

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN on 2 JULY 2007 at 7.30 pm**

Present: - Councillor K R Artus (Chairman).
Councillors C A Cant, J F Cheetham, E Godwin, R M Lemon,
G Sell, L A Wells and P A Wilcock.

Officers Present:- W Cockerell, R Harborough, J Mitchell and E O'Malley.

SAP1 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillors E Bellingham-Smith, A Dean, and D M Jones.

Councillor J F Cheetham declared a personal non prejudicial interest as a member of SSE, NWEHPA and the National Trust

Councillor E Godwin and L A Wells declared a personal non prejudicial interest as a member of SSE.

Councillor P A Wilcock declared a personal non prejudicial interest as a member of SSE and CPRE.

Councillor R M Lemon declared a personal non prejudicial interest as a member of National Trust.

SAP2 MINUTES OF THE MEETING HELD ON 5 MARCH 2007

The minutes of the meeting held on 5 March 2007 were agreed and signed by the Chairman.

SAP3 MATTERS ARISING

It had been decided not to hold a conference on climate change following further work into the feasibility of this proposal.

SAP4 UPDATE ON G1 INQUIRY AND ISSUES ARISING

Roger Harborough gave the Committee an update on the G1 Inquiries progress so far. He explained that BAA had more or less completed its case with only three more witnesses to call. However surface access evidence would not be heard until September. The Inquiry would then move on to hear the case for the Airline Consultative Committee, then the evidence of SSE. Roger Harborough said that BAA's case heavily stressed Government policy.

Members asked whether Officers could look at the approach to the cross examination of BAA's ground noise witness, so that the perceptions of residents would be put before the public inquiry.

Members commented on coverage of the inquiry in the local press and the need for a communication strategy to explain why the inquiry was addressing mitigation issues. Roger Harborough explained that in determining the application the Council had considered the predicted effects of the proposals, whether the impacts could be mitigated or whether the applicant could have reasonably offered more mitigation to address the effects satisfactorily, the potential of the Council to address impacts by imposing conditions, and as a consequence the residual impacts. The Council had determined that the residual impacts were unacceptable when it refused the application. This approach had been explained in the Council's case to the Inquiry in support of its decision.

It was noted that the Surface Access issues to be heard in September involved testing of whether BAA was proposing adequate mitigation to accommodate the additional road and rail traffic generated by its proposals.

Members requested that e mails be sent drawing Members' attention to sessions of the programme likely to be of particular interest.

SAP5 UPDATE ON G2 PROPOSALS

Roger Harborough explained that officers were expecting the application to be submitted in November.

It was understood that BAA would not be issuing a formal scoping report, but a scoping paper would be discussed with key stakeholders. He explained that BAA already had a team working on the G2 application; however all of the Council's resources were still focused on the G1 Inquiry. As a consequence, the Council had only had limited engagement with BAA over its proposals for a second runway. Officers planned to work with Essex and Hertfordshire County Council to provide sufficient staffing resources for the inquiry that would follow from call in of the proposals by the Secretary of State. John Mitchell explained that he would also be asking BAA to provide finance to support the extra resources needed to carry out the assessment of its G2 proposals.

Officers explained that it would be necessary to consider what survey work might be required to test the environmental statement. Officers advised that once the cross examination of BAA's G1 case by the local authorities had been completed (apart from surface access issues) then there would be more time to consult with partners on how best to prepare for the G2 Inquiry. Detailed proposals would need to be prepared to provide a basis for discussions. John Mitchell said that a formal report would be brought to the Committee to decide on how best to handle the inquiry.

SAP6 G2 INQUIRY

Members requested that the message 'Uttlesford says No to more runways at Stansted' is communicated far more effectively. Councillor Lemon requested that the message be displayed in all District Council offices including Great Dunmow and Members suggested displaying the message on the District's waste and recycling trucks in order to reinforce public awareness of the Council's campaign. It was noted that new Members would be pledging their support for the campaign on the evening of the next meeting of Full Council.

SAP7 MONITORING OF THE 2003 AGREEMENT

Roger Harborough stated that there was no new significant matter to report at present.

SAP8 CONSULTATIONS

Roger Harborough asked Members to note the list of consultations attached to the agenda.

Councillor Godwin expressed her concern about the adequacy of the proposals in the SG2 Rail Schemes consultation. Lack of capacity would affect the whole route from London to Stansted, not just those travelling to and from Stansted Airport. Councillor Cheetham and the Leader would be attending a presentation organised by the West Anglia Routes Group of which the Council was a member on 9 July. Councillor Lemon said that the consultation had been brought to a recent meeting of the Uttlesford Transport Forum.

Officers would draft a response to BAA expressing concern at the adequacy of the proposals, in consultation with the Chairman of the Panel.

SAP9 SASIG

Councillor Wilcock reported that Councillor Richard Worrall had been re elected as chairman, together with three vice chairmen, one of whom would take over from Councillor Worrall in the next couple of months. He stressed the importance for Uttlesford to maintain its membership of the Group as he felt it was an influential body. It was noted that the Chairman's Advisory Group would be formed by invitation from representatives of member authorities and that the Chairman was aware of Councillor Cheetham's interest in participating in the CAG.

SAP10 **FUTURE WORK PROGRAMME OF THE PANEL**

It was suggested that STAAP meetings could take place nearer the dates of STACC meetings in future so that any issues that arose could be discussed at STACC as soon as possible. However, following discussion, it was agreed not to make changes to the Council's committee timetable. Dates allowed matters to be raised at the Noise and Track Keeping working party.

Councillor Wilcock expressed concern that this Committee was no longer discussing the matters related to the normal business of the airport and had become too focussed on the G1 and G2 applications. He requested that 'Airport Business as usual' was an item at the next meeting.

The Chairman explained that he would like to invite speakers to the panel as he felt this had proved useful in the past, as it had helped Members gain a better understanding of Airport matters. He asked for Members to feedback with suggestions of who they would like to hear speak at the Panel. Councillor Wilcock said he would like to hear from Michael O'Leary, Chief Executive of Ryanair, or a representative from the low cost carrier sector.

Will Cockerell reported that he had plans to visit six schools over the summer period to gather air quality noise readings. He told the panel that the fixed monitor at Priorswood Court, Takeley was currently out of action, and would need replacing at a cost of around £15,000. There was no budget available.

RESOLVED that the Chairman write to the Chairman of the Community Trust regarding the trustee's policy on the use of its funds.

SAP11 **STANSTED AIRPORT CONSULTATIVE COMMITTEE TO BE HELD ON 25 JULY**

Members discussed the recent terror attacks, and the impact this had on Airport access. The drop off facility on the terminal forecourt was currently closed, and therefore all cars were required to use the short term car park where the minimum charge was £1 charge for fifteen minutes. Members also asked whether any evacuation procedures were in place for the airport railway station and contingency arrangements to deal with over crowding of the terminal because of security delays.

RESOLVED that Councillor Artus raise these matters with BAA at the Passenger Service Group

The meeting ended at 9.35 pm