

**Committee:** Stansted Airport Advisory Panel

**Agenda Item**

**Date:** 10<sup>th</sup> January 2013

**5**

**Title:** Davies Airport Commission - update

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Key decision: No

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## Summary

1. This report updates the Panel on the progress of the Davies Airport Commission. As the establishment of the Commission is still work in progress, officers may need to give a further update at the Panel meeting.

## Recommendations

2. That the Panel notes the progress that has been made with the setting up and running of the Commission.

## Financial Implications

3. There are no financial implications associated with this report. The Council will, however, need to decide how it is to participate in the Commission's work. Participation will have financial implications depending upon the level of participation that is deemed necessary.

## Background Papers

4. None

## Impact

- 5.

Communication/Consultation	In its operating protocol, the Commission has indicated that it will undertake formal meetings and visits, and will engage openly with interested parties and members of the public, providing opportunities to submit evidence and proposals and to set out views relevant to its work. The Commission will engage with local government to "build consensus in support of its approach and recommendations".
Community Safety	None
Equalities	None

Health and Safety	None
Human Rights/Legal Implications	None
Sustainability	Sustainability is a key issue for the Commission to consider.
Ward-specific impacts	There are district wide effects from the operation of Stansted Airport
Workforce/Workplace	Participation in the Commission's work will have workforce implications depending upon the level of participation that is deemed necessary.

## Recap

6. At the last Panel meeting, it was reported that the new Secretary of State for Transport (Patrick McLoughlin) had announced that the Government had asked Sir Howard Davies to chair an independent Commission tasked with identifying and recommending to the Government options for maintaining the UK's status as an international hub for aviation.
  
7. The Commission will:
  - i) examine the scale and timing of any requirement for additional capacity to maintain the UK's position as Europe's most important aviation hub, and
  - ii) identify and evaluate how any need for additional capacity should be met in the short, medium and long term.
  
8. The Commission will provide an interim report to the Government no later than the end of 2013 setting out:
  - i) its assessment of the evidence on the nature, scale and timing of the steps needed to maintain the UK's global hub status, and
  - ii) the recommendation(s) for immediate actions to improve the use of existing runway capacity in the next five years - consistent with credible long term options.
  
9. The Commission will then publish by the summer of 2015 a final report for consideration by the Government and opposition containing:
  - i) its assessment of the options for meeting the UK's international connectivity needs, including their economic, social and environmental impact,

ii) its recommendation(s) for the optimum approach to meeting any need,

iii) its recommendation(s) for ensuring that the need is met as expeditiously as practicable within the required timescale, and

iv) materials to support the Government in preparing a National Policy Statement (on aviation) to accelerate the resolution of any future planning application(s).

10. A decision on whether to support any of the final report's recommendations will be made by the next Government. The Government intends that the Commission's work will be fair and open, taking into account the views of passengers and residents as well as the aviation industry, business, local and devolved government and environmental groups.

11. In November, Sir Howard Davies issued an operating protocol setting out membership of the Commission. This was circulated to the Panel by Email on 7<sup>th</sup> November. A copy is attached to this report. The protocol confirmed the timescale set out in Paragraphs 8 and 9 above, and confirmed that evidence and proposals relevant to the Commission's remit will be sought through 3 key channels. These channels are:

i) a guidance document for those intending to submit proposals for meeting the UK's connectivity needs. This will be published no later than January 2013, and will set out how and when submissions can be made. These can include making best use of existing capacity, or for new capacity which can be in the short, medium or long term.

ii) a series of working papers on topics relevant to the Commission's work. The first will be on aviation demand forecasting (expected in January). These will summarise the current evidence base, will be subject to consultation and submission of further evidence.

iii) public evidence sessions from invited expert witnesses on key issues, with all reports published on the Commission's website which is currently being set up.

### **Update**

12. The Email to the Panel on 7<sup>th</sup> November also included a summary sheet of selected current proposals and documents that may be relevant to the Commission's work. An updated version is attached to this report.

13. Since the last version of the summary sheet was circulated, Heathrow Airport Limited has issued a document entitled "One hub or none". This document suggests 12 criteria with questions which the Commission could use to assess the pros and cons of each option for creating new hub capacity. These criteria

(Pages 30 and 31 of the Heathrow report) are attached for the Panel's information as they are quite comprehensive.

14. The London Assembly's Transport Committee has announced that it intends to produce a report for the Commission by May 2013 on the case for London airport capacity changes and short / medium / long term options. The Committee has produced a 7-page scoping report, a copy of which is also attached. The Committee has asked for written submissions by Friday 28<sup>th</sup> December so that they can inform its meetings which are to be held in January and February. As 2 of the options would have a direct effect on Stansted Airport, a written submission from the Council is currently being prepared to meet the deadline. A copy will be circulated to the Panel when it is finished.
15. Any further information on the operation of the Commission that is received between the writing of this report and the Panel meeting will be reported.

### Risk Analysis

16.

Risk	Likelihood	Impact	Mitigating actions
That the Council's views will not be considered by the Commission	1. The Commission's operating protocol indicates that it intends open engagement with a wide range of stakeholders	2. A decision contrary to the Council's views could have a harmful impact on the area	Contribute to the work of the Commission

1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.

### Report Enclosures:

Commission operating protocol

Updated summary sheet of selected current proposals and documents

Heathrow Airport Limited "One hub or none" extract (Pages 30 and 31)

London Assembly Transport Committee scoping report