

**SPECIAL DEVELOPMENT CONTROL AND LICENSING COMMITTEE
HELD AT 2.00 PM AT LONDON ROAD SAFFRON WALDEN ON
24 JUNE 2002**

Present:- Councillor R B Tyler – Chairman.
Councillors W F Bowker, Mrs C A Cant, Mrs M A Caton,
Mrs J F Cheetham, R A E Clifford, Mrs E J Godwin, P J F Lewis,
Mrs J I Loughlin and A R Thawley.

Officers in attendance:- Mrs M Cox, R Harborough, J Mitchell, M Perry
and J Pine.

DCL16 APOLOGIES AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillors Mrs C M Dean,
R D Green and D M Miller.

Councillor Mrs J F Cheetham declared a non pecuniary interest as a Member
of NWEHPA and the CPRE.

Councillor Thawley declared a non pecuniary interest as a Member of the
National Trust and the CPRE.

**DCL17 PLANNING APPLICATION UTT/1000/01/OP – OUTLINE APPLICATION
FOR THE EXPANSION OF STANSTED AIRPORT FROM 15 TO 25
MILLION PASSENGERS PER ANNUM (MPPA) INCORPORATING AN
EXTENSION TO THE PASSENGER TERMINAL, PROVISION OF
ADDITIONAL AIRCRAFT STANDS AND TAXI WAY, AIRCRAFT
MAINTENANCE FACILITIES, OFFICES, CARGO HANDLING FACILITIES
AVIATION FUEL STORAGE, PASSENGER AND STAFF CAR PARKING
AND OTHER OPERATIONAL AND INDUSTRIAL SUPPORT
ACCOMMODATION: ALTERATIONS TO AIRPORT ROAD TERMINAL
FORE COURT AND THE STANSTED RAIL COACH AND BUS STATION;
TOGETHER WITH ASSOCIATED LANDSCAPING AND
INFRASTRUCTURE**

Before the start of the meeting the Chairman drew Members attention to the
significance of the application. He said that it had been the subject of the
most extensive consultation, and over 540 written representations had been
received. If it was approved it would impact on an area far greater than the
Uttlesford District, and would affect the lives of future generations. The
Secretary of State had so far indicated that he was going to call in this
application and it therefore fell for this Committee to determine.

The Chairman then invited representatives of town and parish councils and
District Council Members who were not on the Development Control and
Licensing Committee to address the Committee. A summary of their
comments are attached to these Minutes.

The Head of Planning and Building Surveying gave details of the application
which, if approved, would result in an increase in passenger numbers from 15

mppa to about 25 mppa by 2010. Members had received a detailed report which set out the details of the application and all background reports and information. The application had been considered under the policies of the Development Plan and the report set out the main issues to be considered. It also set out conditions, agreements, obligations and assurances to be included if the application were to be approved.

All Members of the Committee were given the opportunity to comment on the application. A number of questions were raised and officers were asked to clarify certain details. There was a general feeling that it would be premature to determine the application at this stage. Councillor Clifford thought that no decision should be made until the outcome of a number of Government reports was known. He also asked for an independent, comprehensive, environmental impact study and a number of Members agreed that this should be investigated further. It was then moved by Councillor Clifford and seconded by Councillor Loughlin, that the application be deferred. On being put to the vote it was

RESOLVED that application UTT/1000/01/OP Stansted be deferred for further clarification and negotiation, and for a report on the feasibility of commissioning an independent environmental impact study.

The Head of Planning and Building Surveying would prepare a summary of the points raised by Members. These would be addressed over the coming months and there was likely to be a report to a further special meeting later in the year.

The meeting ended at 4.30 pm.

SPECIAL DEVELOPMENT CONTROL AND LICENSING COMMITTEE**STATEMENTS BY PARISH/TOWN COUNCIL REPRESENTATIVES AND
UTTLESFORD DISTRICT COUNCILLORS****Councillor Mrs Cornell - Representing Saffron Walden Town Council**

Councillor Mrs Cornell said that a recent Town Council meeting had decided to support the application. She asked Members of the Committee to consider how many of the fears expressed during the Inquiry into the 15mppa application had been realised. The greatest fear was that the Uttlesford District would become urbanised and this had not materialised.

**Councillor R A Merrion - Representing the District Ward of Hatfield
Broad Oak**

Councillor Merrion said the Hatfield Broad Oak area was becoming urbanised and this would get progressively worse. He did not believe the claims that the new application would not generate significantly more noise and he felt that the economic benefits had been overstated. He said that STAC did not represent local interests and that a local branch was needed. He added that it was often difficult to obtain accurate information from the Airport, as the reports were often very technical and difficult to analyse.

**Councillor A R Row - Representing the District Ward of Little
Hallingbury**

Councillor Row said that the Committee, when considering this application should put local people in the forefront. The Essex Association of Local Councils had conducted a survey in the Parish and 82% of people had voted against further development at the airport. It was difficult for people outside the area to understand what it meant to live under a flight path, and this application would double every problem. He questioned why there was no cap on the expansion of the airport, and if this application was approved, there was no reason why in the future there would not be an application for even further development. This gave no hope for the future. If the Committee did decide to approve the application, he said there should be generous and speedy compensation. There should be a ban on night flights and a cap on development at 25 mppa.

Councillor Mead – Chairman of Great Hallingbury Parish Council

Councillor Mead said there was much at risk from further development at the airport in terms of the effect on the countryside, noise pollution, urbanisation and the effect on the social structure of the village. Aircraft noise was a big problem and some airlines were only marginally under the Government limits. There was also a problem with air pollution and off airport parking in the surrounding villages. He did not consider the 25 mppa to be sustainable. He thought there should be a period of consolidation and the Council should wait for the outcome of the SERAS report and the M11 corridor study before the application was determined.