

**SOUTH WEST AREA PANEL HELD AT STANSTED MOUNTFITCHET HIGH SCHOOL at 7.30pm on 31 JANUARY 2006**

Present: Councillors K R Artus, A Dean, C M Dean, J F Cheetham, E J Godwin, R T Harris, R M Lemon, J I Loughlin, D J Morson, V Pedder, A R Row and G Sell.

Officers in attendance: F Gardiner, R Harborough, V M Harvey, S Hayden, J Mitchell and T Turner.

**SWAP1 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST**

Apologies for absence were received from Councillors Abrahams and Marchant.

Councillors C Dean, Cheetham, Harris, Loughlin and Sell declared personal non-prejudicial interests as members of the Development Control Committee. Councillors C Dean, Loughlin, Sell and Pedder declared personal non-prejudicial interests as members of Stansted Parish Council and Councillor C Dean also declared an interest in Stansted Shelter, Stansted Youth Projects and Stansted Skate Park. Councillor Cheetham declared a non-prejudicial interest as a member of the North West Essex Preservation Society.

**SWAP2 ELECTION OF CHAIRMAN**

RESOLVED that Councillor G Sell be elected Chairman of the panel for the ensuing year.

**SWAP3 ELECTION OF VICE-CHAIRMAN**

RESOLVED that Councillor R T Harris be elected Vice-Chairman of the panel for the ensuing year.

**SWAP4 ONE RAILWAY TIMETABLING**

Mark Evans, Mark Philips and Peter Meades from One Railway gave a presentation on the current timetable and operation of One.

Since One commenced franchise in April 2004 it had delivered a new West Anglia timetable, refurbished many cars, installed CCTV on trains, was experimenting with catering on the trains and had given customer service training to all staff. The services One operated within Uttlesford were West Anglia and Stansted Express.

The new timetable would deliver improved performance. Stansted Express was a growing market serving the airport passengers and meeting competition. It was integrated with West Anglia, which allowed for growth and proposed a 20-minute interval dedicated service. The south of the West Anglia line now provided a link into Stratford as London Liverpool Street had

reached capacity. Due to the length of the platforms it was only possible to run an 8-car service on the West Anglia line during peak times. Quieter times would only have four cars. The cars operated in groups of four.

To summarise their presentation Mark Evans said One provided the largest capacity so that they could meet the varied demands on the route within the constraints of the infrastructure, the number of trains available and the operating contract.

Concern was displayed over the lack of publicity on the exact stops trains would call at coming out of London Liverpool Street. For example a train stopping at Bishops Stortford when it had not been advertised and vice versa. Mark Evans said that publicity of trains was driven by the timetable, but would cross check them.

With the airport set to grow by a further three million passengers members of the community were concerned that the rail network would not have the capacity to cope. Mark Phillips said the peak times for airport passengers were outside of regular commuter hours, therefore they would be able to provide a sufficient service.

Councillor Morson expressed views of his parishioners who were concerned over the irregular times of trains from Bishops Stortford back to the villages around 5pm. They were worried about the safety of their children who stayed late from school for after school activities.

As the train station platforms could only hold eight cars, Councillor Cheetham suggested the platforms were lengthened.

Councillor Sell informed members of the public to put any further questions in writing, as the panel had to move onto other agenda items.

SWAP5

## **STANSTED AIRPORT – SOUTH WEST AREA ISSUES**

The Executive Manager (Development Services) gave a précis of where Uttlesford District Council was currently at with airport developments. He made the following points:

- The Aviation White Paper was released in December 2003.
- BAA had released an interim master plan.
- UDC was expecting two planning applications; 1) for maximum use of the existing runway and 2) for the second runway, expected sometime in 2007.
- UDC's position was opposed to the second runway.
- The Government would publish a runway White Paper late in 2006.

The Chairman asked a member from each party to state their views and position on the airport. Councillor A Dean spoke on behalf of the Liberal Democrats, Councillor Cheetham spoke on behalf of the Conservatives and Councillor Godwin spoke on behalf of the Independent group. All parties were working together to respond robustly to the airports planning application.

The Council's response to BAAs Draft Interim Master Plan could be viewed on its website. [www.uttlesford.gov.uk/stansted+airport](http://www.uttlesford.gov.uk/stansted+airport).

As the airport was a prevalent issue within the South West of Uttlesford it was suggested it was a continuing agenda item.

A member from SSE expressed her sympathies to residents of Burton End whose village would be built over with the introduction of the second runway; and residents of Broxton and Brick End who would be subject to further air traffic noise. She then asked if UDC had a budget for special studies into the airport consultation. The Planning and Policy Conservation Manager explained that at present the Council were currently responding to the Generation 2 Consultation and further work would continue on air traffic forecasting and noise effects.

Many residents of the local community were concerned over the vast size of the proposed car park, which would tarmac over fields. There was further concern about an expected industrial estate on the site if the large car park was allowed to be built. UDC was trying to explore measures to stop this happening and maximise the current facilities. It was policy that only airport related industries would be allowed to operate on airport grounds.

Any large planning applications relating to the airport would be reviewed by an extraordinary meeting of the Development Control Committee, which members of the public would be welcome to attend.

## SWAP6 LOWER STREET/GROVE HILL PARKING QUESTIONNAIRE

A survey was undertaken by the Council in conjunction with Stansted Mountfitchet Parish Council. There had been an on-going problem in Lower Street/Grove Hill area of Stansted with commuters parking on the street for many years. A joint survey was undertaken to ascertain the views of the affected residents. All residents were in favour of some action being taken to assist residents' with on-street parking and to eliminate commuters and airport users.

The questionnaire contained several options. Two people supported a one-hour no waiting restrictions in Lower Street; 24 people favoured some form of Residents' Parking Scheme (RPS) – five people wanted an all day scheme introduced, 10 people wanted a one hour RPS introduced and the remaining nine stated that they did not mind which scheme was adopted.

The scheme would need to be administered by the Parking Section but it was considered inequitable to charge residents the same price for RPS that was charged in Saffron Walden. It was considered that a pro rata charge of no more than £35pa would be appropriate.

RESOLVED that the Area Panel recommend to the Environment Committee a scheme be introduced which prohibits anyone but residents of Lower Street and Grove Hill from parking on the aforementioned streets for one hour at some point during the working day.

SWAP7

## **COMMUNITY DEVELOPMENT REPORT**

The Executive Manager (Strategy and Performance) presented the panel with a report outlining the community development activities and schemes which officers had been involved in.

The Joint Research and Intelligence Officer's role would be shared with Uttlesford PCT. His role was to develop and maintain information systems and provide analytical expertise to assist both organisations, involving the collection, sorting, analysis and presentation of data.

The Community Safety Officer's role would implement the Crime & Disorder Act 1998 in partnership with other statutory and voluntary agencies and to play a key role in the delivery of community based projects and initiatives.

Many projects were underway within the community, including Stansted Skate Park and Car Park, the Green at Stoneyfield, Stansted Children's Centre, Stansted Youth Centre and Community Sports Outreach.

The Anti-Social Behaviour Officer said the Designated Public Place Order would be implemented in problem parts of Elsenham, such as the Recreation Ground, Spinney and Memorial Gardens. These powers would make it easier for Local Authorities to designate places where restrictions on public drinking would apply and would be available in areas that had experienced alcohol-related disorder or nuisance. If they believed that someone was consuming alcohol or intended to consume alcohol they could require them to stop and confiscate the alcohol from people whether the drink is unopened or open.

RESOLVED the Panel endorse the actions taken by officers to promote greater community capacity and well being for the community.

SWAP8

## **WORK PROGRAMME**

Members wished to see future meetings held around the South West Area. Agenda items should involve grants and a balance of issues and would have better time allocation to each item. Members wanted to see a report on Waste Management at the next meeting, to be held on 2 March 2006.

The meeting ended at 10.00pm.