

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN at 7.00pm on 4 AUGUST 2011**

Present: Councillors K Artus, J Cheetham, A Dean, D Jones, K Mackman, D Perry, J Rich and J Rose.

Also present: Councillor J Ketteridge (Leader of the Council)

Officers in attendance: R Harborough (Director of Public Services), J Pine (Planning Policy/DC Liaison Officer) and P Snow (Democratic and Electoral Services Manager).

SAP1 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN

RESOLVED to appoint Councillor J Cheetham and Councillor K Mackman as Chairman and Vice-Chairman of the Panel respectively.

SAP2 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

An apology for absence was received from Councillor P Wilcock.

Councillor Dean declared his interest as a member of SSE.

Councillor Cheetham declared her interest as a member of NWEHPA and as the Council's representative on STACC respectively.

Councillor Rose declared an interest in that he had previously conducted work on behalf of BAA at Heathrow.

SAP3 MINUTES

The Minutes of the meeting held on 2 November 2010 were agreed and signed by the Chairman as a correct record, subject to the substitution of SASIG for STACC in Minute SAP23.

SAP4 MATTERS ARISING

(i) Minute SAP22 – Air Quality Monitoring, Takeley – replacement of redundant PM10 (Fine Particle) Monitor

The Director of Public Services answered a question about the position regarding the replacement of air monitoring equipment at Takeley. The Chairman said that the matter would need to be carefully monitored.

SAP5 INTRODUCTION TO WORKING PARTY REMIT

For the benefit of new members, the Director of Public Services said that the remit of the Panel was broad ranging in scope covering matters of national policy and the implications of those policies both for the airport and for the local population, as well as the environmental impacts.

The full terms of reference were as follows:

Minutes of previous meeting

Stansted Airport Advisory Panel, 28 September 2011, item 2

- Form an overview of policy and operational issues in relation to Stansted
- Monitor the activities of the airport in the interests of the people of the district
- Monitor the implementation of Section 106 agreements and related undertakings by BAA (now London Stansted) and others
- Review and anticipate future developments at the airport and in aviation policy

The Panel was a working group of the Cabinet and any recommendations would be referred to the Executive for approval.

The Chairman said that the Panel should examine drawing up a work programme for the next year and asked officers to prepare some ideas for consideration. She also suggested it would be beneficial to invite representatives of London Stansted to speak to the Panel and to initiate discussions with a view to finding ways for the airport to engage more effectively with local people.

Members were in general agreement that now was a good time to rebuild relationships and to engage in discussions on the basis that there was no immediate prospect of a second runway at Stansted. Discussions could also take place with other relevant bodies as appropriate.

The Leader said that he thought there had been an invitation for talks with London Stansted which had been accepted and asked for an update on how that invitation would be progressed.

Councillor Rich reported that Nick Barton had visited Stansted Parish Council recently where a useful dialogue had taken place. Councillor Jones confirmed that he had attended a working lunch with Mr Barton and representatives of Essex County Council several weeks ago and had been encouraged at the willingness of London Stansted to re-engage with the community.

It was agreed that it was now essential for the Council to build upon these positive foundations by issuing an invitation for Mr Barton to meet with the Panel. At the same time, officers would draw up proposals for a work programme for the coming year.

SAP6

DEPARTMENT FOR TRANSPORT CONSULTATION: DEVELOPING A SUSTAINABLE FRAMEWORK FOR UK AVIATION: SCOPING DOCUMENT

The Policy Liaison Officer set out the background to this consultation and said that the summary of the scoping document circulated to members included the main points arising from the consultation for the Panel to consider. The deadline set for responses to the consultation was 30 September.

The Chairman suggested that the Panel should take time to consider the Council's views on the scoping document bearing in mind that the comments made would first have to be endorsed by the Cabinet.

As a general approach to the document, it was agreed that the Panel would lay down some general principles to be followed in drafting the response and the officers would then draw up a suggested response in more detail for consideration at the next meeting. This would then be submitted for endorsement to the next available Cabinet meeting before being formally submitted. At the same time, officers would approach the DfT to see whether an extension of time could be agreed in view of the delay in the Government publishing its response to the Committee on Climate Change's report on CO2 target emissions for 2050 and the publication of updated passenger demand and CO2 forecasts.

The Panel then discussed in considerable detail the scoping document both in general terms and in respect of the various subject matters set out in the consultation before agreeing the following principles to guide the suggested response:

- **Joint response?:** the Council's response to the consultation would be drafted based on the general principles laid down by members as the lead authority and would then form the substance of the joint representations to be made on behalf of the four authorities of Essex and Hertfordshire, East Hertfordshire and Uttlesford.
- **Scope of response:** the response should give equal weight to the twin considerations of aviation and impact on the local environment whilst recognising the primacy of environmental considerations for many local people. The response should welcome the more balanced approach adopted by the Coalition but there was as yet no firm view expressed on what model could be used to assess the balance between these two aspects. At the same time other relevant issues would be addressed.
- **National aviation policy:** the response should welcome the downgrading by the Coalition of the Air Transport White Paper and the stated recognition that the aviation industry must do more to reduce polluting emissions and environmental impacts. The challenge would be to express national policy tests in such a way that could be applied to the functioning of a local airport.
- **Maximising benefits:** the statement about maximising benefits from existing connections and capacity does not rule out the possibility of future growth in traffic without a second runway at Stansted; the response should be specific about the future scale of development so that there should be a binding commitment to there being no additional runway capacity.
- **Technological change:** no firm view could yet be formed about the ability of technological change to bring about a swift decline in fuel consumption and CO2 emissions.
- **Development of rail connections:** the response should recognise that it was not necessarily realistic to rely on high speed rail links to take up demand for domestic and short-haul European traffic, even though opportunities for travel were likely to continue to improve and expand.
- **Noise envelope:** the response would recognise that different methods exist for the measurement of noise; the onus should be on the aviation industry to demonstrate how they could limit the effect on the local environment.

- **Night noise:** it was recognised that the new regime would need to balance the needs of the aviation industry with local environmental considerations; there would be pressure locally to provide respite from night noise by giving more weight to environmental factors but any solution must balance the need to consider the impact on businesses.
- **Liaison with London Stansted:** it was agreed to press for improvements in local liaison arrangements, especially in respect of parish councils and the needs of local disabled groups.
- **Connectivity and support for regional airports:** integration of regional airports' activities around the country would assist local businesses to be successful but this was not the same thing as promoting airport expansion.
- **General comments:** as part of the response to the consultation Members expressed a wish to pursue a change in the basis for compensating home owners in view of the delays in paying compensation related to the expansion to 15mppa arising from the partial completion of physical development projects. The Panel also wished to seek further assurances about the abandonment of a second runway beyond the lifetime of the present Parliament.

SAP7

ANY OTHER BUSINESS: APPROACH FROM QUENDON AND RICKLING PARISH COUNCIL FOR A MEETING WITH NATS

The Director of Public Services reported a request from Brandon Chapman of Quendon and Rickling Parish Council for the Council to provide facilities for a meeting to enable representatives of NATS to address invited members of Uttlesford and town and parish councils in the area.

The intention was to develop local representatives' understanding of the issues involved in national air traffic control issues. The proposal was for the meeting to take place at the Council Offices on 1 November.

Officers were authorised to have further discussions with all relevant parties with a view to the meeting taking place as proposed but on the basis that it was arranged by the district council.

SAP8

FUTURE MEETINGS

Arising from the DfT consultation, a further meeting would be arranged in September to finalise the proposed response for submission to the Cabinet.

A further meeting could then be held in October and on a quarterly basis after that. Members would be notified of the dates of those meetings scheduled in due course.

The meeting ended at 8.40pm.