

Addendum List –Planning Committee 17/12/25

Officers please note: Only Late items from **STATUTORY CONSULTEES** are reproduced in full.

Others are summarised.

Statutory consultees are listed below:

Highway Authority
The Health & Safety Exec
Highways Agency
Local Flood Authority
Railway
Environment Agency
Historic England
Garden History Society
Natural England
Sport England

Manchester Airport Group (*MAG is the highway authority for the airport road network + the also section of Bury Lodge Lane running south from the northside entrance to the airport. On these roads, it therefore has the same status as Essex CC and National Highways do for the roads that they administer.*)

This document contains late items received up to and including the end of business on the Friday before Planning Committee. The late list is circulated and placed on the website by 5.00pm on the Monday prior to Planning Committee. This is a public document and it is published with the agenda papers on the UDC website.

Item Number	Application reference number – address	Comment
4	UTT/25/1542/FUL London Stansted Airport Bassingbourn Road Stansted	<p>Paragraph 14.3.40, last line should read “Full details of heads of terms are set out in 14.13 below”.</p> <p>Representations: <u>Essex Police</u> requested conditions for infrastructure works on the strategic road network. These conditions have not been recommended by Officers as these do not meet the legal tests and have not been asked for by National Highways (or other highways bodies) who control the road network.</p> <p><u>EA</u> letter Part 2 relating to wastewater has been addressed in the committee report Section 4.10</p> <p>18.8.15. To clarify, the legal advice referenced on BNG exemptions was provided by a KC instructed by the applicant. There remain other legal views in this respect however, the view taken by officers is on the basis of the KC advice.</p> <p>Section 18 Amended Heads of Terms to include the following wording;</p> <p>‘Not to implement or allow implementation of this planning permission unless and until the 2021 permission has been lawfully implemented’</p> <p><u>Section 19 Conditions in full (based on the summary in the main report) – SEE APPENDIX C ATTACHED</u></p>
5	UTT/25/2181/OP Land At Camps Field Lower Road Little Hallingbury	<ol style="list-style-type: none"> 1. Since the Committee Report was issued, a number of representations have been received from the public in support of the proposals. These are summarized as follows: <ul style="list-style-type: none"> • more affordable homes locally • more smaller homes • keep young people in the area • New play space will be positive • Area more economically stable

	<p>2. There have also been a further 2 letters of objection to the proposals, with one raising concerns in regard to drainage, and another setting out their opinion on how the Council is acting unlawfully. Key points are summarised as:</p> <ul style="list-style-type: none"> • approving the application would be unlawful due to multiple failures in law, evidence, and process. • Green Belt policy has been misapplied, • the statutory heritage duty under section 66 has been underweighted, • fundamental design objections have been wrongly deferred to later stages (RESM). • unresolved conflicts with the development plan, inadequate flood-risk and ecological evidence, and unsound assumptions about transport sustainability. • reliance on non-binding Planning Inspectorate advice is described as an improper influence on decision-making. • refusal would be lawful and defensible, whereas approval on the current basis would not. <p>3. The National Trust has submitted further comments, expressing concern that its previous point regarding land it owns on Wrights Green Lane had not been addressed. UDC Officers can confirm that this matter was considered as part of the assessment, although this could have been articulated more clearly within the report. The key point is that the proposed locations of pedestrian connections are indicative only. At the detailed stage, what must be secured is the provision of a pedestrian connection, albeit in a location that can be legally delivered.</p> <p>4. The agent is listed incorrectly and should say Stefania Petrosino from Nexus Planning.</p> <p>5. 14.8.15 should say LAP and not LEAP.</p> <p>6. Condition 15 to be removed as it is to be covered by the S106.</p> <p>7. Condition 9 and 30 are proposed to be merged into one clear condition covering lighting, that would read as follows:</p> <p style="padding-left: 40px;"><i>Concurrent with the submission of reserved matters and prior to the occupation of the development, a “lighting design strategy for biodiversity” for the development—prepared in accordance with Guidance Note 08/23 (Institute of Lighting Professionals) as recommended in the Ecological Impact Assessment (Clarkson & Woods, September 2025) and its Addendum (November 2025)—together with full details of any external lighting to be installed on the site, including the design of the lighting units, any</i></p>
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		<p><i>supporting structures, and the extent of areas to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:</i></p> <p><i>a) identify those areas/features on site that are particularly sensitive for bats and likely to cause disturbance in or around breeding sites, resting places, or along important routes used for foraging or accessing key areas of their territory; and</i></p> <p><i>b) show how and where external lighting will be installed (through provision of appropriate lighting contour plans and technical specifications) so that it is clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.</i></p> <p><i>All external lighting shall be installed in accordance with the approved details and maintained thereafter in accordance with the approved scheme. Under no circumstances shall any other external lighting be installed without the prior written consent of the Local Planning Authority.</i></p> <p><i>REASON: To allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended), and Section 40 of the Natural Environment and Rural Communities Act 2006 (as amended); and to safeguard residential amenity, protect the character of the area, and prevent unnecessary light pollution, in accordance with Policies GEN2, GEN4 and GEN7 of the Uttlesford Local Plan (2005) and relevant national guidance.</i></p> <p>8. 14.3.22 to include reference to the applicant having undertaken pre-app engagement with ECC Highways and the LLFA.</p> <p>9. Condition to be added: <i>The development may not be begun unless (a) a biodiversity gain plan has been submitted to the planning authority, and (b) the planning authority has approved the plan.</i></p> <p><i>REASON: In order to accord with Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) and amended by The Biodiversity Gain (Town and Country Planning) Modifications and Amendments (England) Regulations 2024.</i></p>
6	UTT/25/2397/FUL Land North Of Stansted Third Avenue Stansted Airport	<p>10.1 UDC Environmental Health – Updated Recommendation</p> <p>Whilst it may appear that a slight increase in the size of the operation would result in only minor changes to any associated impacts, due to the site's relocation, this cannot be assumed.</p>

		In light of the aforementioned, if planning are minded to support the application by Wren to relocate their operations, we would recommend conditions are included to control any associated impacts, as detailed below... <i>[Officer Note: see conditions 4, 5, 6, 7, 8 and 9 in main report as requested by EHO]</i> .
7	UTT/25/2184/FUL Land West of Whitehall Wood Ashdon Road Saffron Walden	None
8	UTT/25/1127/FUL L/A Langford Drive Palmers Lane Chrishall	None
9	UTT/25/2525/FUL Green Energy Hub Chesterford Park Little Chesterford	None

Note – The purpose of this list is to draw Members attention to any late changes to the officer report or late letters/comments/representations. Representations are not reproduced in full they are summarized

Late items from **STATUTORY CONSULTEES** are reproduced in full.

APPENDIX C

UTT/25/1542/FUL - London Stansted Airport, Bassingbourn Road - Planning conditions (full wording)

<u>Condition:</u>		
	Time Limit	
1	<p>The development hereby permitted shall be begun before the expiration of 8 years from the date of this decision.</p> <p>Reason: Because the number of passengers above 43mppa passing through the Airport is evidenced to not occur before 1st January 2034.</p>	
	Water Efficiency	
2	<p>Not to exceed 43mppa (million passengers per annum) unless and until a scheme for the provision and implementation of water resource efficiency measures during the operational phases of the development has been submitted to and approved in writing by the local planning authority ("the Approved Scheme"). The scheme shall include the identification of locations for</p>	

	<p>sufficient additional water meters to inform and identify specific measures in the strategy. The locations shall reflect the passenger, commercial and operational patterns of water use across the airport. The scheme shall also include a clear timetable for the implementation of the measures in relation to the operation of the development. The Approved Scheme shall be implemented, and the measures provided and made available for use in accordance with the timetable in the Approved Scheme.</p> <p>REASON: In order to secure a sustainable form of development, as set out in paragraph 162 of the National Planning Policy Framework and Policy GEN2(e) of the Uttlesford Local Plan (adopted 2005).</p>	
	Tourism	
3	<p>Within 12 months of the date of this planning permission the airport operator shall have submitted to and have had confirmation of approval in writing by the Local Planning Authority ("Approved Details") details of how the airport operator will assist in the promotion of tourism within Uttlesford/West Essex. Thereafter the promotion of tourism shall be carried out in accordance with the Approved Details.</p> <p>Reason: In order to maximise and manage sustainable rural tourism in accordance with Paragraph 88 of the NPPF (2024).</p>	
	Construction Management Plan	
4	<p>Prior to the commencement of construction works as part of the development hereby permitted, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority (the "Approved CEMP"). The construction management plan shall have consideration and be consistent with the UTT/18/0460/FUL CEMP. The construction works shall subsequently be carried out strictly in accordance with the Approved CEMP.</p>	

	<p>The CEMP shall incorporate the findings and recommendations of the Environmental Statement and shall incorporate the following plans and programmes:</p> <ul style="list-style-type: none"> • (a) External Communications Plan • (i) External communications programme • (ii) External complaints procedure • (b) Pollution Incident Prevention and Control Plan (i) Identification of potential pollution source, pathway and receptors • (ii) Control measures to prevent pollution release to water, ground and air (including details of the surface/ground water management plan) • (iii) Control measures for encountering contaminated land (iv) Monitoring regime • (v) Emergency environmental incident response plan • (vi) Incident investigation and reporting • (vii) Review/change management and stakeholder consultation • (c) Site Waste Management Plan <ul style="list-style-type: none"> • (i) Management of excavated materials and other waste arising • (ii) Waste minimisation • (iii) Material re-use • (d) Nuisance Management Plan (Noise, Dust, Air Pollution, Lighting) <ul style="list-style-type: none"> • (i) Roles and responsibilities • (ii) Specific risk assessment – identification of sensitive receptors and predicted impacts • (iii) Standards and codes of practice • (iv) Specific control and mitigation measures • (v) Monitoring regime for noise • (e) Management of Construction Vehicles <ul style="list-style-type: none"> • (i) Parking of vehicles of site operatives • (ii) Routes for construction traffic <p>The CEMP shall include as a minimum all measures identified as "Highly Recommended" or "Desirable" in IAQM "Guidance on the assessment of dust from demolition and construction," Version 1.1 2014 commensurate with the level of risk evaluated in accordance with the IAQM</p>	
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	<p>guidance, for construction activities which are within the relevant distance criteria from sensitive locations set out in Box 1 and Tables 2, 3 and 4 of the IAQM guidance.</p> <p>The CEMP shall provide for all heavy goods vehicles used in the construction programme to be compliant with EURO VI emissions standards, and for all Non Road Mobile Machinery to be compliant with Stage V emissions controls as specified in EU Regulation 2016/1628, where such heavy goods vehicles and Non Road Mobile Machinery are reasonably available. Where such vehicles or machinery are not available, the highest available standard of alternative vehicles and machinery shall be used.</p> <p>Reason: To protect amenity of neighbouring properties and in the interests of highway safety, in accordance with Uttlesford Local Plan Policies GEN1, GEN2, GEN4, ENV11 (adopted 2005).</p>	
5	<p>Drainage</p> <p>No works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority ("Approved Scheme"). The scheme should include but not be limited to:</p> <ul style="list-style-type: none"> • Limiting discharge rates to 1:1 Greenfield runoff rates for all storm events up to and including the 1 in 100 year rate plus 45% allowance for climate change • Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 45% climate change event. • Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 45% climate change critical storm event. • Final modelling and calculations for all areas of the drainage system. • The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753. • Detailed engineering drawings of new or altered each component of the drainage system. • A final drainage plan which details how any new drainage assets connect to the existing system, exceedance and conveyance routes and location and sizing of any drainage features. 	

	<ul style="list-style-type: none"> •A written report summarising the final strategy and highlighting any minor changes to the approved strategy. <p>The Approved Scheme shall subsequently be implemented prior to first operational use of the approved operational development described as the 'RET fillet'.</p> <p>Reason:</p> <ul style="list-style-type: none"> •To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. •To ensure the effective operation of SuDS features over the lifetime of the development. •To provide mitigation of any environmental harm which may be caused to the local water environment •Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site. <p>To prevent surface water flooding both on- and off-site, in accordance with the National Planning Policy Framework. This condition must be 'precommencement' to ensure that the development is only carried out in accordance with the above details.</p>	
<u>6</u>	<p>Drainage Maintenance Plan</p> <p>No operational development shall take place unless and until a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority ("Approved Maintenance Plan").</p> <p>Reason</p> <p>To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.</p>	

	<p>Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.</p> <p>To prevent surface water flooding both on- and off-site, in accordance with the National Planning Policy Framework.</p>	
	Drainage - Yearly Logs Of Maintenance	
7	<p>The airport operator must maintain yearly logs of maintenance which should be carried out in accordance with any Approved Maintenance Plan as referred to in condition 6 above. These must be available for inspection upon a request by the Local Planning Authority.</p> <p>Reason:</p> <p>To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk. To prevent surface water flooding both on- and off-site, in accordance with the National Planning Policy Framework.</p>	
	Remediation for PFAS	
8	<p>Not to commence or allow commencement of the development hereby permitted unless and until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development, has been submitted to, and approved in writing by, the Local Planning Authority ("Approved Remediation Strategy"). This strategy must include the following components:</p> <ol style="list-style-type: none"> 1. Up to date Preliminary Risk Assessment (PRA) and conceptual model following the results of an exploratory investigation 2. A detailed site investigation scheme, based on the results from (1) to provide information for a detailed risk assessment to all receptors that may be affected, including those off-site. 3. A tiered risk assessment using the results of the site investigation referred to in (2). 4. An options appraisal including sustainability and treatability studies of the remediation measures required and how they are to be undertaken. 	

	<p>5. A remediation strategy and verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, mitigation, maintenance and arrangements for contingency action.</p> <p>Any changes to these components require the written consent of the LPA. The scheme shall be implemented in accordance with the Approved Remediation Strategy.</p> <p>Reason(s):</p> <ul style="list-style-type: none"> • To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 197 of the NPPF. • To ensure the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate in line with paragraph 196 and 197 of the NPPF. <p>Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	
	Verification Report	
9	<p>Prior to commencement of development, a verification report demonstrating the completion of works set out in the Approved Remediation Strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.</p> <p>Reason:</p> <p>To ensure that the site does not pose any further risk to the land and water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 196 and 197 of the NPPF.</p> <p>Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	

	Long-term Monitoring	
<u>10</u>	<p>Not to commence or allow commencement of the development hereby permitted unless and until such time as a detailed scheme for groundwater monitoring in respect of contamination has been submitted to, and approved in writing by, the LPA.</p> <p>The scheme shall, where necessary, be supported by:</p> <ul style="list-style-type: none"> •detailed sampling and analytical schedules •programme for future maintenance and decommissioning •schedule for submission of interim and final monitoring reports •contingency action plan including the list of potential mitigation measures that will be implemented, should unexpectedly changes in groundwater quality be noted as a result of decommissioning or redevelopment works. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or any details as may subsequently be agreed, in writing, by the LPA. <p>Reason:</p> <p>To ensure that the site does not pose any further risk to the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 196 and 197 of the NPPF.</p> <p>Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	
	Previously Unidentified Contamination	
<u>11</u>	<p>If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until further investigation and a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reason:</p> <p>To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified</p>	

	<p>contamination sources at the development site. This is in line with paragraph 196 and 197 of the NPPF.</p> <p>Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	
	SuDS Infiltration of surface water into ground	
<u>12</u>	<p>There shall be no ground water infiltration.</p> <p>Reason:</p> <p>To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.</p> <p>This is in line with paragraph 196 and 197 of the NPPF.</p> <p>Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	
<u>13</u>	<p>Piling/boreholes/tunnel shafts</p> <p>The Piling/ other foundation designs/ investigation boreholes using penetrative method may not commence until such time as a scheme has been submitted to, and approved in writing by, the Local Planning Authority (the “Approved Scheme”). The scheme shall be based on the information submitted as part of the application and, where necessary, supported by:</p> <ul style="list-style-type: none"> • Foundation Works Risk Assessment • A conceptual site model • Specification of the type, number and depth of proposed piles/ foundations • A detailed groundwater monitoring programme including a schedule for submission of interim and final monitoring reports • A contingency action plan including the list of potential mitigation measures that will be implemented, should unexpected changes in groundwater quality be noted as a result of decommissioning piling/ other foundations /investigative boreholes works. • Timing/phasing arrangements. • The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements contained in the Approved Scheme 	

	<p>Reason:</p> <p>To ensure that the proposed activities, do not harm groundwater resources in line with paragraph 196 and 197 of the NPPF and The Environment Agency's approach to groundwater protection. Also in accordance with Local Plan Policy ENV12 (adopted 2005).</p>	
<u>14</u>	<p>Decommissioning of investigative boreholes</p> <p>Not to commence or allow the commencement of the development hereby permitted unless and until a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the LPA ("Approved Scheme"). The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme shall be fully implemented and subsequently maintained, in accordance with the Approved Scheme. The scheme will need to include the following:</p> <p class="list-item-l1">i. Decommissioning Plan to include intended programme/schedule of works and detailed method statement</p> <p class="list-item-l1">ii. Borehole Retention Plan to include location, security and protection measures</p> <p class="list-item-l1">ii. Verification report for the decommissioned boreholes to include records of:</p> <ul style="list-style-type: none"> • the reason for abandonment; • groundwater level prior to decommissioning; • any removal of casing or attempts to remove the casing; • the depth, position and nature of backfill materials; • problems encountered during decommissioning. <p>Reason:</p> <p>To ensure that redundant boreholes are safe and secure, and do not pose an unacceptable risk of groundwater pollution or loss of water supplies in line with paragraph 196 and 197 of the NPPF and The Environment Agency's approach to groundwater protection. Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	

	Ecology							
<u>15</u>	<p>All mitigation measures and/or works shall be carried out in accordance with the details contained in the Chapter 12(D) Ecology and Biodiversity (May 2025) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.</p> <p>Reason:</p> <p>To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (as amended). Also in accordance with Local Plan Policy GEN7 (adopted 2005).</p>							
	Noise							
<u>16</u>	<p>By the end of 2032 or by the end of the first calendar year that annual passenger throughput reaches 43million (whichever is sooner), Stansted Airport Limited, or any successor or airport operator, shall reduce the areas enclosed by the noise contours as set out in Table 1. Thereafter the areas enclosed by the contours as set out in Table 1, shall not be exceeded.</p>							
	Table 1							
	<table border="1"> <tr> <td>54 dB LAeq, 16hr</td> <td>51.9 km²</td> <td></td> </tr> <tr> <td>48 dB LAeq, 8hr</td> <td>73.6 km²</td> <td></td> </tr> </table>	54 dB LAeq, 16hr	51.9 km ²		48 dB LAeq, 8hr	73.6 km ²		
54 dB LAeq, 16hr	51.9 km ²							
48 dB LAeq, 8hr	73.6 km ²							
	<p>For the purposes of this condition, the noise contour shall be calculated by the Civil Aviation Authority's Environmental Research and Consultancy Department (ERCD) Aircraft Noise Contour model (current version 2.4), (or as may be updated or amended) or, following approval by the local planning authority, any other noise calculation tool such as the Federal Aviation Administration Aviation Environmental Design Tool (current version 3.0c) providing that the calculations comply with European Civil Aviation Conference Doc 29 4th Edition (or as may be</p>							

	<p>updated or amended) and that the modelling is undertaken in line with the requirements of CAA publication CAP2091 (CAA Policy on Minimum Standards for Noise Modelling). All noise contours shall be produced using the standardised average mode.</p> <p>To allow for the monitoring of aircraft noise, the airport operator shall make noise contour mapping available to the local planning authority annually as part of demonstrating compliance with this condition. Contours should be provided in 3dB increments from 51 dB LAeq,16hr and 45 dB LAeq, 8hr.</p> <p>Reason:</p> <p>In the interests of protecting the amenity of local residents, in accordance with Uttlesford Local Plan Policy ENV11, and in accordance with the principle of the aviation industry sharing the benefits of improvements to technology with local communities, as set out in the Aviation Policy Framework.</p> <p>For the purposes of condition 16, the noise contour shall be calculated by the CAA's Environmental Research and Consultancy Department (ERCD) Aircraft Noise Contour (ANCON) model (current version 2.4) (or as may be updated or amended) and using the standardised average mode.</p>	
17	<p>Restricting Passenger Numbers</p> <p>From the date of the commencement of the development permitting 43mppa, the passenger throughput at Stansted Airport shall not exceed 51 million passengers in any 12 calendar month period. From the date of this permission, the airport operator 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.</p> <p>Reason:</p> <p>To ensure the predicted effects of the development are not exceeded, in accordance with policies in the Uttlesford Local Plan and the NPPF.</p>	
	Air Movement Cap	

<p>18</p>	<p>The number of occasions on which aircraft may take-off or land at the site shall be no more than 274,000 Aircraft Movements during any 12 calendar month period, of which no more than 16,000 shall be Cargo Air Transport Movements (CATMs). From the date of the granting of this planning permission, MAG/STAL/Landowner/airport operator shall report the monthly and moving annual total numbers of Aircraft Movements, Passenger Air Transport Movements and CATMs in writing to the local planning authority no later than 28 days after the end of the calendar month to which the data relate.</p> <p>The limit shall not apply to aircraft taking off or landing in any of the following circumstances:</p> <ul style="list-style-type: none"> a) The aircraft is required to land at the airport because of an emergency, a divert or any other circumstance beyond the control of the operator and commander of the aircraft; or b) The aircraft is engaged on the Head of State'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. <p>Reason:</p> <p>To protect the amenity of residents who live near the airport and who are affected by, or may be affected by aircraft noise, in accordance with Uttlesford Local Plan Policy ENV11 (adopted 2005) and to ensure the predicted effects of the development are not exceeded.</p> <p>For the purposes of condition 18, the limit shall not apply to aircraft taking off or landing in any of the following circumstances:</p> <ul style="list-style-type: none"> a) the aircraft is required to land at the airport because of an emergency, a divert or any other circumstance beyond control of the operator and commander of the aircraft; and b) the aircraft is engaged on the Head of State'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. 	
<p>19</p>	<p>Airport Air Quality Strategy</p> <p>Prior to the airport first handling 43mppa, an Airport Air Quality Strategy (AAQS) shall be submitted to and approved in writing by the local planning authority. The AAQS shall set out how</p>	

	<p>the airport operator shall take proportionate action to contribute to compliance with relevant limit values and national objectives for pollutants through:</p> <ul style="list-style-type: none"> a) Measures to minimise emissions to air from its own operational sources; b) Measures to influence actions to be undertaken to improve air quality from third party operational sources; and c) Measures that reduce emissions through the Airport Surface Access Strategy (ASAS), the Sustainable Transport Levy and the Local Bus Network Development Fund. <p>Thereafter, the AAQS shall be reviewed at the same time as the ASAS reviews (at least every 5 years or when a new or revised air quality standard is placed into legislation) and submitted to and be approved in writing by the local planning authority. At all times the AAQS shall be implemented as approved, unless otherwise approved in writing by the local planning authority.</p> <p>Reason:</p> <p>In the interests of protecting the amenity of local residents, in accordance with Uttlesford Local Plan Policy ENV13, and in accordance with the principle of the aviation industry sharing the benefits of improvements to technology with local communities, as set out in the Aviation Policy Framework.</p>	
<u>20</u>	<p>Plans</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p>	
	<p>SI-XX-DR-A-9543 PO3 - Application Boundary STAL-MMD-001-PLA-001-002 P02 Revised Taxiway Fillet TAL-MMD-001-PLA-001-001 P02 Revised Site Plan</p> <p>Reason:</p> <p>For the avoidance of doubt as to the nature of the development hereby permitted, to ensure development is carried out in accordance with the approved application details, to ensure that the</p>	

	development is carried out with the minimum harm to the local environment, in accordance with the Policies of the Uttlesford Local Plan (adopted 2005) as shown in the Schedule of Policies	