

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN at 7.30pm on 23 JANUARY 2006**

Present: Councillor P A Wilcock – Chairman.
Councillors K R Artus, C A Cant, J F Cheetham, A Dean, E
Godwin, R M Lemon, G Sell, and A M Wattebot

Also present during the presentation: - Brian Ross and Peter Sanders from
SSE; Nick Barton and Tom McGarry from BAA Stansted

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

SA26

PRESENTATION BY SSE ON BAA'S G2 OPTIONS

Brian Ross and Peter Sanders from SSE presented the views of SSE on BAA's G2 Options. The consultation document failed to explain how any of its options could justify overturning conclusions of the Airport Inquiries 1981-3 or how any of its options could be consistent with objectives of sustainable development. It had lots of glossy pictures but its treatment of environmental impacts was superficial or inadequate.

SSE outlined the following from the options:

- Site areas of 16 sq km compared to the current 9 sq km. London Heathrow is 12 sq km
- Passenger throughput of 76mppa compared to 22mppa currently
- Bulldoze 87 homes including 25 Grade II listed
- 6845 people would be within 57 dBA noise contour
- Parking for 104,000 (compared to 42,000 spaces at London Heathrow, for passengers and staff)

Many information shortcomings were identified. These related to:

- Local air quality
- Safety risk
- Road and rail
- Flight paths and stacking arrangements
- ATMs
- Noise
- Night flights
- Employment housing impacts
- Water usage/supply
- Climate change
- Appraisal methodology
- Supporting environment analysis

Brian Ross concluded by saying information provided by BAA fell short of standard provided by the DfT in the Government's South East and East of England Regional Air Service Study (SERAS). It was unsatisfactory that after two years preparatory work BAA had only published limited information. He

said it would be impossible for anyone to make a rational assessment of the options on the basis of the material provided. Inadequate consultation was irresponsible and would lead to unreliable responses.

Councillor Dean asked if SSE would respond to the consultation. Peter Sanders said they would and the response would reject all options as unacceptable.

Councillor Sell asked if SSE had obtained any new information from its public meetings. Brian Ross said that they had not learnt anything new but the meetings had confirmed the continuing level of opposition to the principle of a second runway and all of the options.

SA27 **APOLOGIES AND DECLARATIONS OF INTEREST**

Apologies were received from Councillors A R Thawley and M L Foley.

Councillor Cheetham declared an interest as a member of the North West Essex and East Herts Preservation Association (NWEHPA).

SA28 **MINUTES OF THE MEETING HELD ON 12 DECEMBER**

The minutes of the meeting held on 12 December were signed to be a correct record subject to amendment of the final sentence of Minute SA25. The final sentence of this minute should read; *The Chief Executive said SSE were welcome to attend a further meeting but it would not be appropriate to have a private meeting.*

SA29 **MATTERS ARISING**

SA22 - Presentation from BAA on its second runway options consultation

It was noted that at future meetings it would be procedure for members of the public to be allowed to attend any presentations at the beginning of the meeting, but the meeting itself would be closed.

SA30 **UPDATE ON INFORMAL LIAISON WITH OUR LOCAL AUTHORITY PARTNERS AND JOINT STUDY**

The Planning Policy and Conservation Manager said, in relation to BAA's application for increased use of the existing runway, the emerging advice from the consultants for the four local authorities was that BAA had adopted a balanced approach in its air traffic forecasts. The implications of certain aspects, such as the proportion of long haul flights, were being explored through sensitivity testing by BAA. The consultants were supporting requests for additional noise information. The road traffic and mode share models and the vertical circulation model for the passenger transport interchange were

now complete and consideration was given to exploring the significance of a range of assumptions on the identification of effects. Officers were considering if the local authorities should themselves commission some noise and surface access modelling work.

Consultants had been asked for proposals for technical work on BAA's second runway consultation exercise. Legal advice confirmed that the Council should respond to BAA's consultation exercise if it had concerns about the optioneering work by BAA that it might wish to pursue at the anticipated public inquiry into the second runway development proposals. Officers anticipated that the Council's response would reiterate its opposition to the second runway in principle and not indicate a preference for any of the options identified by BAA. Considerations to which the Council attached particular weight should be identified if possible at this pre application consultation stage, notwithstanding its non statutory status.

Councillor Wilcock said he had attended the meeting of the STACC Airport Development and General Purposes Sub Committee on 11 January. The meeting had considered how STACC could respond to BAA's G2 consultation.

Members discussed the Council's response to the G2 consultation document and considered that it was vital to have a firm response.

Councillor Dean asked for clarification about sustainability appraisals, environmental assessments and strategic environmental assessments. It was explained that the latter were requirements of EC Directives for projects and policy frameworks respectively.

Councillor Cheetham proposed that the officers of the four authority group should prepare a draft joint response to BAA for further consideration. This was supported. The Planning Policy and Conservation Manager agreed to progress this by the end of February. The panel would meet again on 27 February to discuss the draft response.

SA31

ITEMS FOR STACC

Members referred to discussion under the previous item on the STACC draft response to the G2 project.

The Policy and Development Control Liaison Officer updated the Panel on progress with aspects of the S106 agreement with BAA. A scheme for provision of the passenger shelter on platform two at the airport train station could be reported to the Development Control Committee in due course. He was also working on the issue of the provision of a visitor centre and was hopeful it would be based in the old control tower. It was possible that some progress could now be made by BAA in reaching an agreement with the rail provider, Network Rail and DFT Rail about measures to provide rail infrastructure and additional train capacity.

The arrangements for the runway resurfacing to commence in February and last for the duration of 2006 were noted. Members asked if safeguards could be put in place to ensure that construction traffic used the strategic highway network and not local roads through the villages.

SA32

ANY OTHER ITEMS WHICH THE CHAIRMAN CONSIDERS TO BE URGENT

The Chairman said he had been in correspondence with a resident of Rivenhall who had claimed that aircraft noise destroyed his marriage. He had taken his case to the European Court of Human Rights, but the Court had not accepted that there were grounds for his case to be heard.

An extra meeting on the Stansted Airport Advisory Panel would take place on Monday 27 February 2006.

The meeting ended at 9.20pm.