

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN at 7.30pm on 25 OCTOBER 2004**

Present: Councillor P A Wilcock – Chairman,
Councillors K R Artus, J F Cheetham, A Dean, M L Foley,
R F Freeman, E J Godwin, R M Lemon, J P Murphy, G Sell and
A R Thawley.

Also present: Councillor C Cant.

Officers in attendance: V Borges, R Harborough, and J Pine.

Also in attendance for presentations: Chris Butler and Tim Norwood from
Stansted Airport Limited.

SA 80 BUSINESS DEVELOPMENT AND PLANNING ISSUES – PRESENTATION

The Chairman welcomed Chris Butler and Tim Norwood to the Panel and invited them to give their presentations on updating business development and planning issues at the airport. The presentations set out the issues surrounding the S106 agreement and the interim Master Plan which would cover the 25mppa+ development of the airport up to the maximum capacity of the existing runway. This plan would integrate with the planning application for the “G2” second runway development. The 25mppa+ application was now likely to be submitted in Summer 05 with the application for G2 in Spring 06.

SA 81 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

An apology for absence was received from Councillor D Corke.

Councillors K Artus, C Cant, J Cheetham, A Dean, M Foley, E Godwin, R Lemon, J Murphy, G Sell, A Thawley and P Wilcock declared their interests as members of SSE and drew attention to the dispensation from the Standards Committee.

SA82 MINUTES

The minutes of the meeting held on 6 September 2004 and of the extraordinary meeting held on the 14 October 2004 were received, confirmed and signed by the Chairman as a correct record.

SA 83 BUSINESS ARISING

(i) Minute SA77 – Home Owner Support Scheme

Councillor Cheetham reported that the presentation from Morris Milstead had been very good and asked if this process could be repeated at a later date.

She was informed that it would be difficult for him to attend, as he was not a local resident. Councillor Thawley then asked if the copies of the overheads used at the presentation could be made available. It was confirmed to him that they could.

Councillor Dean informed the Panel that he had written a letter to the Minister for Aviation about the Stansted Home Ownership Support Scheme and copied his letter to BAA, and a copy of this would be sent to the Committee Members.

(ii) SA78 – Agenda Items for Next Meeting

Roger Harborough informed the Committee that he has written to Cambridgeshire County Council asking for a report on the potential of Duxford Airfield for the relocation of the Marshall Group's Cambridge Airport activities.

(iii) SA79 – East of England Development Agency (EEDA)

Councillor Dean updated the Panel with the progress on the Regional Economic Strategy and said that he would continue to watch the situation.

SA 83

ADDITIONAL NOISE INSULATION AND ASSISTANCE SCHEMES

Roger Harborough informed the Panel that Stansted Airport had issued a consultation document for two further schemes, firstly to address insulation for schools and hospitals exposed to high levels of noise, and secondly to provide relocation assistance for homeowners exposed to very high levels of noise.

Both schemes used the noise exposure contours produced for the Department of Transport by the Civil Aviation Authority. They calculated the average noise levels over a 16-hour day between 16 June and 15 September and apportioned aircraft movements according to the long term modal split, currently 74:26. He added that this had little use for assessing noise nuisance, which was experienced on an hourly basis. Officers had suggested that a composite of 100% operation on runways 05 and 23 would provide a realistic contour. He suggested that a response should be to focus on using the 'standard' contours.

Councillor Cheetham informed the Panel of the closeness of the 63dBA_{leq} 2002 contour to the primary school at Howe Green, Great Hallingbury, which was affected by noise from the aircraft but which did not come under the noise insulation scheme. Councillor Godwin added that the Panel should insist on using the World Health Organisation guidelines when producing contours.

RESOLVED that the views of the Panel be reported to the Environment Committee to enable a response before the 21 December 2004 closing date.

SA 84

Roger Harborough updated the Panel on Stansted Airport Ltd's (STAL) proposed response to the Government advice on the preparation of Airport Master Plans.

He informed the Panel that STAL's intention initially was to prepare an interim master plan, covering the development of the airports existing single runway beyond 25mppa. This would be submitted at part of the forthcoming planning application for growth beyond 25 mppa, which was likely to be submitted in Summer 2005. A fully worked up and detailed Master Plan would accompany its planning application for the G2 development. The timescale for the application was anticipated to be in Spring 2006 to coincide with the timing of road and rail orders to support the development. It was said that this would have no implications for its delivery of the second runway and that the Government had confirmed these proposals were reasonable and consistent with the spirit of guidance.

Roger Harborough informed the Panel that guidance was non statutory and was not considered to have implications per se. He added that the Council would need to assess at the time the 25 mppa planning application was submitted whether there was sufficient information to determine the application.

He went onto explain that the draft 25 mppa Scoping Opinion will continue to press for broadening the scope of the Environmental Assessment studies to inform the preparation of a two runway Airport Master Plan and to identify the impacts a two runway airport would have if permitted.

Councillor Cheetham questioned whether the Council could make a competent decision without the full information. Councillor Foley added that the health issues cause potential serious concerns. Councillor Murphy recommended that the Strategic Health Authority (SHA) should be invited to the next Panel meeting for questioning.

It was RESOLVED that Roger Harborough would invite the SHA to the STAAP meeting on 24 January 2005 to discuss this item further.

SA 85

S106 AGREEMENT MONITORING UPDATE

Jeremy Pine introduced the report and informed the Panel that this report was one of a regular series, which advises the Panel on the actions, and monitoring of the Section 106 Agreement that has taken place. The report held data up until the 14 October.

He went onto explain that the Council had granted outline planning for the expansion of Stansted Airport from 15-25 mppa on 16 May 2003. This permission was subject to conditions and was also subject to various obligations, which formed the Section 106 Agreement. These were triggered at times between the grant of the permission and by the end of 2010. No start had been made on the development and no planning conditions had been triggered. He anticipated the start would be in early 2005 via the next stage of the long-term car park. He explained the monitoring document listed each

obligation in date order, sets out a summary and detailed the current progress.

The Panel made a number of comments:

- Who has been invited to the Stansted Area Transport Forum, and can additional invitations be sent out,
- Why the sum of £300,000 towards the cost of providing a materials reclamation had not been requested,
- BAA to be requested to clarify the labour market at Stansted Airport and report to the meeting on 24 January 2005, specifically on employers' degree of reliance on agencies to recruit staff, and the number of staff who are non EU nationals and have temporary work permits.
- An update on the airport employee travel scheme is required,
- The fly parking survey free phone number needed to be re-circulated. The results of this survey are then to be reported to the meeting in January 2005.
- The Public Health Study of residents within 5 miles of the boundary needs to be started.
- The format of the Monitoring Report is to be looked at for the January 2005 meeting.

It was explained that the waste facility had to relate to the proposed Integrated Waste Strategy for Essex and requirements were still to be clarified. Officers of the Council were due to meet Stansted Airport Ltd shortly to discuss the issue.

SA 86

AIRPORT ENERGY MANAGEMENT STRATEGY

Jeremy Pine explained that when planning permission was granted for the expansion to 25mppa in 2003 Part 17 of the Section 106 Agreement required BAA Stansted to develop an Airport Energy Management Strategy. The strategy was submitted to the Council on 25 August 2004. It included a matrix, which identified the current energy management strategy at the airport as a fair reflection of the today situation in 2004 and a separate matrix, which sets out where BAA Stansted aspired to be by 2008. He explained that officers had designed a composite matrix combining both matrixes into one and adding a scoring system. The Council's Energy Manager had seen the Strategy and raised no objections to it.

The majority of the big energy consumers were in new buildings south of the runway, which are less than 20 years old. These buildings were designed with energy efficiency material and control therefore there was less opportunity to improve the efficiency through retrofit investment.

He informed the Panel that STAL does not have direct control of all energy consumption, but will seek to persuade tenants and concessionaires to improve their energy efficiency through briefings, induction programmes and technical, professional and awareness training and seminars. He explained that 83% of all energy consumed Page 4 electricity, the rest being natural gas.

STAL controls 61% of all electricity consumption and 90% of all natural gas, with 90% of BAA controlled energy being consumed in the passenger processing areas. However an international benchmarking exercise completed by BAA Group Utilities indicated that Stansted Airport was relatively energy-efficient compared to other international airports (7th out of 19 airports studied).

Jeremy Pine explained that STAL would review existing data collection, analysis and reporting systems and were seeking to improve metering, data collection, design standards and forecasting tools. STAL will also continue to invest in a variety of initiatives to improve energy efficiency and reduce CO₂ emissions at an acceptable financial return.

It was the view of officers that STAL needed to revisit the matrix in 2008 to provide an updated "as is today" situation for submission to the Council for information and comment.

Councillor Thawley said that reporting in 2008 would be too infrequent. He felt that the matrix's needed to be revisited annually. He also considered that the energy efficiency of the airport buildings should be compared to other public buildings, not just airport ones.

Councillor Cheetham recommended that STAL look at the possibility of reducing the night light glare and becoming even more energy efficient by turning off / dimming the lights of the staff car parks and the terminals off during the night when flying was restricted. Officers confirmed that all these points would be included in the Council's reply to STAL.

SA 87

DATE OF NEXT MEETING

It was agreed that the next meeting would be held on 24 January 2005 starting at 7:30 pm.

It was further agreed that a special meeting would be held on 13 December 2004 at which the BAA Stansted Annual Sustainability Report for 2003/04 would be considered.

The meeting ended at 10:10pm.