

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN at 7.30pm on 24 OCTOBER 2005**

Present: Councillor P A Wilcock – Chairman.
Councillors C A Cant, J F Cheetham, M L Foley, J E Menell, R M
Lemon, G Sell, A R Thawley and A M Wattebot

Also present: - Brian Ross from SSE

Officers in attendance: R Harborough, V M Harvey and J Pine

SA13

**PRESENTATION BY SSE OF ITS VIEWS ON BAA'S DRAFT INTERIM
MASTER PLAN**

Brian Ross from SSE presented the views of SSE on BAA's draft interim Master Plan. He said the concept of an interim master plan was a contradiction in terms, and defeated the purpose of master plans. He also said that the piecemeal approach to airport development was supposed to be ended.

He queried how the Council was expected to consider BAA's application for further use of the existing runway due in April 2006 in the absence of the full master plan. He criticised the use of 25 mppa forecasts as the baseline for assessments and the use of 35 mppa as the capacity of the existing runway. The Council would need to consider whether a Public Inquiry would be a more appropriate method of considering the proposals. Officers pointed out that only the Secretary of State had the power to call the application in for determination following a public inquiry, otherwise the District Council as the local planning authority had the duty to determine it. Councillor Sell asked Brian Ross for his assessment of the existing runway capacity. Brian Ross said he thought 41million passengers a year by 2015 was realistic.

At present the SSE position was "To contain the development of Stansted Airport within tight limits that were truly sustainable." However, Brian Ross commented that the Council's position was perceived as being uncertain. He urged the Council to take a proactive approach.

Councillor Thawley commented that the master plan was not a planning document. Essentially it was just a business plan.

Councillor Wilcock thanked SSE and concluded that the Council would take the views of SSE into account.

SA14

APOLOGIES AND DECLARATIONS OF INTEREST

Apologies were received from Councillors E J Godwin and A Dean.

Councillor Cheetham declared an interest as a member of the North West Essex and East Herts. Preservation Association (NWEEHPA) and a member of the Hatfield Forest Management Committee.

Councillor Artus declared an interest as a member of the STAAC.

Councillor Menell declared an interest as a Non Executive Director for Uttlesford PCT.

Councillor Cant declared an interest as a member of for the Uttlesford PCT board.

Councillors Wilcock, Thawley and Artus declared interests as members of the CPRE.

Councillors Thawley, Cheetham, Artus and Lemon declared an interest as members of the National Trust.

SA15 **MINUTES OF PREVIOUS MEETING**

The minutes of the meeting held on 12 September 2005 were confirmed and signed by the Chairman as a correct record.

SA16 **BUSINESS ARISING**

Nick Barton would be succeeding Chris Butler as Business Development and Planning Director at BAA Stansted.

BAA's presentation had referred to future rail services to Stansted Airport. Members commented that existing services were far too crowded. Ongoing monitoring of the new One Railway timetable, to operate from 5 December, would be needed.

Councillor Thawley commented on the issue of air noise, which had been raised. He said that the Council should keep working at securing improvements in noise levels. He did not see quieter engines as significantly contributing to solving the problem.

The Planning Policy and Conservation Manager said that BAA had now provided forecasts of the composition of the aircraft fleet by 2015. The fleet mix assumed either planes currently flying or in production.

SA17 **STANSTED AIRPORT INTERIM MASTER PLAN RESPONSE TO CONSULTATION**

The Planning Policy and Conservation Manager discussed the proposed response to BAA's consultation document. There were particular ward specific impacts surrounding the airport.

Due to the complexity of development plans at Stansted, BAA had decided to publish the master plan in two phases. Firstly, the interim master plan to address its immediate priority – making best use of the existing runway. Secondly, preparing the final master plan – addressing proposals for a second runway. The purpose of this report is by The Planning Policy and Conservation

Manager was to provide guidance on how best to respond to the draft interim master plan for the first phase of further development, which BAA had requested by 31 October 2005. The final interim master plan would be published at the time BAA submitted its planning application. The key question was whether the assertions made in their consultation documents could be backed up by detailed evidence. The four Stansted area local authorities: East Herts, Essex, Hertfordshire and Uttlesford were taking a proactive approach to BAA's proposals and had commissioned consultants to advise on airport economics and forecasting; air noise; and surface access issues.

The report outlined a suggested response to BAA on the interim master plan and pre application consultation documents. Councillor Thawley said that the appendix summarising and commenting on the consultation document was very powerful and should be included in any response given to BAA.

The committee discussed the report and felt that the response should reflect the Council's position on climate change and the need for a reduction in green house gas emissions. Some members suggested that performance targets should be set in the response, but the Planning Policy and Conservation Manager referred to the report, which stated that the advice of the local authorities' consultants would not be available until the technical work had advanced further. Councillor Cheetham expressed the view that greater emphasis should be given to reiterating the importance of the Scoping Opinion issued by the Council. The language needed to be more robust. She also endorsed concerns about train overcrowding, stating more carriages were needed. More information on the forecast use of seating capacity was essential. The station at Stansted Airport was also becoming congested.

The Planning Policy and Development Control Liaison Officer informed the Panel that BAA had commissioned Mott Macdonald to carry out a vertical circulation study of how long passengers take to get from the station to the terminal forecourt. This was often very busy at peak periods due to only one upward escalator being located midway along the platforms.

Councillor Artus raised the omission of any reference to air traffic control issues in the interim master plan. This made no reference to the management of planes in the sky. He viewed this issue as very important if Stansted was to expand.

Members were asked to feed any further comments on the proposed response back to the Planning Policy and Conservation Manager. As the intention was that all Council members should have the opportunity to debate the matter, it would not be possible to submit a definitive response by the Council until after 13 December 2005. This would enable Members to take into account the report of the community research on airport development it had commissioned. Therefore, in order to ensure that BAA received some feedback by its 31 October deadline, the recommended response would be sent on a provisional basis, with the indication that the views of the full Council would follow.

RESOLVED that the Council be recommended to adopt the proposed response, subject to the suggested amendments from the Panel and

consideration of the research survey report on the views of the local residents.

SA18

MONITORING OF THE SECTION 106 AGREEMENT OBLIGATIONS RELATING TO THE EXPANSION OF STANSTED AIRPORT FROM 15-25 MPPA

The Planning Policy and Development Control Officer put to the Panel a progress report on compliance with the Agreement obligations. The obligations monitor in the usual format ordered by topic was appended to the report. Councillors were asked if they had any comments or questions on the monitoring. The following points were raised and discussed:

- 1) It was questioned whether the Agreement did actually say “endeavour” to secure voluntary ban on QC 4 aircraft between 23:30 – 05:59.
- 2) There were concerns about the inadequacy of the telephone complaints system for noise and track keeping as there was no facility to make multiple complaints. UDC should give greater publicity to the system.
- 3) The Ground Noise Management Strategy had been submitted and it was with the Principal Environmental Health Officer for his assessment.
- 4) The off-airport mounding / planting study had been received and was being looked at by the Council’s landscape officer.
- 5) There had, as yet, been no further planning applications for the visitors’ centre following the refusal of planning permission to use part of Endeavour House. The Planning Policy and Development Control Officer thought the old control tower was a possibility, but as yet there had been no response from BAA to this advice.
- 6) The Highways Working Group of the Stansted Area Transport Forum had investigated indications of rat-running along High Lane, Stansted. No substantial evidence that movements were airport related had been uncovered, however, it was thought that the extra traffic might be local movements trying to bypass congestion on the B1383.
- 7) Following the fly parking survey, a follow-up meeting was being arranged with Essex County Council Area Highways and Transportation and Takeley Parish Council. This would be actively pursued. The results of the survey were not conclusive.

RESOLVED that the Panel note the progress that was being made and advised officers of any issues requiring further clarification.

SA19

HEALTH IMPACT ASSESSMENTS

A written report from Councillor Godwin of her attendance at the Waterfront Conference held on 4 October 2005 on health impact assessments was received.

RESOLVED that the actions set out at the end of the report be noted.

SA20

ANY ISSUES TO BE RAISED AT THE NEXT MEETING OF STAAC

There had been no minutes formally received from the previous meeting of STAAC, therefore the Panel could not discuss items on the forthcoming agenda.

SA21

ANY OTHER ITEMS WHICH THE CHAIRMAN CONSIDERS TO BE URGENT

Members queried the arrangements for stakeholder consultation within the Health Impact Assessment of airport development as some had received invitations from ERM, BAA's consultants. Officers understood that the planned workshop on 7 November was intended for a broad spectrum of professionals working in the locality. ERM should be consulted if Members had received a personal invitation.

Councillors Cant and Thawley would attend a conference on reducing greenhouse gas from aviation, being organised by the Anglo German Federation on 21 November 2005.

The Uttlesford Access Forum would be pursuing Ryanair's policy of only carrying a maximum of four passengers with a disability on any flight following a recent incident at Stansted. It was noted that the Disability Rights Commission was to lobby Government to put the present voluntary arrangements by airlines for passengers with disabilities on a statutory basis.

The meeting ended at 9.50pm.