

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES  
LONDON ROAD SAFFRON WALDEN at 7.30pm on 12 SEPTEMBER 2005**

Present:- Councillor P A Wilcock – Chairman.  
Councillors C A Cant, E J Godwin, E Gower, R M Lemon, G Sell  
and A R Thawley.

Also present:- Councillor M A Gayler, Chris Butler, Nicola Hooper,  
Rob Matthews and John Williams from BAA Stansted.

Officers in attendance: V Borges, W Cockerell and R Harborough.

SA8

**PRESENTATION ON BAA'S CURRENT CONSULTATIONS: INTERIM  
MASTERPLAN AND INFORMING ITS PLANS TO MAKE BETTER USE OF  
THE EXISTING RUNWAY**

The Chairman welcomed BAA to the meeting and introduced them to the Panel. He then handed over to Chris Butler the Business Development and Planning Director.

Chris Butler introduced himself and his colleagues to the Panel, he informed the Panel that the main aim of the presentation was to explain the background and requirements to develop Stansted and to make better use of the existing runway in accordance with Government Policy. He briefly explained the history of Stansted Airport and informed Members that there were currently over 21 million passengers travelling through Stansted to 145 destinations in 32 countries. He explained that the future of Air Transport at Stansted was to make best use of the existing runways, the policy in principle of the second runway and the Airport Master Plan. However he did explain that they were currently not in the position to produce a final Master Plan but instead they had produced an interim Master Plan. He then said that the final Plan would be submitted when the application for the second runway was made.

Councillors requested a copy of the Interim Master Plan from BAA, as they had not yet received a copy. They also requested a list of the consultees to whom it had been sent.

The presentation went on to summarise each area of the Growing Stansted Airport on the Existing Runway consultation document. It included the proposed planning applications, passenger, aircraft and air cargo movements and forecasts, surface access, jobs, housing and the economy, air and ground noise, air quality, health assessment, public safety and security, landscape and visual impacts, nature conservation, archaeology, water resources, energy use, climate change, waste management and construction effects. Throughout the presentation Members were given the opportunity to ask any questions on each area of the consultation.

Councillor Godwin was concerned that the apparent increase to 45 flights per hour from 0600 – 0700 in the movements forecast would increase the noise disturbance whilst some people would still be trying to sleep. Chris Butler confirmed that BAA will not be seeking any relaxation in the Night Flying Restrictions in its Stage Two consultation response and that the airport's

operational start would remain at 06:30. Councillor Cant commented that everything in the Consultation was focused around 35 mppa and not a specific throughput figure. Chris Butler responded that the description of the development had not been finalised. BAA may decide not to apply for a specific passenger throughput as it was the effects that needed to be considered rather than passenger volume, but he acknowledged that conditions limiting movements and throughput could be attached to any permission. Councillor Wilcock asked what how much of the 8% proportion of 35 mppa using long haul services would be transfer passengers. It was confirmed that the 17% transfer passengers at 35 mppa included both long and short haul. Transfer passengers could be split into long and short haul. Councillor Sell asked about the potential response of air transport operators to tax levies, referring to the recent decision of Cornwall County Council to impose a levy at Newquay. Chris Butler responded that traditional carriers responded to cost pressures in different ways to low cost operators. The former may respond to events by cutting schedules and capacity, the latter by growing markets through cutting fares.

In response to Nicola Hooper's presentation on surface access issues, Councillor Thawley was concerned that the new train timetable and the increased number of carriages would mean some train stations could possibly require platform extensions. Nicola responded that 8 car trains running the enhanced timetable were expected to be able to provide adequate capacity for most of the period through to 2015, although strengthening of certain peak hour services to 12 cars might be required towards the end of the period. Existing platforms could accommodate 8 car trains. Some stations might need to be lengthened depending on the timetable to be operated in ten years time. Councillor Cant questioned whether the capacity provided by 8 carriage trains through to 2015 would achieve increased use of public transport. Nicola informed Members that BAA was working closely with the Office of National Statistics and ODPM on population forecasts for the Stansted M11 sub region agency to establish passenger profiles in the future as airport related demand needed to be assessed against a general growth in passenger demand on the West Anglia line. Coach and bus services are important components in the public transport service network serving the airport and had seen significant growth in passenger use in recent years. They also provide greater flexibility. Nicola commented however that retaining 40% mode public transport share for air passengers felt challenging as air passenger throughput increased and that BAA's consultants had advised of the share dipping to 37% at 35 mppa even with public transport enhancements. BAA is looking at strategies such as Quality Bus Partnerships with operators and Essex County Council to avoid this dip. The Department for Transport had advised that the implementation of road user charging is unclear and is unlikely to be implemented by 2015. Members raised a number of operational issues including the predictability of train stopping patterns, station information on stops, and luggage storage on trains.

Following John William's presentation on noise, Councillor Sell responded that there was a local perception that aircraft noise was increasing especially at night. John Williams informed Members that discounting multiple complaints from a few individuals the actual number of complaints was approximately 150 per month and it was showing no increase. The average age of aircraft operating from the airport was two years as many of the airlines

had phased out their old aircraft and replaced them with top of the range newer models earlier than expected. He said that the new aircraft engines were quieter. Air noise would affect more people than at 35 mppa in 2015 than today but not as many as originally predicted at 25 mppa. Councillor Godwin said that she had received complaints on a daily basis regarding the noise disturbance from helicopters. John Williams agreed that he would take this issue back to NATS and get a response.

Following Rob Matthews' presentation on economic and environmental issues Councillor Thawley commented that the consultation document failed to attach enough importance to the water shortage within the East of England area, and that with extra housing planned this issue would only get worse. Rob Matthews said that BAA would be looking at harvesting rainwater for use in airport facilities.

Councillors were concerned at the use in the consultation document of predicted effects at 25 mppa in 2012 based on assessments carried out in 2000 as a benchmark for appraising effects at 35 mppa in 2015. This appeared to suggest that the effects of further development would be limited compared to what had already been permitted. Rob Matthews commented that that data for 2004 had been included so that people could compare the predicted effects at 35 mppa with the present position. He also advised that conservative assumptions were being used for the 35 mppa situation to minimise the risk that the effects would be more than predicted.

Councillors were also concerned that monitoring of the health impacts of additional activity at the airport had not commenced as anticipated. Chris Butler commented that there was a misunderstanding as to Members' expectations and the output of the health studies. BAA accordingly has agreed to carry out a HIA for the 35 mppa proposals notwithstanding its S106 obligation. Studies had recently started and were being jointly conducted with the Essex Strategic Health Authority.

Councillor Sell commented that the place of residence of on airport workers did not reflect the reliance of franchisees on migrant workers. There was no reference to this issue in the employment forecasting work or to the casualisation of the labour market. Councillor Wilcock asked if the Olympics would bring pressure on BAA to bring forward the development of the second runway. Chris Butler informed Members that the earliest they could envisage the second runway being open would be 2013 and the main issue would be competition for construction labour. However in terms of increased use of the existing runway, limited construction was involved and would not be an issue.

Chris Butler ended the presentation by informing Members of the consultation period and where and how consultation would take place. Councillor Lemon expressed his strong feelings that an exhibition should have been arranged in Hatfield Heath as this large community was affected by three flight paths. He explained that he written to BAA to find out why it was not in the programme and in response he had received a letter informing him that no suitable venue was available. However Councillor Lemon had carried out local enquiries that suggested that booking clerks had not been contacted. Chris Butler was unaware of this situation and he informed Members that he would endeavour to find out what had happened.

SA9            **APOLOGIES FOR ABSENCE AND DECLARATION OF INTEREST**

Apologies for absence were received from Councillors K R Artus, J F Cheetham, D Corke, A Dean, M L Foley and R F Freeman.

Councillor E Gower declared a personal interest as an employee of a franchise at Stansted Airport.

SA10          **MINUTES**

The minutes of the meeting held on 25 June 2005 were confirmed and signed by the Chairman as a correct record.

SA11          **BUSINESS ARISING**

(i)        **Minute SA4 DfT CONSULTATION ON NIGHT NOISE RESTRICTIONS**

The Planning Policy and Conservation Manager informed the Panel that the emerging SASIG view was that the level of movements in the 6.5 hour night quota period should be restricted to 7,000 by 2011/12. The Environment Committee would be resolving the Council's response to the DfT on 13 September to meet the consultation deadline of 16 September.

SA12          **DATE OF NEXT MEETING AND ITEMS FOR REPORTS**

The Chairman informed the Panel that the next meeting would be on 24 October 2005 and that the meeting should concentrate on a response to BAA on the Public Consultation and the Interim Master Plan.

The meeting ended at 10.20 pm