing No:  
**23003401-SDG-HGN-100-DR-D-00104**

DATE: 07/10/2018 04:10:10Z U:\Users\p\m\1\23003401-SDG-HGN-100-DR-D-00104-100.dwg 23003401-SDG-HGN-100-DR-D-00104-100



**Annexure 5: Priory Wood Roundabout Drawing**







## **Annexure 6: Scope of Local Road Monitoring Scheme (Schedule 3 Part 2)**

The detailed implementation plan for the Local Road Monitoring Scheme will include both traffic and Fly Parking monitoring and will specify:

- What data will be collected
- The collection method
- The area to be covered by monitoring
- Start date and frequency of collection (annually)
- Annual review of monitoring scheme
- Reporting of monitoring (3 months following data collection)
- Responsibility for provision of scheme



## **Annexure 7: Rail-Users Discount Scheme (Schedule 3 Part 2)**

The rail-users discount scheme will commence within 30 days after the Unchallenged Permission Date has been reached.

As an extension to the 2003 Agreement, STAL will provide parking within the short-stay car parks for rail commuters in possession of a rail season ticket from Stansted Airport at a price discounted by no less than 90% from the turn-up parking rate (the turn-up parking rate being the price payable to park in the premium short-stay car parks at the airport (currently known as the orange and green car parks but which may include any temporary or permanent replacement for these car parks) for 365 full days (a full day being any 24 hour period)). This rate of discount represents a higher rate of discount than that in operation when the current owner acquired its interest in Stansted Airport in 2013 and took over the pre-existing rail users discount scheme (which was 85% on a comparable basis).

To qualify for the discounted parking scheme rail passengers must be in ownership of a rail season ticket from Stansted Airport station and satisfactory evidence that the user is in possession of a rail season ticket will be required. A daily ticket does not entitle a rail passenger to participate in this scheme.

Rail Passengers will be able to apply for the discounted parking scheme for a period starting no earlier than the commencement date of their valid rail season ticket and ending at the date of the expiry of their valid rail season ticket (up to a 1 year maximum period).

On expiry of the season ticket, an application will be required for renewal.

Access to the airport car park will be monitored and where necessary subject to enforcement. Abuse of scheme rules (e.g. stay duration limitations) could result in withdrawal of this offer to the individual, household, and / or vehicle.

STAL will promote the Rail-Users Discount Scheme in consultation with UDC.



## **Annexure 8: Transport Forum Revised Terms of Reference (Schedule 3 Part 2)**

### **SATF Steering Group**

The SATF Steering Group is the decision making group which is accountable through the chair for:

1. Investment decisions, ensuring value for money, relating to:
  - Transport related S106 agreements;
  - Projects funded by the Sustainable Transport Levy;
2. Delivery of ASAS targets and objectives; and Travel Plan
3. Setting clear objectives and work programmes for the working groups.

### **Terms of reference for the SATF Steering Group**

4. To take executive responsibility to deliver on the objectives of the Airport Surface Access Strategy (ASAS) through the activities of the Working Groups and in particular by:
  - By advising STAL on development and production of the ASAS including forward planning to meet targets for all forms of transport and accommodation of future strategic transport links to and from the airport
  - developing annual work plans showing activity for each financial year to deliver each objective to be agreed by the SATF Steering Group before the start of each financial year;
  - monitoring progress on delivery of those plans at each quarterly meeting;
  - establishing, publishing and maintaining investment appraisal criteria for transport investment that deliver the agreed ASAS transport objectives, mode share targets and value for money; and
  - providing assurance that the activities and spend are consistent with the terms of the strategy.
5. To administer the delivery of transport related Section 106 planning obligations associated with the planning permission for the airport ensuring that spend is consistent with the terms of the agreement.
6. To ensure overall budget control of allocated transport Section 106 funding, agree funding allocations in the light of investment appraisals, and monitor the effectiveness of measures taken.
7. To monitor the airport's Travel Plan initiatives and annually to advise STAL on measures to improve passenger and employee public transport mode share.
8. To ensure completion and publication of annual reporting of SATF activities, including a detailed report on activities, spend and delivery of objectives and performance against the S106 targets.

9. STAL will provide administrative support for the Steering and Working Groups, including:

(a) Arranging and hosting meetings, circulating agendas and papers

(b) Providing quarterly data in advance on:

- Performance against the S106 targets and commitments
- Any papers on investment decisions or discussions
- Any data or information identified in working groups strategies to support advice and performance monitoring

(c) In all cases to:

- Keep a record of decision taking and the evidence on which decisions are taken;
- Report on spend, progress and delivery at each quarterly meeting;
- Ensure that all spending represents value for money; and
- For each transport investment ensure it is clear how each of the investment appraisal criteria are met.

### **Working Groups**

The three working groups are advisory. They do not take decisions on investment and accountability remains with the SATF Steering Group through the chair.

There is a working group for each of: Highways, Bus and Coach and Rail. The three working groups have generic terms of reference but each with a different focus.

### **Terms of reference for the Working Groups**

10. To propose a strategy to the Steering Group to deliver the ASAS objectives and targets.
11. To propose an annual work programme in stages of feasibility, design and implementation to the Steering Group setting out the delivery priorities for each financial year in order to deliver the ASAS objectives and targets.
12. To give quarterly progress reports to the Steering Group on the delivery of that work programme, including reviewing modal share, customer satisfaction and service quality STAL will provide the data to the working groups to support these reports.
13. To propose a set of investment criteria to the Steering Group for investment decisions, to include value for money, service quality, customer satisfaction, contribution to delivery of objectives and targets, and fit with work programme.
14. To put investment proposals to the Steering Group for decision.

### **Highways Working Group focus areas:**

15. To advise on and oversee the delivery of Section 106 highway-related planning obligations conditioned by the planning permission for the airport and to recommend to the Steering Group the allocation of Section 106 funding.
16. To consider the interface between existing road schemes, any future schemes, and the airport road system.



17. To consider the opportunities for improving road-based public transport through improving journey times and reliability for bus and coach services, and assisting the development of inter-urban public transport initiatives.
18. To oversee the monitoring of Fly Parking associated with the airport and to develop multi-agency activities to tackle identified and agreed incidences.
19. To work in partnership to deliver the Stansted Airport Cycling and Walking Strategy document.
20. To monitor supply and demand for car parking at the airport, both on and off site.

**Bus and Coach Working Group focus areas:**

21. To work in partnership with service operators and other agencies to deliver the Stansted Airport Bus and Coach Strategy.
22. To review the Stansted Bus and Coach Strategy and recommend the development of new and existing services and associated facilities to meet the objectives of the strategy.
23. To manage and oversee the delivery of the bus and coach-related S106 obligations and planning conditions and to recommend to the Steering Group the use of S106 funding.
24. To develop constructive liaison with existing and potential bus and coach operators, local authorities and TfL.
25. To review levels of service quality and customer satisfaction of bus and coach services serving Stansted Airport and recommend actions to improve such levels as necessary.

**Rail Working Group focus areas:**

26. To work in partnership to deliver the Stansted Airport ASAS Rail Vision;
27. To review the quality and customer satisfaction of rail services serving Stansted Airport, including monitoring of mode share & franchise commitments;
28. To provide advice to the Steering Group about any necessary steps in respect of coordination with other stakeholders and promotional activity to ensure improvements to rail infrastructure or franchises.

**List of Members of SATF**

Essex County Council, Uttlesford District Council Herts County Council, East Herts District Council, Highways England, TfL, Network Rail, Stansted Consultative Committee ; and STAL

Working Group Membership shall be determined by the SATF Steering Group and shall comprise of the above organisations (as appropriate) and as necessary, representatives of the public transport operators, airlines, and passenger user groups.

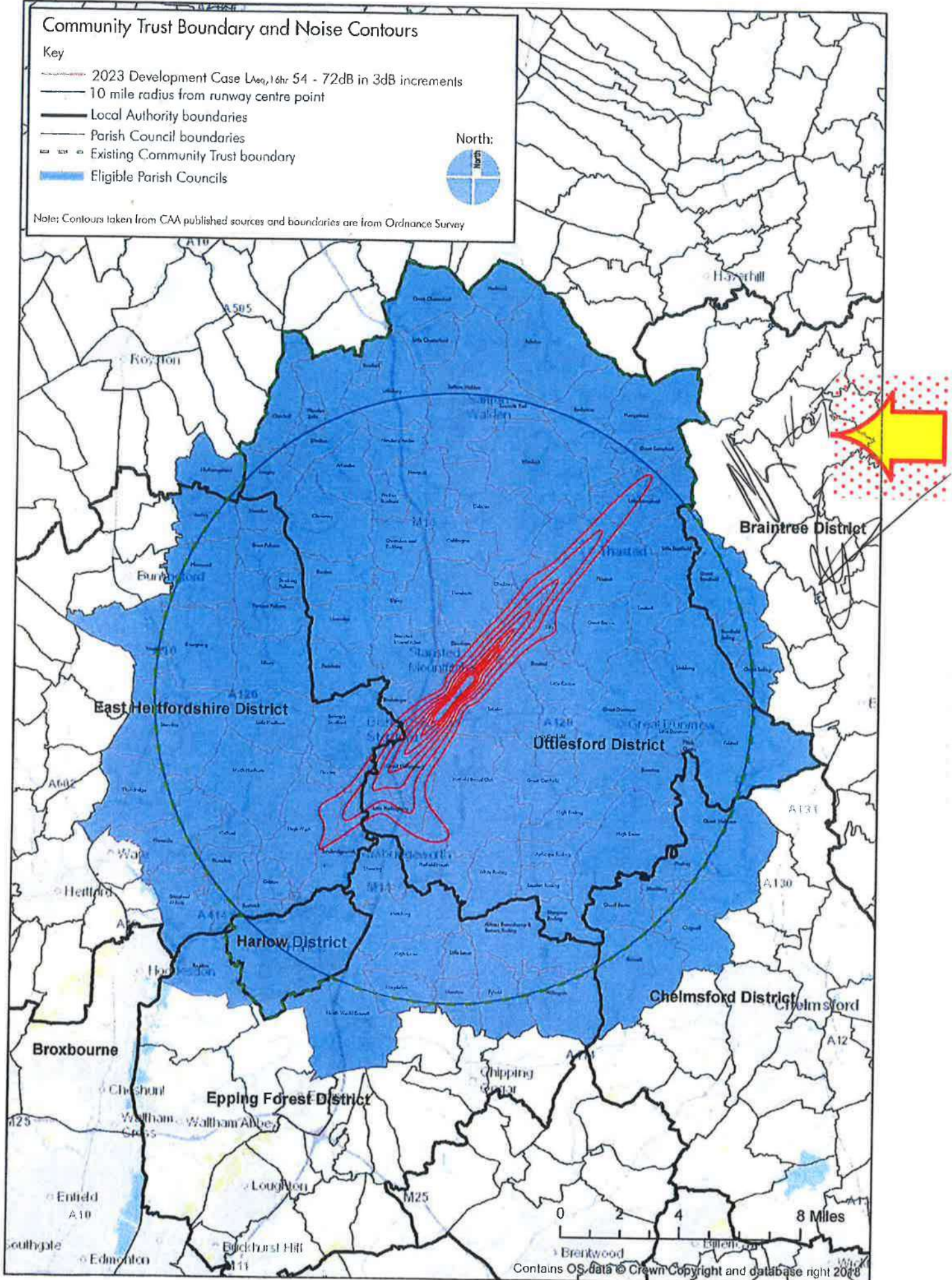
**Agreement of the Terms of Reference**

Both sets of terms of reference were ratified by the SATF Steering Group on [DATE].

**Annexure 9: Area of Benefit Plan  
(Schedule 3 Part 4)**



# Appendix 1: Area of Benefit



## **Annexure 10: Community Benefit Terms of Reference (Schedule 3 Part 4)**

### **Trustees & Governance**

1. Chair to be appointed from the Trustees by UDC and STAL for two years with only one reappointment permitted which cannot run concurrently.
2. Independently administered, with a percentage of the Fund allocated for administration.
3. The body of trustees shall consist of 9 persons:
  - a) Two persons to be nominated by Stansted Airport Limited, only one of whom may be an employee of the Company;
  - b) One Elected Member or Officer by Uttlesford District Council;
  - c) One Elected Member or Officer by Essex County Council;
  - d) One Elected Member or Officer for each of the main District Councils comprised in the Area of Benefit to be nominated by such Councils consisting:
    - East Hertfordshire District Council;
    - Harlow District; and
    - Epping Forest District Council.
  - e) One person to be nominated by the Stansted Airline Operators Committee; and
  - f) One person to be nominated by Stansted Airport Consultative Committee.

### **Funding**

4. Contribution to the Community Trust Fund of £150,000 every Financial Year to 31 March 2029. Following this date, the amount of funding to be contributed by STAL to the Trust Fund is to be reviewed.
5. The maximum funding per application is £5,000 with discretion of the Trustees to adopt a higher figure for exceptional applications. Each year a maximum of one application for a 'flagship' or major project may be granted, for which funding is capped at £50,000.
6. The Fund can offer full funding or funding towards a specific element or item.
7. The Fund will also receive additional contributions from any aircraft noise or track keeping fines arising from aircraft arriving or departing from Stansted Airport.



### **Eligibility**

8. Applications can be made by an established community or other not for profit group, charity Town Council or Parish Council located, or which operates predominantly, within the Area of Benefit.
9. Parish Councils will be eligible to receive up to one grant per year. No more than 50% of total grants awarded in any year will go to Town Councils and Parish Councils.
10. Applications that offer match funding will be favoured.

### **Objectives**

11. The Community Trust Fund will support capital projects which help to mitigate adverse health and/ or quality of life impacts arising from the Development as a result of increased noise levels and a reduction in the amenity of local green spaces within the defined 'Area of Benefit'.
12. The Community Trust has the discretion to give greater weight to particular objectives in line with local and community priorities at the time. Any prioritisation will be published for applicants to view, along with the application process.

### **Area of Benefit**

13. 10-mile radius with extensions to reflect areas directly affected by operations at Stansted Airport as detailed in Appendix 1. Grants will only be awarded to schemes which are located within the Area of Benefit or deliver the vast majority of its benefits to the Area of Benefit.

### **Applications**

14. Successful applicants can re-apply after three years.
15. Applications can be submitted on-line or in hard copy using the Community Trust Fund Application Form. Applications must provide the following information as a minimum:
  - Details of the Organisation;
  - Project Details, including itemised descriptions of all/part of the project for which the organisation is applying for; and
  - Additional supporting information.

### **Meetings**

16. Quarterly ordinary meetings of the Trustees to review applications.
17. Quorum of a least one third of the number of trustees for the time being or three trustees whichever is the greater are present at a meeting.
18. Every matter shall be determined by a majority of votes by the trustees present and voting on the question.

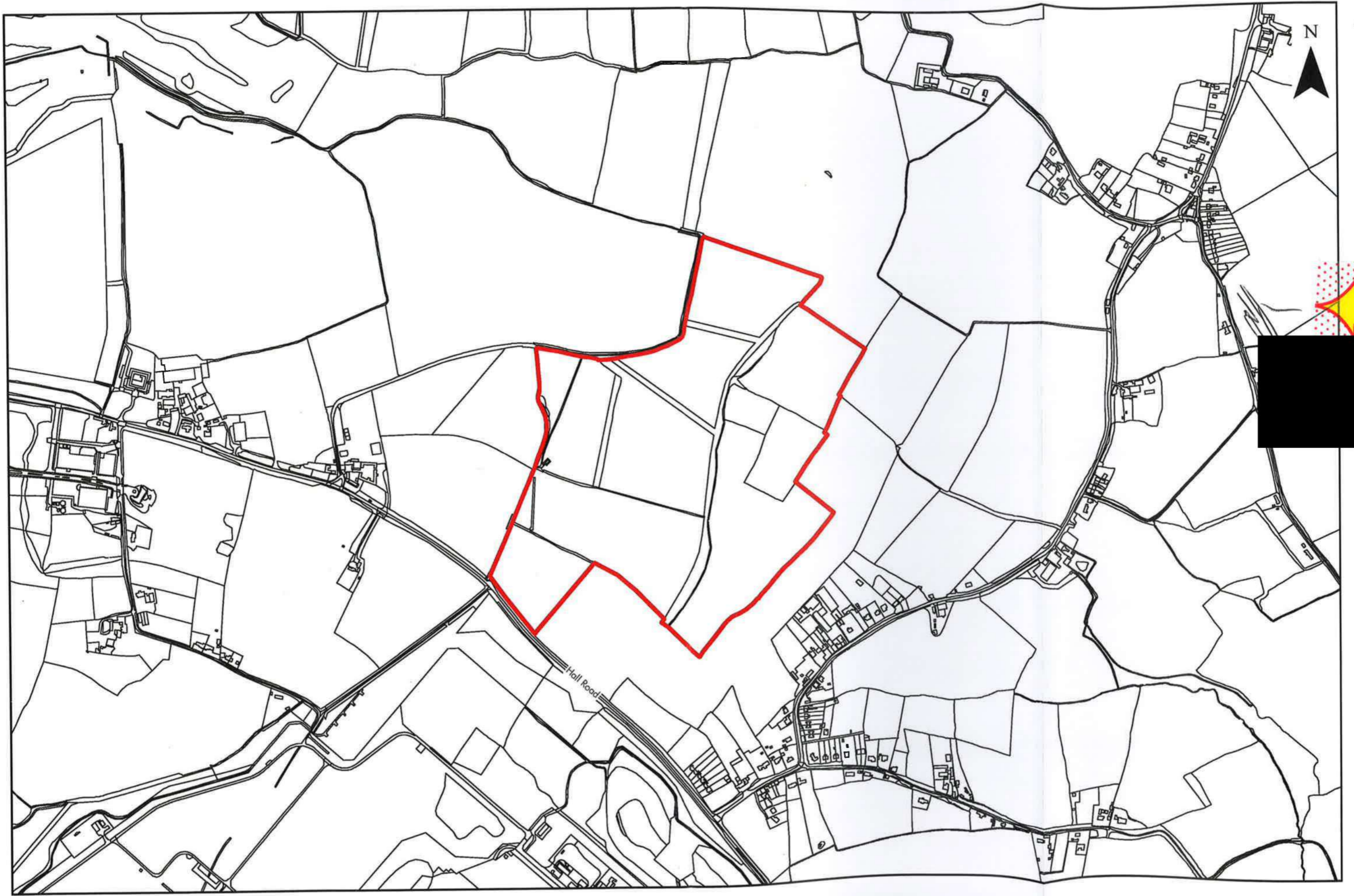
19. A minute of the meeting will be recorded and signed by the Chair.

**Reporting and Monitoring**

20. An annual report and accounts shall be produced within 3 months of Financial Year end of the Fund including a list of grants awarded, the amount and the applicant.
21. Successful applicants will be required to publicise, in an appropriate way, the support provided by the Community Trust Fund.
22. An appropriate audit system shall be established to ensure that grants are appropriately spent and that the benefits are delivered.



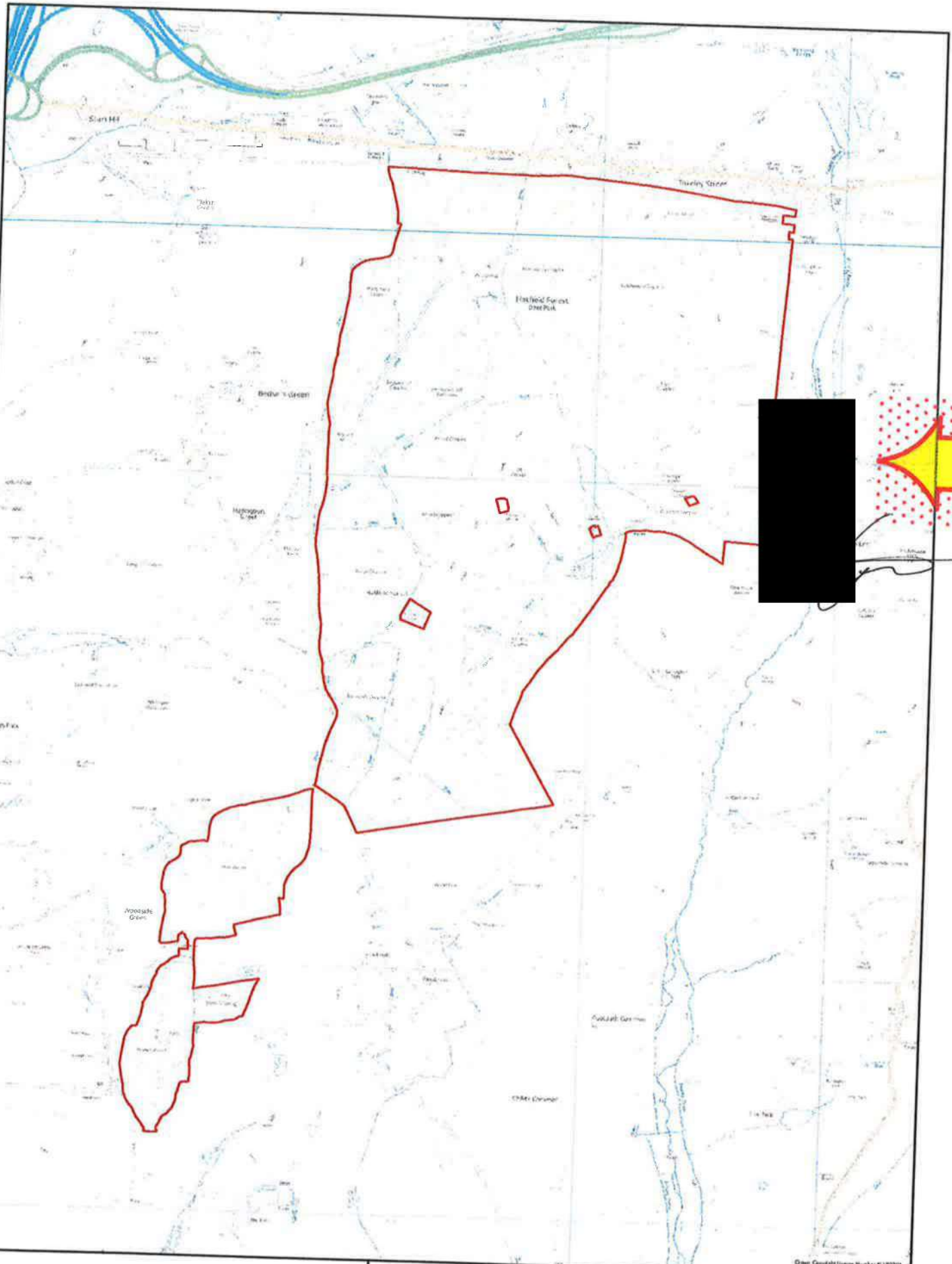
**Annexure 11: Woodland Plan  
(Schedule 3 Part 5)**




Location Plan: East End Wood

Scale 1:10,000 @ A4





Location Plan: Hatfield Forest SSSI

 SSSI boundary



Open Copyright Licence Number: K110204

# Appendix 4

Table of Relevant Documents



Core Document	Date
<b>Application Drawings</b>	
Location Plan (Drawing reference: NK017817-SK309)	14 February 2018
35+ Airfield Infrastructure Works: Site Plan (Drawing reference: STAL-001-PLA-001-001-01)	13 February 2018
35+ Airfield Infrastructure: Mike Romeo RET (Drawing reference: STAL-001-PLA-001-002-01)	13 February 2018
35+ Airfield Infrastructure: Yankee Remote Stands (Drawing reference: STAL-001-PLA-001-003-01)	13 February 2018
35+ Airfield Infrastructure: Runway Tango (Drawing reference: STAL-001-PLA-001-004-01)	13 February 2018
35+ Airfield Infrastructure: Echo Stands (Drawing reference: STAL-001-PLA-001-005-01)	13 February 2018
<b>Application Documents</b>	
Application Cover Letter	22 February 2018
Full Planning Application Form	22 February 2018
Planning Statement	February 2018
Design and Access Statement	February 2018
<p>Environment Statement Volume 1:</p> <ul style="list-style-type: none"> <li>Chapter 1: Introduction</li> <li>Chapter 2: Environmental Impact Assessment Methodology</li> <li>Chapter 3: Description of Site, Proposed Development, Policy Context and Alternatives</li> <li>Chapter 4: Aviation Forecasts</li> <li>Chapter 5: Development Programme and Construction Environmental Management</li> <li>Chapter 6: Surface Access and Transport</li> <li>Chapter 7: Air Noise</li> <li>Chapter 8: Ground Noise</li> <li>Chapter 9: Surface Access Noise</li> <li>Chapter 10: Air Quality</li> <li>Chapter 11: Socio-Economic Impacts</li> <li>Chapter 12: Carbon Emissions</li> <li>Chapter 13: Climate Change</li> </ul>	February 2018

<p>Chapter 14: Public Health and Wellbeing  Chapter 15: Water Resources and Flood Risk  Chapter 16: Non-Significant Topics  Chapter 17: Cumulative Effects  Chapter 18: Summary of Mitigation and Residual Effects</p>	
<p>Environment Statement Volume 2:</p> <p>Appendix 1.1 Statement of Competency  Appendix 2.1 Scoping Request  Appendix 2.2 Alteration to the Request for Scoping Opinion  Appendix 2.3 Summary of Representations in Scoping Report  Appendix 2.4 Scoping Opinion  Appendix 2.5 Scoping Opinion Requirements  Appendix 3.1 Planning and Aviation Policy  Appendix 7.1 Glossary of Acoustic Terminology  Appendix 7.2 Planning and Assessment Framework  Appendix 7.3 Noise Contours  Appendix 7.4 Background Noise Measurements  Appendix 7.5 Complaints Analysis  Appendix 8.1 Ground Noise  Appendix 8.2 Construction Noise  Appendix 9.1 Surface Access Noise Figures and Schedules  Appendix 10.1 Modelled Receptors  Appendix 10.2 Emissions Methodology  Appendix 10.3 Traffic Data  Appendix 10.4 Model Setup and Verification  Appendix 10.5 Predicted Pollutant Concentrations  Appendix 11.1 Socio-Economic Study Areas  Appendix 11.2 Socio-Economic Effects  Appendix 12.1 Carbon Emissions  Appendix 13.1 In-Combination Climate Change Impact Assessment  Appendix 13.2 Climate Change Resilience Assessment  Appendix 13.3 Validation of UKCP09 Weather Generator  Appendix 14.1 Health Impact Assessment  Appendix 15.1 FRA and Drainage Strategy Part 1, Part 2, Part 3  Appendix 16.1 PEA (incorporating information to inform a HRA)  Appendix 16.2 Ecology Mitigation Strategy  Appendix 16.3 NE Discretionary Advice Service</p>	<p>February 2018</p>



Environment Statement Volume 3: Transport Assessment	February 2018
Environment Statement Volume 4: Non-Technical Summary of the Environmental Statement	February 2018
Statement of Community Involvement	February 2018
Essex Biodiversity Validation Checklist	22 February 2018
Essex Drainage Checklist	February 2018
Certificate of Ownership (B)	22 February 2018
<b>Supplementary Documents</b>	
Letter to UDC from STAL: Amendment to application description	18 May 2018
Letter and Consultation Response and Clarifications	5 July 2018
Revision to Annex 1: Information for Epping Forest	19 July 2018
Letter to UDC from STAL and Table: Annex 2: Information on SSSI Impacts	19 July 2018
Figures for Annex 3B: Noise	May/June 2018
Letter to UDC from STAL and Technical Note: Impact of 35+ Planning Application on Epping Forest Site of Special Scientific Interest (SSSI)	10 August 2018
Letter to UDC from STAL re Clarification on Natural England and ECC responses to HRA/AA	18 September 2018
Letter to UDC from STAL: Night Noise	21 September 2018
Letter to UDC from STAL: Surface Access and development of the bus network	27 September 2018
Letter to UDC from STAL: Response to East Hertfordshire District Council comments	18 October 2018
Memo: Consultation Response Issues – Information Document for ECC	29 October 2018
Letter to UDC from STAL on Surface Access and Technical Note: Parsonage Road Traffic	30 October 2018

Letter to UDC from STAL: Response to ECC surface access correspondence	6 November 2018
Letter to UDC from STAL inc. Technical Note on Foul Water Discharge	28 September 2018
Letter to UDC re S106 Community Benefit Measures	17 Oct 18
Draft Section 106 Agreement	27 March 2019
Letter to UDC from STAL re Rail Commuter Scheme	30 May 2019
Letter to UDC from STAL re Rail Commuter Scheme	14 June 2019
Letter to UDC from STAL re S106 Clarifications	08 January 2019
Revised Draft Section 106 Agreement	January 2020
Certificate of Ownership (B) - Additions	9 March 2018 and 23 October 2018
Revised Location Plan (Ref: NK017817 - SK309)	23 October 2018
<b>Planning History</b>	
Decision Notice for Growth to 25mppa (Application No: UTT/1000/01/OP)	16 May 2003
2003 Section 106 Agreement between Uttlesford District Council and Essex County Council and Stansted Airport Limited	14 May 2003
Decision Notice for Growth to 35mppa (Application No: UTT/0717/06/FUL)	8 October 2008
2008 Deed of Unilateral Undertaking, Stansted Airport Limited to Uttlesford District Council and Essex County Council	26 September 2008
Addendum to Deed of Unilateral Undertaking, Stansted Airport Limited to Uttlesford District Council and Essex County Council (Nature Conservation)	7 October 2008
2008 Deed of Unilateral Undertaking, Stansted Airport Limited to Hertfordshire County Council	26 September 2008
Letter to UDC from STAL: Request for Environmental Impact Assessment Scoping Opinion	1 June 2017
35+ Environmental Impact Assessment Scoping Report	June 2017
Uttlesford District Council Scoping Opinion	21 December 2017



Core Documents – Policy, Guidance and Reference Documents	Date
<b>Planning and Aviation</b>	
Aviation Policy Framework	March 2013
Beyond the horizon, the future of UK aviation: Making best use of existing runways	June 2018
Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England, Department for Transport	June 2018
Draft Airports National Policy Statement: New runway capacity and infrastructure at airports in the South East of England	February 2017
Revised Draft Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England, Department for Transport	October 2017
National Planning Policy Framework (Revised 2019)	February 2019
National Planning Policy Framework	2012
National Planning Policy Guidance (at the date of submission)	2017
Uttlesford Adopted Local Plan	2005
East Herts District Plan	2018
Planning and Compulsory Purchase Act 2004	2004
Town and Country Planning Act	1990
Community Infrastructure Levy Regulations 2010	2010
UK Aviation Forecasts, Department for Transport	October 2017
Airport Commissions Appraisal Framework, Airport Commission	April 2014
Heathrow Cranford Decision, DCLG/DfT	2 February 2017
The London Plan	2016
London Airspace Modernisation project ATS Route Network Step 1B Design Principles, NATS	2018
CAP1616: Airspace Design – Guidance on the regulatory process for changing the notified airspace design and planned	January 2020

and permanent redistribution of air traffic, and on providing airspace information (Third Edition), Civil Aviation Authority	
CAP 1616c Airspace change guidance: changes made in the third edition of CAP 1616, Civil Aviation Authority	January 2020
CAP 1711: Airspace Modernisation Strategy, Civil Aviation Authority	2018
<b>STAL and MAG</b>	
Stansted Airport Sustainable Development Plan (Land Use, Economy & Surface Access, Community and Environment documents)	2015
Stansted Airport Corporate Social Responsibility Report 2018/19	2019
MAG Corporate Social Responsibility Report 2018/19	2019
MAG Corporate Social Responsibility Strategy: Working together for a brighter future	2020
<b>Air Quality</b>	
The Air Quality Standards Regulations 2010, SI 2010/1001	2010
Ultrafine Particles (UFP) in the UK, Air Quality Experts Group	2018
The Air Quality Standards (Amendment) Regulations 2016, SI 2016/1184	2016
Clean Air Strategy 2019, HM Government	2019
<b>Carbon</b>	
Climate Change Act	2008
Meeting the UK Aviation Target - Options for reducing emissions to 2050, Committee on Climate Change	2009
Convention on Civil Aviation (Chicago Convention) Ninth Edition	2006
Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)	2016
Decarbonisation Road-Map: A Path to Net Zero, Sustainable Aviation	2020



Sustainable Aviation Fuels Road-Map: Fuelling the future of UK aviation, Sustainable Aviation	2020
Aviation Industry Commitment to Action on Climate Change, Air Transport Action Group	2008
The EU Emissions Trading Scheme	2005
The UK's Small Emitter and Hospital Opt-Out Scheme - Guidance Document, Department of Energy and Climate Change	2015
The future of UK carbon pricing: UK Government and Devolved Administration's response	June 2020
The Clean Growth Strategy; leading the way to a low carbon future, HM Government	2017
Construction 2025: industrial strategy for construction - government and industry in partnership, Department for Business, Innovation & Skills	July 2013
Low Carbon Routemap for the Built Environment - Technical Report, Green Construction Board	2015
PAS2080:2016: Carbon Management in Infrastructure (British Standard)	2016
Valuation of energy use and greenhouse gas (GHG) emissions, Department for Business, Energy & Industrial Strategy	2017
ICAO Aircraft Engine Emissions Databank	2017
Air Pollutant Emissions Inventory Guidebook, EMEP/EEA	2016
Heathrow Airport's North-West Runway Carbon Footprint Assessment, AMEC	2014
Greenhouse Gas reporting conversion factors, DEFRA	2017
Airport Air Quality Manual, ICAO	2011
Fleet fuel efficiency model (FFEM) output, Department for Transport	2017
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