

**EXTRAORDINARY COUNCIL MEETING held at the COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN at 7.30 pm on 21 MARCH 2006**

Present:- Councillor P A Wilcock – Chairman.
Councillors E C Abrahams, K R Artus, H D Baker, C A Bayley,
C A Cant, J F Cheetham, A Dean, S Flack, M A Gayler,
E J Godwin, E Gower, D W Gregory, R T Harris, M A Hibbs,
E W Hicks, S C Jones, A J Ketteridge, R M Lemon, J I Loughlin,
A Marchant, J E Menell, D J Morson, A R Row, M J Savage,
G Sell, E Tealby-Watson, A R Thawley and A M Wattebot.

Officers in attendance:- A Bovaird, R Harborough, J Mitchell, P O'Dell,
M J Perry and M T Purkiss.

C98

STATEMENT BY MEMBER OF THE PUBLIC

The Chief Executive read the following statement which had been submitted by Mr R Woodcock. It was noted that Mr Woodcock was not well enough to attend the meeting.

Railway:

There are suggestions from Mr Darling that improvements to UK railways such as the introduction of "Double Decker" rolling stock should be welcomed. This may seem to be a relatively simple thing to achieve if the Government has sufficient funds available but like so many things, it's not that simple. The electrified lines will need to be increased in height (carriages are taller than single Decker), this in turn will result in many bridges needing to be increased in height. If this is done, the trains need to get into and out of Liverpool Street Station, this station is already operating at full capacity and will need to be enlarged. If all of this is funded by the Government, and they are responsible for Network Rail, then regular rail users will need to consider any disruption whilst this major work is done.

Surely it would be totally wrong to approve maximum use of the existing runway until sufficient funding is agreed and allocated by the Government and all detailed work plans are agreed and made known to the public. Local regular user needs need to be considered over and above airport passenger needs.

Weather Change:

Examination of the Met Offices website shows that our region is experiencing increasing average temperature each month and significant changes in rainfall. This is manifesting itself in subsidence (roads in the Peterborough area) and the beginning of greater water conservation plans. If usage rates continue at their present level and rainfall does not significantly increase to well above average levels, we will face water rationing.

It is necessary for ALL of us to reduce water consumption. In addition potentially new demands for water such as maximum use of the existing runway at Stansted should not be approved, if it is this decision will put even greater savings demands on the local communities.

It is well known that our region has one of the lowest rainfalls in the UK. Unless major changes to our water availability infrastructure are implemented our use of water will be rationed.

To me it is not sustainable to increase the use of the airport and build thousands of new homes in an already high population area, the south-east, bearing in mind the water issue”.

C99 **APOLOGIES**

Apologies for absence were received from Councillors P Boland, R P Chambers, C M Dean, M L Foley, R F Freeman, B M Hughes, T P Knight, V J T Lelliott, M J Miller, J P Murphy, V Pedder, S V Schneider and F E Silver.

Councillor Ketteridge reported that Councillor C D Down had been advised that she had a prejudicial interest and had decided not to attend the meeting.

C100 **DECLARATIONS OF INTEREST**

Councillor Cheetham declared an interest as a member of NWEHHPA; Councillor A Dean declared an interest as a member of Stop Stansted Expansion and Councillor Flack declared an interest as a member of Essex County Council.

C101 **TREASURY MANAGEMENT**

The Executive Manager Finance and Asset Strategy reported that as part of CIPFA's Prudential Code and the CIPFA Code of Practice on Treasury Management, Members were requested to consider the Treasury Management Strategy for 2006/07 which included both the Investment and Borrowing Strategy for the forthcoming year.

He submitted a comprehensive report setting out the treasury limits for 2006/07 to 2008/09, along with the prudential indicators for that period and details of the Borrowing Strategy and Annual Investment Strategy.

RESOLVED that the Treasury Management Strategy outlining the Council's Annual Investment Strategy and its borrowing requirement for 2006/07 be approved.

C102 **RESPONSE TO BAA'S GENERATION 2 DECEMBER 2005 OPTIONS CONSULTATION**

The Executive Manager Development Services reported that BAA had asked for responses to its consultation document by 24 March 2006. He said that BAA would take into account responses to this consultation in deciding which two runway airport layouts it would seek planning permission for when it submitted its planning application in 2007. He reported that a joint response from Essex and Hertfordshire County Councils and East Hertfordshire and

Uttlesford District Councils had been prepared by officers of the four authorities and copies of this were circulated. The draft response also took into account comments which had been made at the member workshop on 21 March and the meeting of the Stansted Airport Advisory Panel held on 6 March 2006. He concluded that the draft response would send a clear message of absolute opposition to a second runway at Stansted.

Councillor Gayler proposed that the draft response, as amended, be approved. He said that this was the major challenge facing the Council and it was the Council's responsibility to send a clear unequivocal response to BAA. He said that the consultation gave no options and was lacking in detail and made no reference to issues such as surface access and air quality. He said he was totally opposed to the proposals and the document was inadequate as a publication consultation document. He also referred to the issue of global warming and concluded that the proposals would be an environmental catastrophe, which the Council was not prepared to tolerate.

Councillor Ketteridge in seconding the motion said that he hoped that the proposal would be approved unanimously.

Councillor Godwin said that it was not a serious consultation as there was no environmental or health assessment and issues such as air quality monitoring and blight had not been addressed. She said that neither the Government nor British Rail were ready for the huge infrastructure that would be required. She said that the car park would totally destroy the countryside and communities and the quality of life would be lost. She added that there had been no studies on the impact of vibration, children's education or health risks. In addition to the loss of the countryside she said that the diamond hanger and control tower were environmental eyesores. She also referred to the destruction of buildings and said that the proposals would lead to the ultimate destruction of Hatfield Forest. She concluded that the whole principle of a second runway was unacceptable and whilst we could not put the clock back the Council must prevent another calamity.

Councillor Jones referred to an article in the Guardian which stated that over 50% of businesses were in favour of a tax on air pollution. He also asked that the response be delivered direct to the Managing Director of BAA. The Executive Manager Development Services said that he would arrange for the letter to be delivered by hand.

Councillor Cheetham said that the Council must remain strong in its opposition to a second runway. There was no mitigation which could justify another runway and the loss of environment would be catastrophic and communities would be torn apart. She said that the Council must stand firm and fight for the community otherwise there would be a planning disaster. In conclusion she said that whilst another runway was Government policy it was not a directive.

Councillor Savage said that he endorsed the comments which had been made by group leaders and emphasised that members across all parties were united against a second runway. In addition, the four authorities were also united in their response to the proposal. He thanked officers and the group

which had worked on the response and said that whilst it was not proper consultation, it had received a succinct response.

Councillor A Dean referred to the impact on the hamlet of Burton End and suggested that it would be named 'dead-end' as it would not be fit to live in. He said that Stansted made its money from car parking and shop franchises and not from operating the airport and said it was not legitimate to obliterate a community for the sake of more car parking. He said that pollution from the airport was a global issue and the Government was inconsistent in the way it dealt with controls over household waste and CO2 emissions and at the same time promoted airport growth.

Councillor Sell said that his family had deep roots in Uttlesford and he was worried at what the current generation would leave for future generations. He said that a second runway and the M11 corridor housing would be disastrous. He referred to the survey by the Sunday Times which had illustrated that Uttlesford provided the best quality of life in England and said that this would be ruined. He said that the infrastructure was already creaking and ONE Railway was unable to cope with increasing demand. He added that there were already capacity problems at Liverpool Street Station. He concluded that Stansted should remain an airport in the countryside and not one that destroyed the countryside.

Councillor Flack said that the Council should use its allies in Parliament and must get the message across to MPs and the media. She added that despite public opinion the Government was pushing ahead with the merger of police authorities. Councillor Wilcock said that he had responded to letters which had been sent to him and these had also been copied to Members of Parliament.

Councillor Gayler, the Leader of the Council, said that the meeting would send a clear message that a second runway was not acceptable and urged that this message be repeated as often as possible and that the Council went onto win the battle.

It was then unanimously

RESOLVED that the response attached to these minutes be approved.

The Chairman, Councillor Wilcock, said that he had been pleased to preside over this meeting and said that it had been very important that a unanimous message was sent to BAA and he thanked officers and Members for their support.

The meeting ended at 8.05 pm.

Managing Director
Stansted Airport Ltd
Enterprise House
Stansted Airport
CM24 8QW

23 March 2006

Your ref:

Our ref: RH

Please ask for Roger Harborough on 01799 510457
email: rharborough@uttlesford.gov.uk

Dear Mr Morgan

**Stansted Generation 2
December 2005 Consultation**

BAA has consulted on the location and mode of operation for a second runway at Stansted. The consultation report shows 4 locations, 3 of which could be operated in different modes making 7 options in all.

The four local authorities most affected by this proposal, Uttlesford and East Hertfordshire District Councils and Essex and Hertfordshire County Councils have considered the consultation report. This response reflects the views of all four authorities.

The most important point to make clear at the outset is the authorities' continuing and absolute opposition to any new runway being built at Stansted. Nothing in this response should be taken as affecting this position.

The authorities are concerned about the green house gas emission implications of a two-runway airport and its aviation operations. Local authorities are encouraged to work with central government to contribute, at local level, to the delivery of the UK Climate Change Programme, the Kyoto Protocol and the target for carbon dioxide reduction. There is increasing acknowledgement of the costs of inaction and the considerable economic, social and environmental benefits of action to limit emissions. The scale of emissions resulting from a two-runway airport would be approximately equivalent to the household energy emissions of an English region. The authorities consider that a two-runway Stansted Airport and its associated aviation operations are incompatible with Government commitments to reduce emissions from terrestrial based sources. The local authorities consider that BAA has failed to address the impact of its proposals on the global environment and climate change.

However the authorities recognise that it is their responsibility to ensure that any new runway development proposal fully takes into account impacts on their communities. The information on impacts contained in the consultation report is insufficient to enable the authorities to assess if the optioneering exercise does so. The options in the range

presented are on the whole so similar as to raise the question whether or not a meaningful range of alternative locations were ever fully evaluated.

Any runway development will have impacts and, in the authorities' view, these will be so great as to be unacceptable. BAA has highlighted some of these impacts for its proposed options but has not provided sufficient explanation as to their weightings and the trade off made between the different impacts and between the impacts and the financial costs of construction and the operational benefits to be realised. This information should be provided.

The capacity of a two runway Stansted in mixed mode is stated as 76 mppa. In segregated mode the figure is given as 63 mppa. The BAA forecast demand for passenger growth is such that Stansted would be operating in excess of 70 mppa in 2030 even if other runways (Luton and Heathrow) were constructed in the south east. It would seem therefore even if any of the 3 wide spaced options were operated initially in segregated mode there would be inevitable pressure to change to mixed mode in 15 to 20 years time if not sooner. Such pressure is already being seen at Heathrow. The local authorities see no point in considering the effects of any option operated in segregated mode given that the highest potential capacity will always be the ultimate aim of BAA and any imposed limit on capacity would be likely to be only temporary.

Land take from the countryside setting of the airport is one of the factors on which the local authorities' objection in principle is based, because of the harm to the objective of continued protection of the countryside for the benefit of all, with the highest level of protection afforded the nation's most valued landscapes and environmental resources. However, there are particular concerns about the specific implications of any potential land take: loss of residential properties, listed buildings or ancient woodlands for instance, and the effect on residential properties close to the boundary that would remain while suffering unacceptable effects, such as noise impacts, from airport operations in proximity. The details of the latter problems are not clear from the consultation report.

Reducing land take would mean keeping the distance between runways to a minimum. The local authorities consider that BAA has attached inappropriate weight to its commercial preference at the expense of environmental impacts.

Visual impact is also extremely important. The consultation report does suggest that some developments will be more visually intrusive than others but there is little detail. At present Stansted Airport, by design, its location along a ridgeline and adoption of strategic landscaping principles, and, with the exception of the diamond hangar and the control tower, low rise structures, generally relates well to the local landscape. The landscaping principles relate to the disposition of planting, the planting mixes, and the handling of transitions between changes in species mix. Ground shaping associated with structural landscaping needs to be successfully assimilated into the existing landform. These principles should not be abandoned. It is important that the airport remains "an airport in the countryside" and not a hard intensely developed urban area. Light pollution at night needs to be taken into account because of the effects on the character of the surrounding rural area. None of the options could be accommodated without significant landscape impacts, because of the inevitability of a second runway running across the grain of the land.

Ancient woodland, important hedgerows, historic field patterns, archaeological sites and green lanes cannot be replaced. Landscaping, ground shaping and habitat creation cannot satisfactorily mitigate these effects. The consultation report lacks any clear and integrated

assessment of, and impacts on the complex and important historic environment which exists in the land take area. The material presented on the effects on water courses and resources is superficial.

Air and ground noise will have major impacts under any of the options. Which community would be at risk of being most affected and the degree of exposure of Hatfield Forest to noise would depend on the particular option and the alignment that progresses to the planning application stage. A location which avoids over flying Takeley could be to the detriment of Hatfield Forest. The respective implications for residents, public buildings such as schools and the environment need to be made clear. Other noise metrics should be considered besides LAeq to better reflect the actual impacts on communities. The effect of air vibration on building structures should be considered. BAA is reminded that the Councils have a declared policy of seeking the phasing out of all air transport movements during the night time period except for emergencies, and will continue to press the Government over its Night Flying Restrictions with such a ban as its ultimate goal.

The consultation document suggests that the air quality and health effects of the various options are similar, but there is no supporting information to explain these statements. Full air quality modelling and health impact assessment of the proposals will be needed. The effects of noise, air quality and changes in social capital on the health of individuals over a long time frame, with particular reference to vulnerable groups including primary school pupils in local schools, must be considered. Similar consideration should be given to the effects on ecology over an extended time frame. The local community perceives poor air quality, problems from de-icing fluid drift and odours to be a significant problem. Similarly, there is brief reference to the implications of the public safety risk contours, but only in respect of BAA's preferred option.

The options in the consultation report show various layouts for airport facilities but the need for these facilities if a new runway were to be built is not proven. A shorter 2,500 m runway could meet most of the forecast demand to 2030 given the continuing dominance of low cost airlines in the demand forecasts and BAA must clarify the implications for the environmental effects and operational issues of layouts with such a runway. The consultation report does not contain adequate justification for the preference for a 3,048 metre runway.

BAA obtains a commercial benefit from employment uses and surface car parking being accommodated on site. The need for such uses to be on site and the implications of their not being provided must be demonstrated. The authorities do recognise that the policy of concentrating airport related development on site has in the past helped limit unwanted developments elsewhere in the area but this would have to be shown to still be practical with a larger airport. Underlying the scale of car parking included in the consultation options are forecasts of parking demand, which will include assessments of modal split. The assumptions that have been made about modal split are not stated.

There is no evidence that alternatives to surface car parking, decked, either above ground or underground, have been considered, and the implications for visual intrusion, energy consumption and land take weighed and taken into account.

It is difficult to gain a clear understanding of how the options relate to the community of Burton End. Properties in part of the hamlet are shown as being included within proposed extensions of car parking. The continued existence and coherence of this community should not be jeopardised. Its setting should be safeguarded from development.

A large part of the consultation report deals with the costs of the proposed development and is aimed at airport users. The existing terminal has justly won awards for the quality of the building and its design. It is noted that the capital cost estimates assume “good quality facilities at a cost that represent good value for money for airport users”. It is essential that the proposals do not assume that the desire of low cost airlines for a low cost facility would justify a low quality new development. Assessments of the need for the development, and its viability on a stand alone basis, must take into account the capital costs that would be incurred in constructing facilities in a quality development that respects its setting and provides a high standard of passenger experience for all users, especially if their mobility is impaired or they have some other disability. The implications of the development for fuel and water supply should be taken into account, and sustainable construction methods, energy efficiency of facilities and sourcing energy from renewable resources should be incorporated.

All options have a major impact on the local road network with the removal of several kilometres of road in each case which will result in both reduced accessibility for local communities and have unacceptable implications for public/school transport provision in the area. The consultation fails to fully assess this impact or propose appropriate mitigation.

Off airport expenditure, particularly for surface access improvements but also for noise compensation, would be extremely important in mitigating the impacts of the airport. There is very little information on the provision of improvements for the strategic road network in the area. This would undoubtedly be a requirement in the early stages of any expansion proposals and should therefore be discussed in detail as a point of principle in any consultation document. The Councils remain deeply concerned at the absence of any detailed transport modelling work to date.

The increased use of rail by airport users is supported and this should involve expenditure by BAA on the airport station and on rail network capacity generally. It is noted that BAA does not anticipate expenditure on rail schemes for Phase 1 of any new runway as it asserts that the existing timetable of 4 trains an hour would be adequate. This is not a position the local authorities accept, particularly given the lower quality service now experienced by many existing non airport rail users as a consequence of changes to accommodate airport demand and the introduction of the recent new One rail timetable. It is already accepted by the Government Office for the East of England that addressing the capacity constraints on the West Anglia line is a national priority because of the stress on this line, which is inextricably linked to Stansted.

Pressure from BAA to make more rail network capacity available for airport services has had deleterious impacts on both local residents and rail passengers over a wider area whose origin or destination is not the airport. This reinforces the view that increasingly, when there is a choice, the interests of the airport will prevail over that of local communities. This action will increase scepticism over statements by BAA minimising the need for additional infrastructure to support growth and reinforce the local authorities' opposition to new runway development. We expect nothing less than full and explicit disclosure of all the impacts on local communities and identification of how these would be fully addressed by BAA.

The options consultation has had the effect of blighting homes that were not previously subject to blight and the Councils ask BAA immediately to extend the provisions of its Home Owners Guarantee, Home Owners Support and Special Cases Schemes to those residents who find themselves in this position, and to undertake to compensate all those who suffer from general blight, whilst it considers the responses to this consultation.

In summary, the information in the consultation report is inadequate to enable proper consideration of the inevitable trade-offs between the different environmental impacts and between the impacts and the operational aspects of new runway development. The options put forward in the document are on the whole so similar as to present little or no effective choice. The local authorities therefore can only reiterate their opposition to any new runway development at Stansted but would expect that BAA will address the points made in this response so that if it does proceed to application stage the implications of any proposal are fully explained. The authorities remain of the view that a second runway would be an “unprecedented and wholly unacceptable environmental and visual disaster”, as Graham Eyre concluded in his report following the Airport Inquiries 1981-3.

Yours sincerely



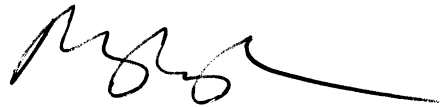
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